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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[3]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[36]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME — ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .... **RNAV (GPS) Rwy 28**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[1]
ILS Rwy 22L[1]
ILS Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 15R[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL .... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **LOC Rwy 8[123]**
VOR or GPS-A[4]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

NAME ALTERNATE MINIMUMS

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[12]**
VOR Rwy 2[3]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]NA when local weather not available.
[3]Categories A,B, 1200-2; Category C,D, 1200-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME or GPS Rwy 17[3]

[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**
NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**
Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD ... **RNAV (GPS) Rwy 18**
NA when local weather not available.

PAWTUCKET, RI

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B
NA when local weather not available.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29
ILS, Category D, 700-2.

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]
[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34
NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31
NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

VINEYARD HAVEN, MA

MARTHA'S VINEYARD .... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[34]
VOR Rwy 20[35]
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[5]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

NAME ALTERNATE MINIMUMS

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Rwy 10**

Categories A,B, 900-2; Category C, 900-2¾.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR or TACAN Rwy 6[4]
VOR or TACAN Rwy 15[5]
VOR or TACAN Rwy 24[6]
VOR or TACAN Rwy 33[6]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading at 250' per NM to 400 feet before turning.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right. **Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL. **Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 33L, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BRUNSWICK NAS (KNHZ)

BRUNSWICK, ME 09295

Rwy 1L, CAUTION: Cross DER at or above 30' AGL/102' MSL.

Rwy 1R, CAUTION: Cross DER at or above 10' AGL/82' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)

AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK

NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 300-1½ with a min. climb of 471' per NM to 6600, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA

GARDNER MUNI

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA

WALTER J. KOLADZA

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME

GREENVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT

HARTFORD-BRAINARD

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.

NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

HAVERHILL, NH

DEAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 800-2. **Rwy 35,** 300-1.

LYNDONVILLE, VT

CALEDONIA COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA

MANSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI

TAKE-OFF MINIMUMS: **Rwy 29,** 700-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 700-1 or std. with a min. climb of 290' per NM to 1300.

MONTAGUE, MA

TURNERS FALLS

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 14,** 300-1 or std. with a min. climb of 340' per NM until 200. **Rwy 20,** 300-1 or std. with a min. climb of 240' per NM until 100. **Rwy 32,** 400-1 or std. with a min. climb of 420' per NM until 500.

NEWPORT, RI
NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.
NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT
NEWPORT STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.
DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME
CENTRAL MAINE AIRPORT OF NORRIDGEWOCK
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.
DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI
QUONSET STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA
NORTHAMPTON
TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA
NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.
NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

PLYMOUTH, MA

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from departure end of runway, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from departure end of runway, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI

NOTE: **Rwy 7,** trees beginning 133' from departure end of runway, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from departure end of runway, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from departure end of runway, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course.

Rwy 32, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 260' per NM until passing 1000.

Rwys 10, 28 NA.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 300-2 or std. with a min. climb of 260' per NM to 700. **Rwy 33,** 1200-3 or std. with a min. climb of 250' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1700 before proceeding on course. **Rwy 15,** climb runway heading to 1400 before proceeding on course. **Rwy 20,** climb runway heading to 2200 before proceeding on course. **Rwy 33,** climb runway heading to 1500 before proceeding on course.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400. RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL.**Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 700-3 or std. w/ min. climb of 326' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before proceeding on course. **Rwy 33,** Climb heading 328° to 1000 before proceeding on course.

NOTES: **Rwy 1,** Trees beginning 887' from departure end of runway, 493'left of centerline, up to 100' AGL/239' MSL. Trees beginning 1846' from departure end of runway, on centerline, up to 100' AGL/265' MSL. **Rwy 6,** Trees beginning 21' from departure end of runway, 464' left of centerline, up to 100' AGL/184' MSL. Trees beginning 1335' from departure end of runway, on centerline, up to 100' AGL/289' MSL. **Rwy 15,** Vehicle on road 453' from departure end of runway, 615' left of centerline, 15' AGL/186' MSL. Trees beginning 2341' from departure end of runway, 767' right of centerline, up to 76' AGL/244' MSL. Vehicle on road 409' from departure end of runway, 591' left of centerline, 15' AGL/186' MSL. Trees beginning 1520' from departure end of runway, 429' right of centerline, up to 77' AGL/219' MSL. **Rwy 19,** Aircraft 1843' from departure end of runway, 223' right of centerline, 40' AGL/269' MSL. Light pole 2843' from departure end of runway, 223' right of centerline, up to 88' AGL/222' MSL. **Rwy 24,** obstruction light fence 1240' from departure end of runway, 784' left of centerline, 50' AGL/215' MSL. Trees beginning 3389' from departure end of runway, 599' left of centerline, up to 100' AGL/ 267' MSL trees beginning 2346' from departure end of runway, 489' right of centerline, up to 70' AGL/273' MSL. **Rwy 33,** Trees beginning 1590' from departure end of runway, on centerline up to 100' AGL/256' MSL. Obstruction light tower 2.4 NM from departure end of runway, 3534' left of centerline 117' AGL/774' MSL. Trees beginning 1618' from departure end of runway, 580' right of centerline, up to 100' AGL/252' MSL. Trees beginning 3125' from departure end of runway, 308' right of centerline, up to 100' AGL/256' MSL.

WISCASSET, ME

WISCASSET

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 240' per NM to 600.

WORCESTER, MA

WORCESTER RGNL

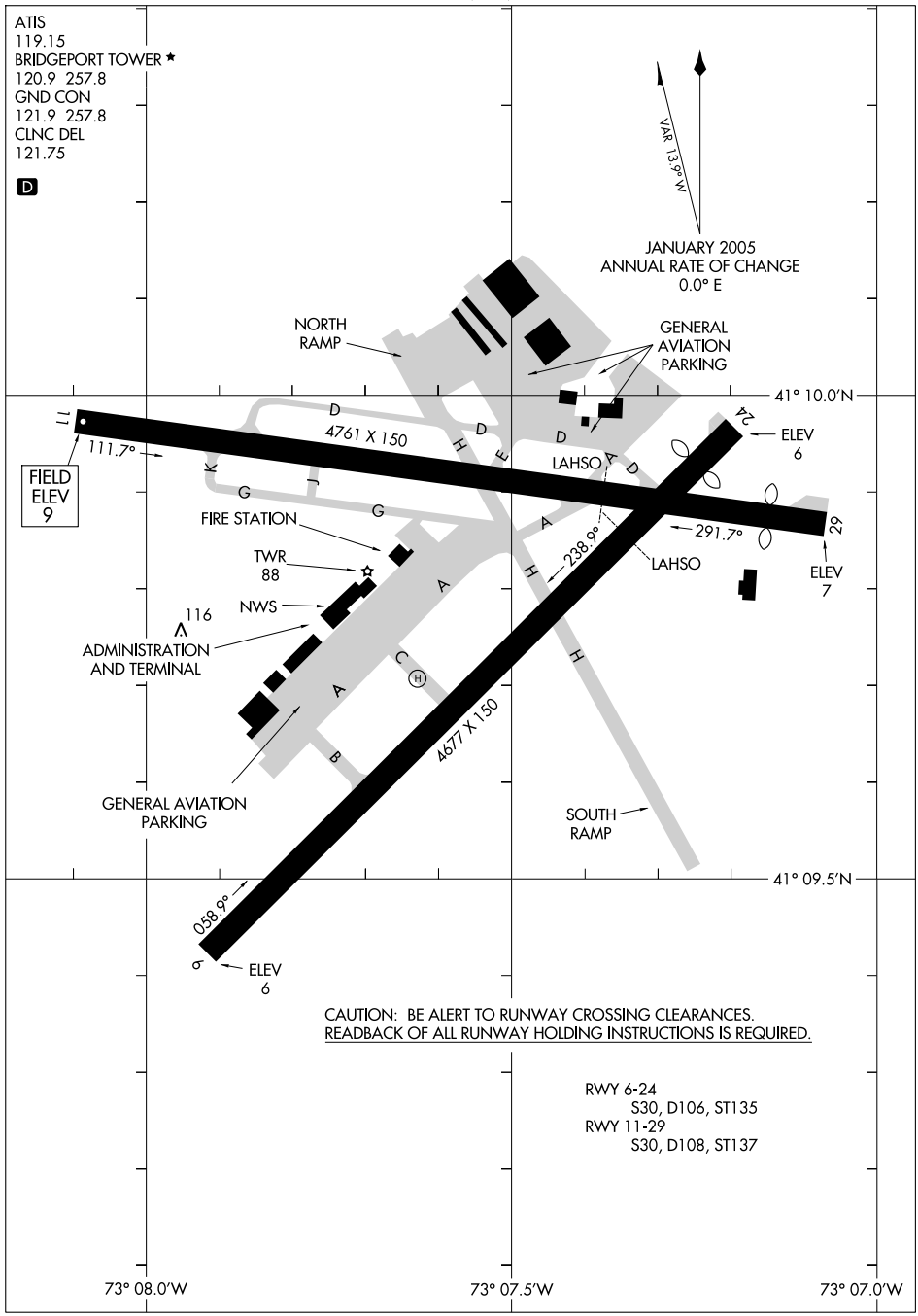
TAKE-OFF MINIMUMS: **Rwy 29,** 300-2 or std. with a min. climb of 250' per NM to 1300. **Rwy 33,** 700-2 or std. with a min. climb of 320' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb runway heading to 1300 before proceeding on course. **Rwy 33,** climb runway heading to 2000 before proceeding on course.

09239

AIRPORT DIAGRAM

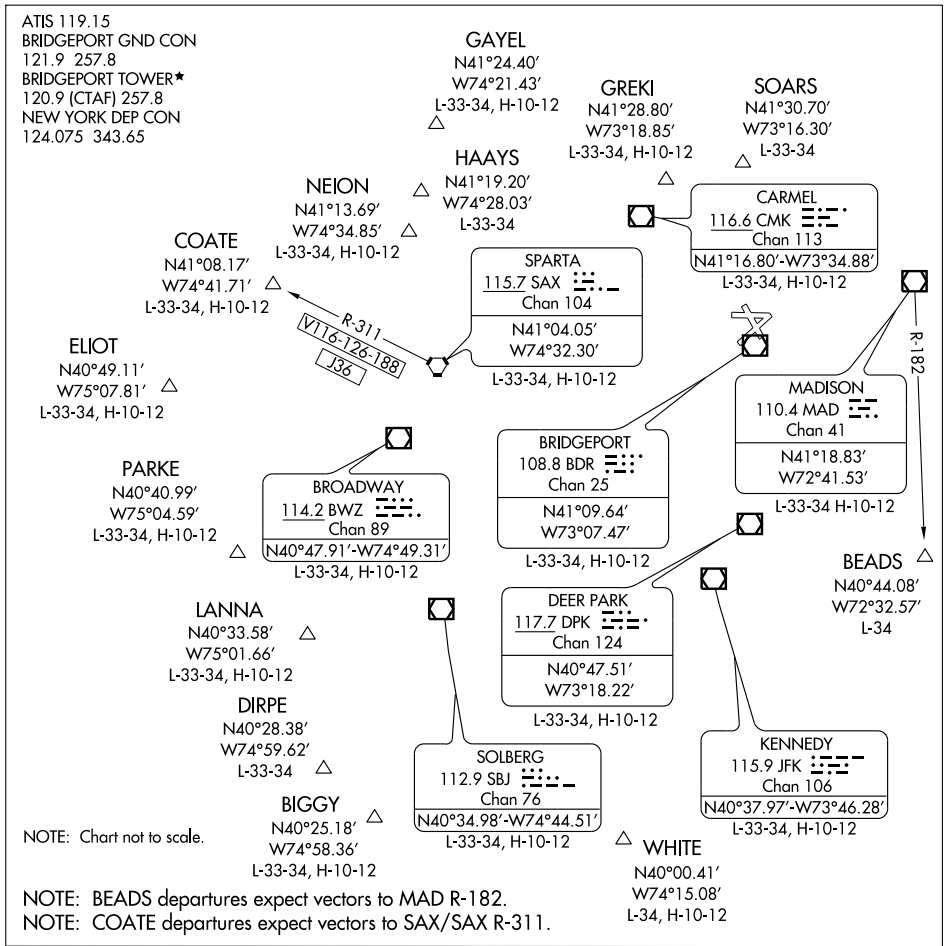
BRIDGEPORT / IGOR I. SIKORSKY MEMORIAL (BDR)
BRIDGEPORT, CONNECTICUT
AL-621 (FAA)



NE-1, 14 JAN 2010 to 11 FEB 2010

BRIDGEHAVEN FIVE DEPARTURE

SL-621 (FAA)



NOTE: BEADS departures expect vectors to MAD R-182.
NOTE: COATE departures expect vectors to SAX/SAX R-311.

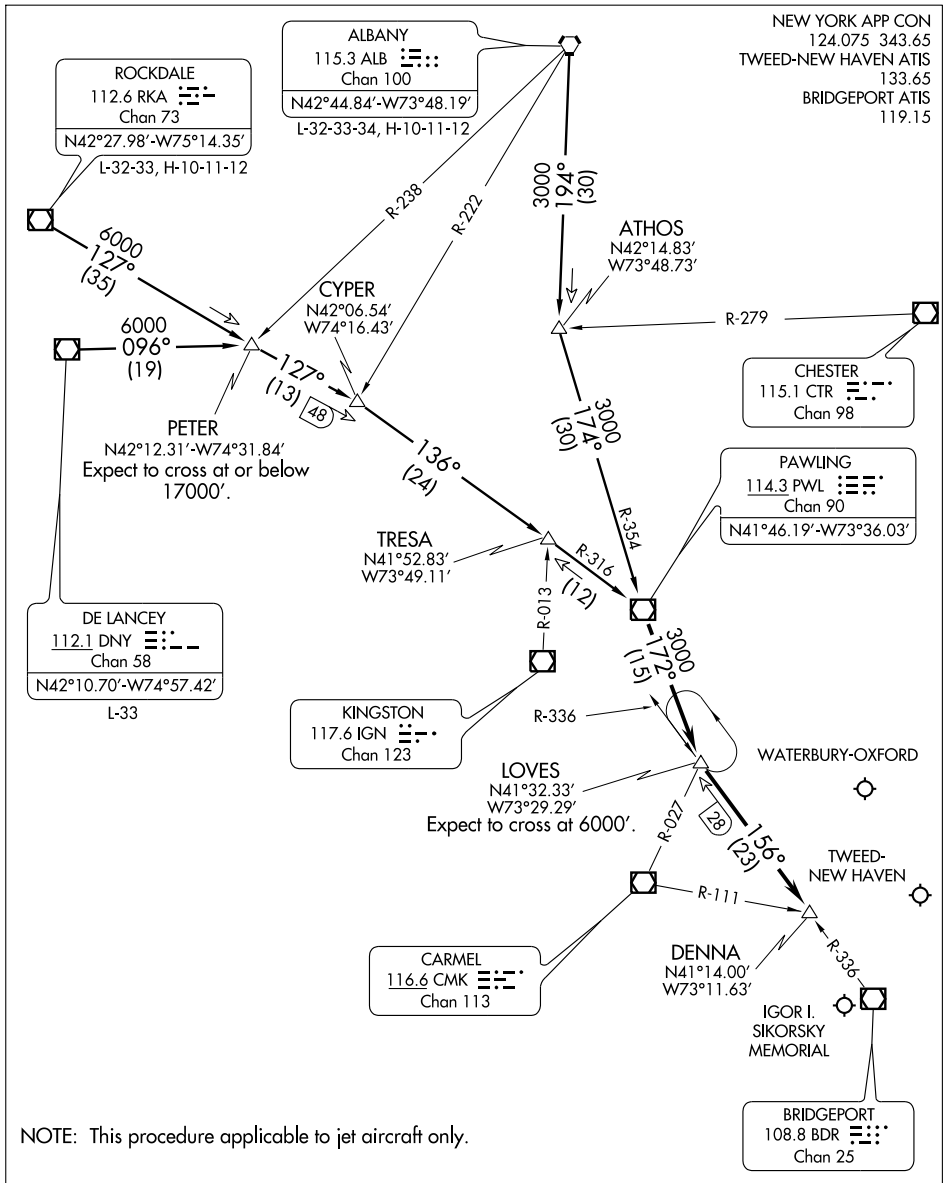
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: This procedure applicable to jet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

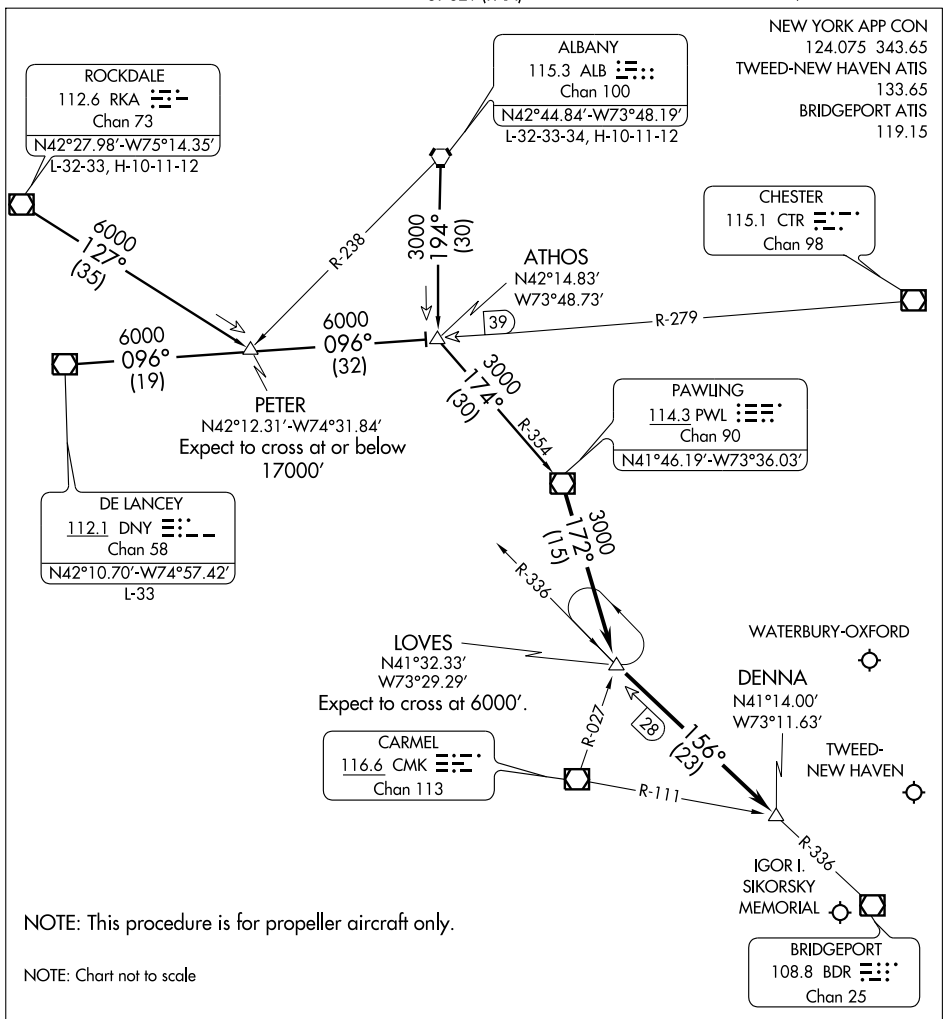
ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .
DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .
ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .
. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

(DENNA.DENNA2) 08325

DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

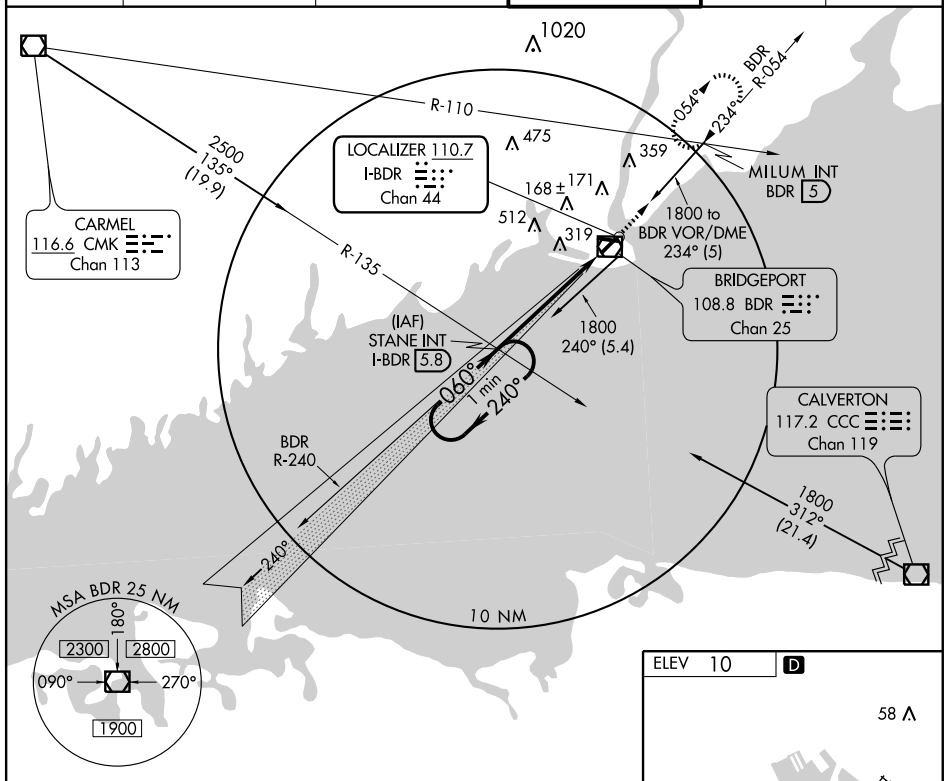
LOC/DME I-BDR	APP CRS	Rwy Idg	4677
110.7	060°	TDZE	7
Chan 44		Apt Elev	10

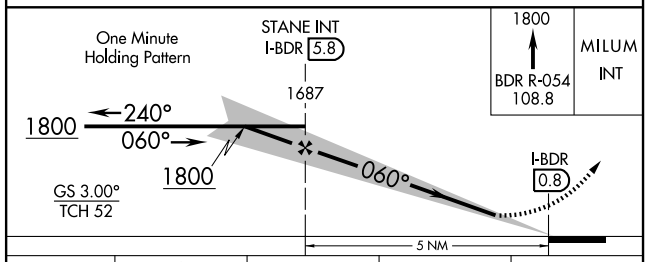
ILS RWY 6

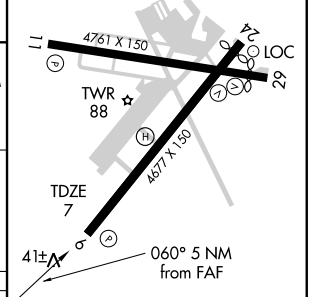
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.9 257.8	121.75







CATEGORY	A	B	C	D
S-ILS 6	307 - 1 300 (300-1)			
S-LOC 6	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4677
060°	TDZE	7
	Apt Elev	10

RNAV (GPS) RWY 6

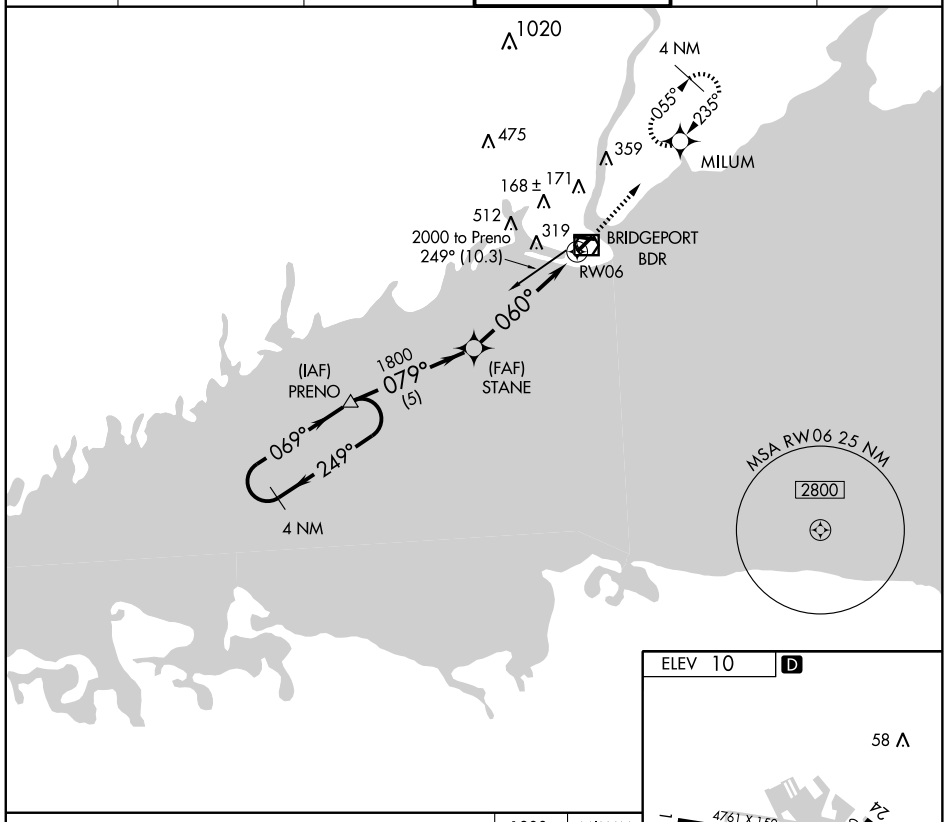
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

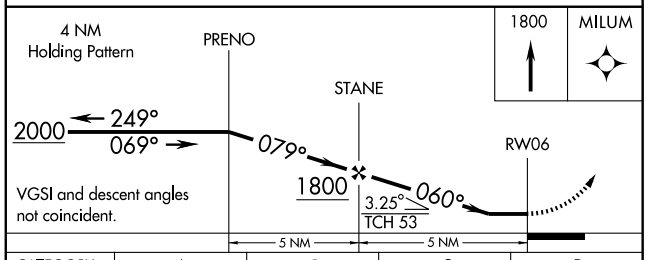
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

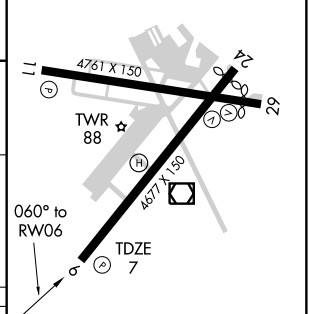
NA

MISSED APPROACH: Climb to 1800 direct MILUM WP and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.9 257.8	121.75







CATEGORY	A	B	C	D
LNAV MDA	400 - 1 393 (400-1)			400 - 1¼ 393 (400-1¼)
CIRCLING	420 - 1 410 (500-1)	620 - 1 610 (700-1)	620 - 1¾ 610 (700-1¾)	820 - 2½ 810 (900-2½)

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4358
236°	TDZE	8
	Apt Elev	10

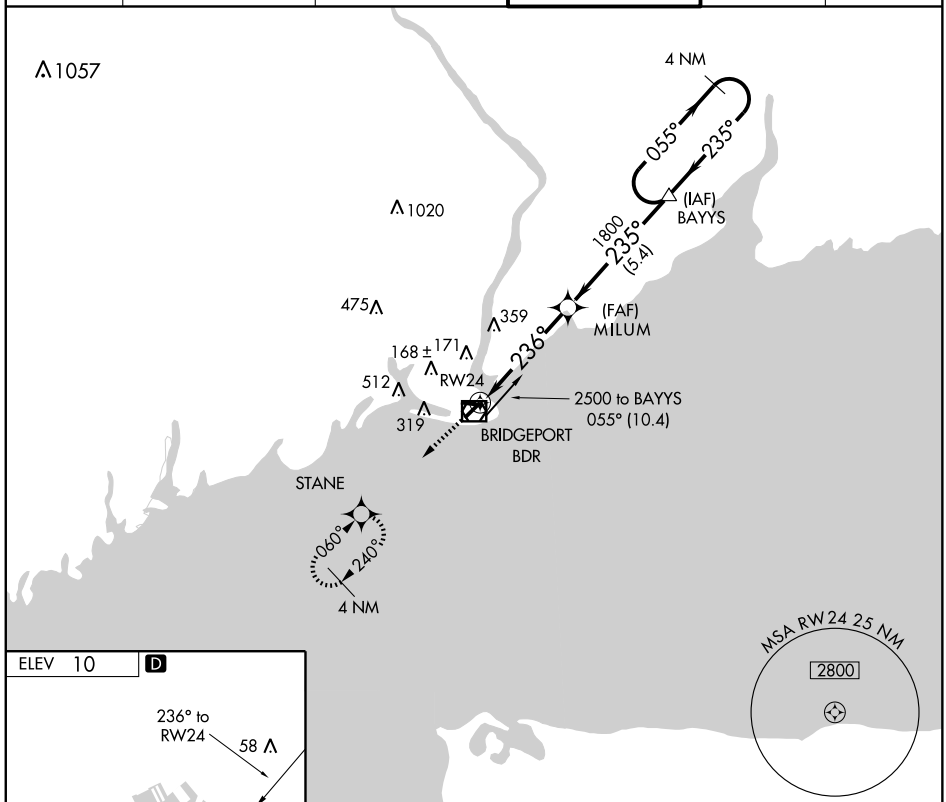
RNAV (GPS) RWY 24

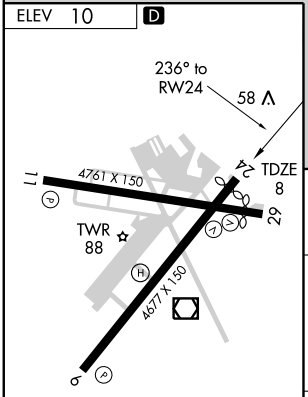
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

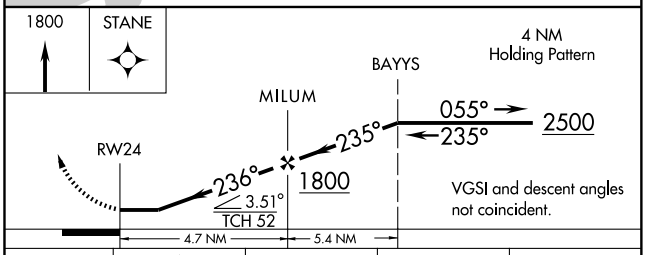
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800 direct STANE WP and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 (L) (CTAF) 257.8	121.9 257.8	121.75







CATEGORY	A	B	C	D
LNAV MDA	460 - 1	452 (500-1)	460 - 1¼ 452 (500-1¼)	460 - 1½ 452 (500-1½)
CIRCLING	460 - 1 450 (500-1)	620 - 1 610 (700-1)	620 - 1¾ 610 (700-1¾)	820 - 2½ 810 (900-2½)

REIL Rwys 6, 11, 24, and 29 (L)
HIRL Rwys 6-24 and 11-29 (L)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4397
291°	TDZE	8
	Apt Elev	10

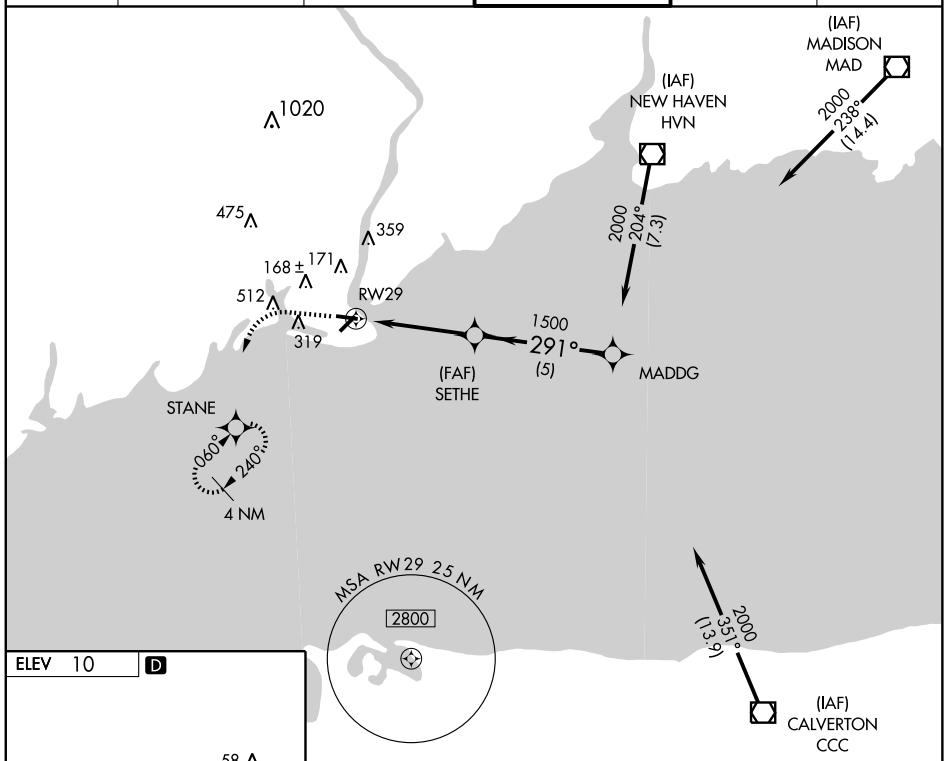
RNAV (GPS) RWY 29

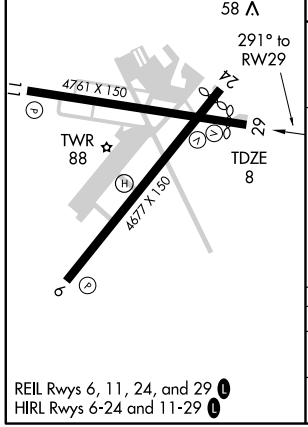
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

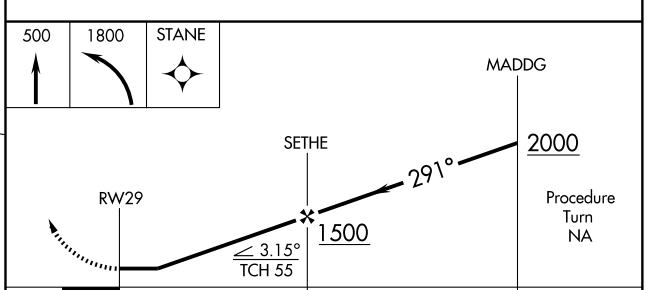
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 1800 direct STANE WP and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.9 257.8	121.75







CATEGORY	A	B	C	D
LNAV MDA	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2 ½ 810 (900-2½)

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

NE-1. 14 JAN 2010 to 11 FEB 2010

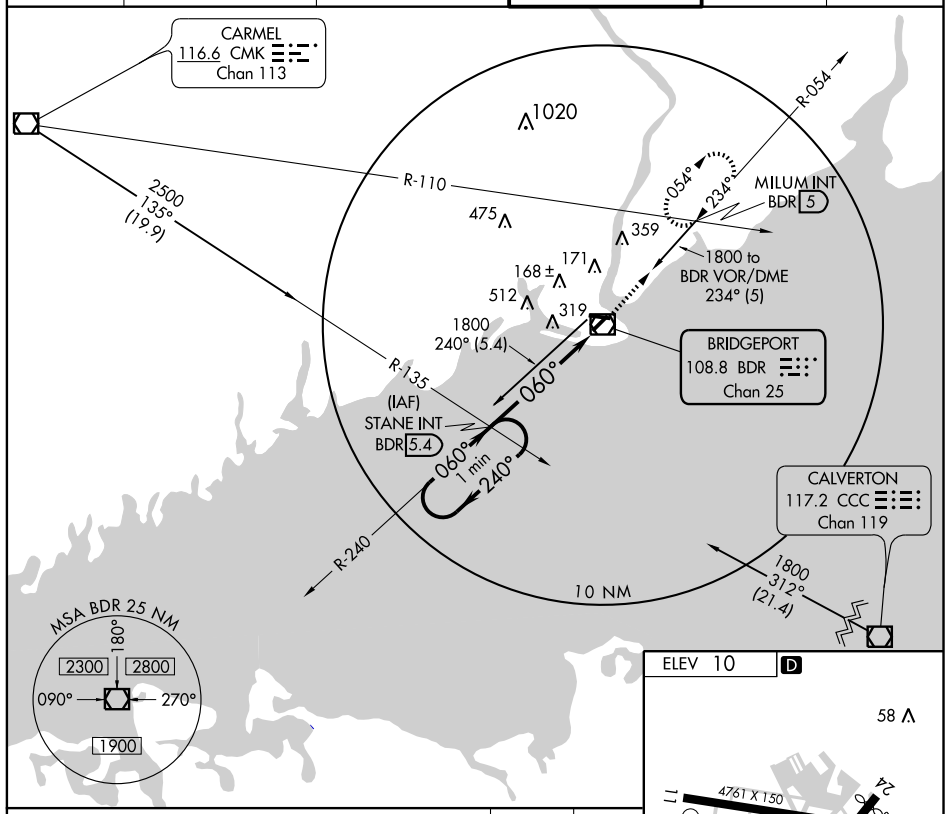
VOR/DME BDR	APP CRS	Rwy Idg 4677
108.8	060°	TDZE 7
Chan 25		Apt Elev 10

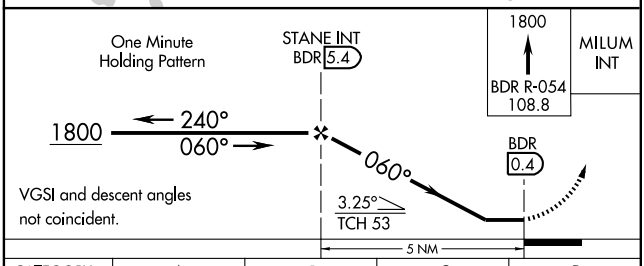
VOR RWY 6

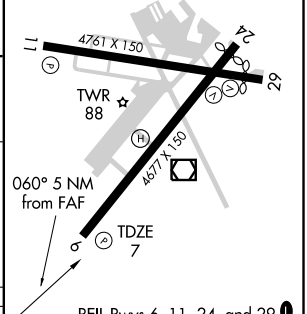
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int/BDR 5 DME and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.9 257.8	121.75







CATEGORY	A	B	C	D
S-6	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME BDR	APP CRS	Rwy Idg 4358
108.8	234°	TDZE 8
Chan 25		Apt Elev 10

VOR RWY 24

BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR R-240 to STANE Int/BDR 5.4 DME and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.9 257.8	121.75

1549 IAF MADISON 110.4 MAD Chan 41

CARMEL 116.6 CMK Chan 113

3000 NoPT 276° (12.7)

BAYYS INT BDR 10.4

R-054

R-101 1020

R-276

2600 234° (2.4)

264±

KNELL BDR 8 RADAR

1800 234° (3)

054° 1 min 7 234°

2500 121° (21.9)

R-110

475

359

234°

(IAF) MILUM INT BDR 5

168± 171

512 319

1800 054° (5)

R-135

MSA BDR 25 NM

180°

2300 2800

090° 270°

1900

STANE INT BDR 5.4

060° 240°

BRIDGEPORT 108.8 BDR Chan 25

R-240

10 NM

ELEV 10 D

234° 4.7 NM from FAF

58

TDZE 8

11 4761 X 150

24 29

TWR 88

4677 X 150

REIL Rwys 6, 11, 24, and 29 L

HIRL Rwys 6-24 and 11-29 L

1800

BDR R-240 108.8

STANE INT

MILUM INT BDR 5

One Minute Holding Pattern

BDR 0.3

054° 234° 1800

234°

3.51° TCH 52

VGSI and descent angles not coincident.

4.7 NM

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-24	500 - 1 492 (500-1)		500 - 1¼ 492 (500-1¼)	500 - 1½ 492 (500-1½)
CIRCLING	500 - 1 490 (500-1)	620 - 1 610 (700-1)	620 - 1¾ 610 (700-1¾)	820 - 2½ 810 (900-2½)

NE-1. 14 JAN 2010 to 11 FEB 2010

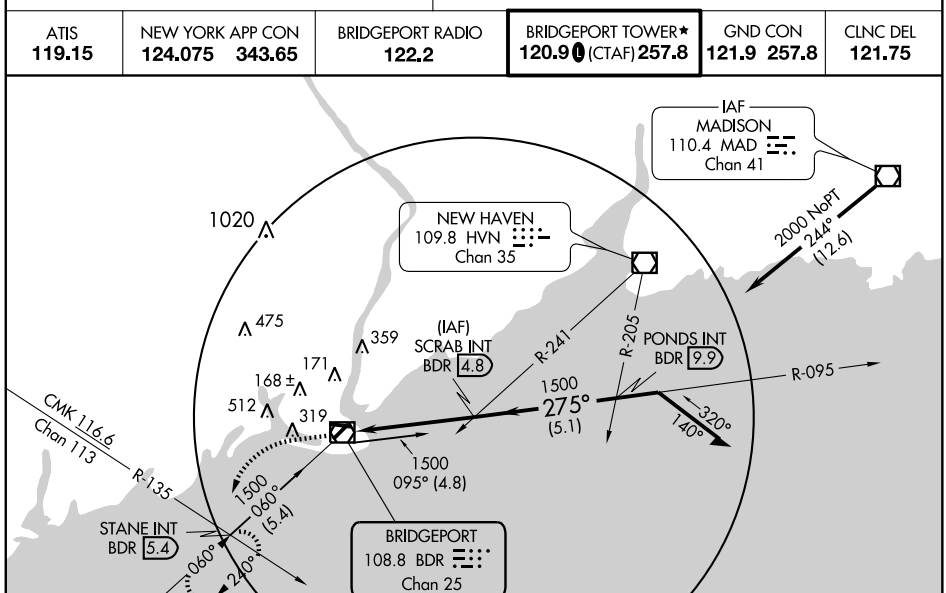
VOR/DME BDR	APP CRS	Rwy Idg 4397
108.8	275°	TDZE 8
Chan 25		Apt Elev 10

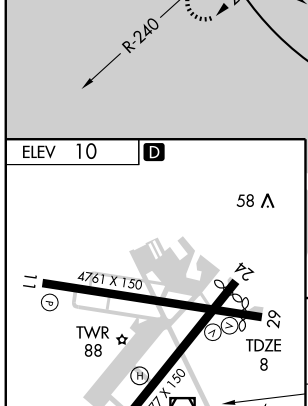
VOR RWY 29

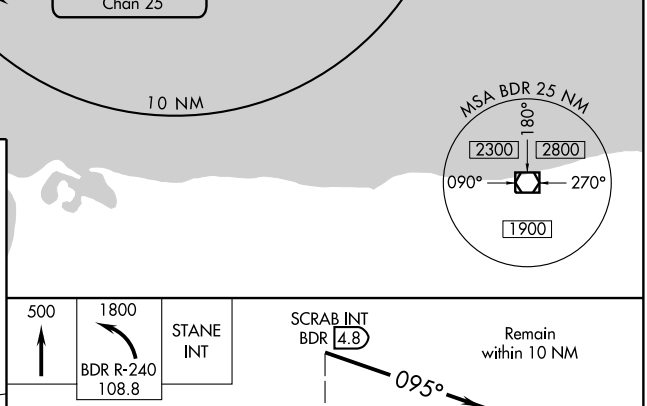
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 500, then climbing left turn to 1800 via BDR R-240 to STANE Int/BDR 5.4 and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.9 257.8	121.75







REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-29	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2 ½ 810 (900-2½)

NE-1. 14 JAN 2010 to 11 FEB 2010

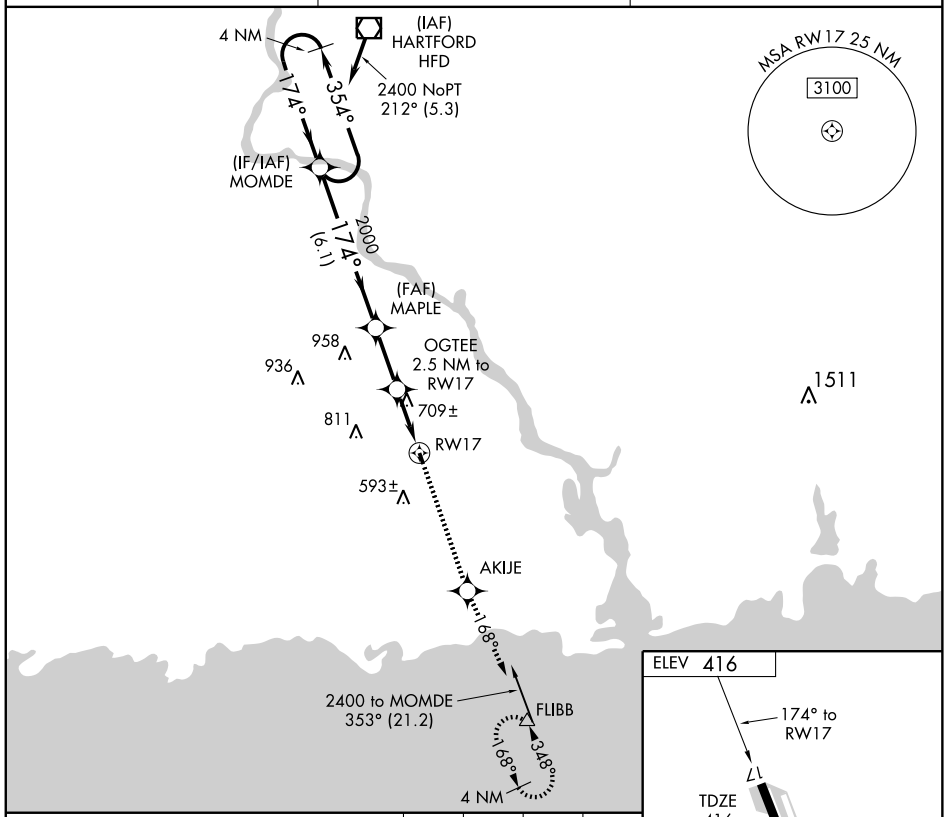
APP CRS	Rwy Idg	2007
174°	TDZE	416
	Apt Elev	416

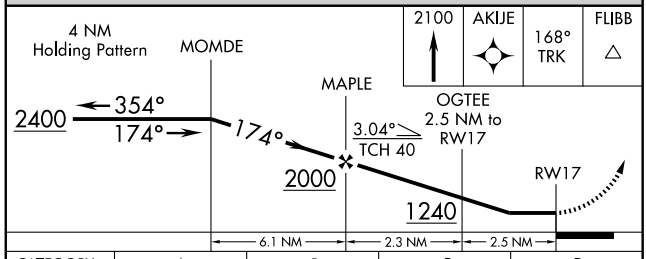
RNAV (GPS) RWY 17
CHESTER (SNC)

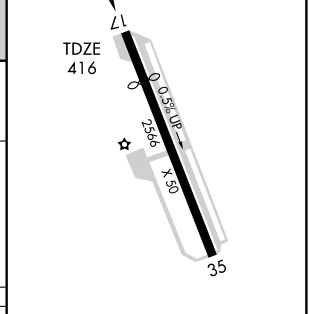
DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	960-1	544 (600-1)	NA	
CIRCLING	960-1	544 (600-1)	NA	

REIL Rwys 17 and 35
MIRL Rwy 17-35

NE-1. 14 JAN 2010 to 11 FEB 2010

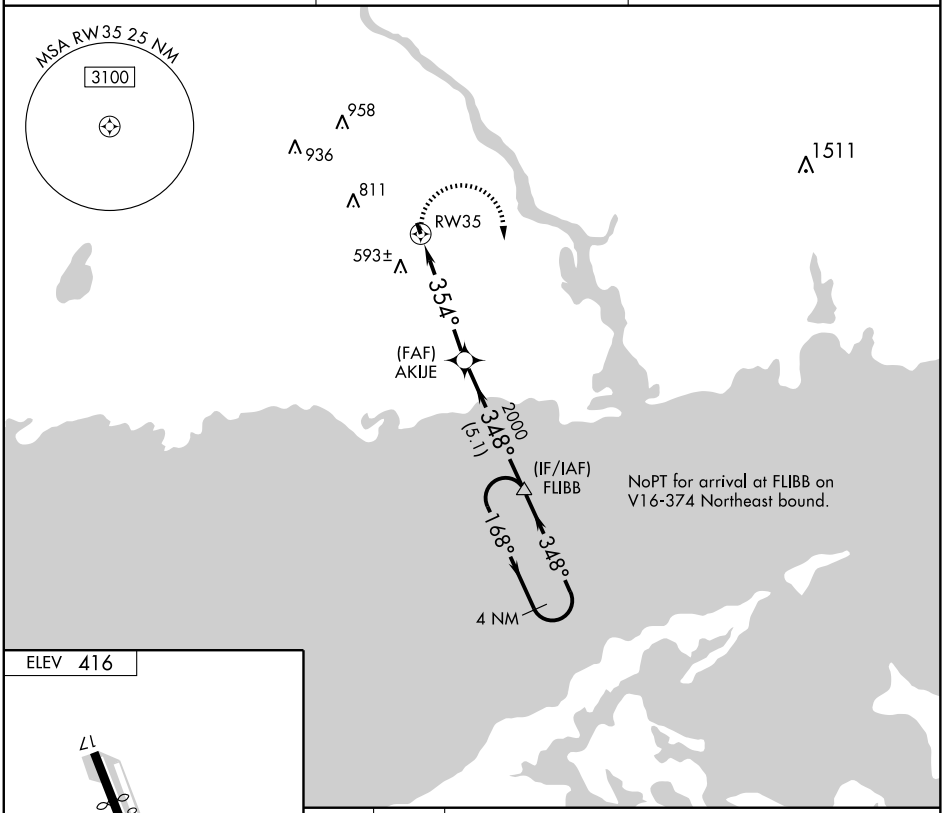
APP CRS	Rwy Idg	2566
354°	TDZE	416
	Apt Elev	416

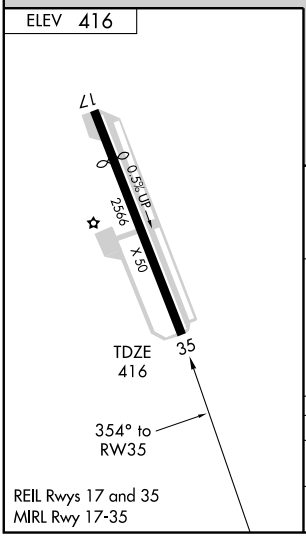
RNAV (GPS) RWY 35
CHESTER (SNC)

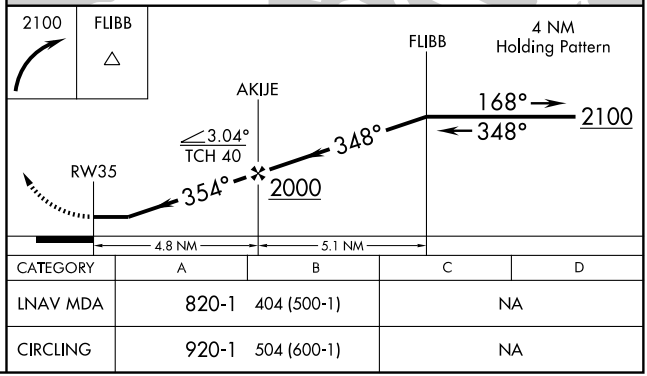
DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	820-1	404 (500-1)	NA	
CIRCLING	920-1	504 (600-1)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

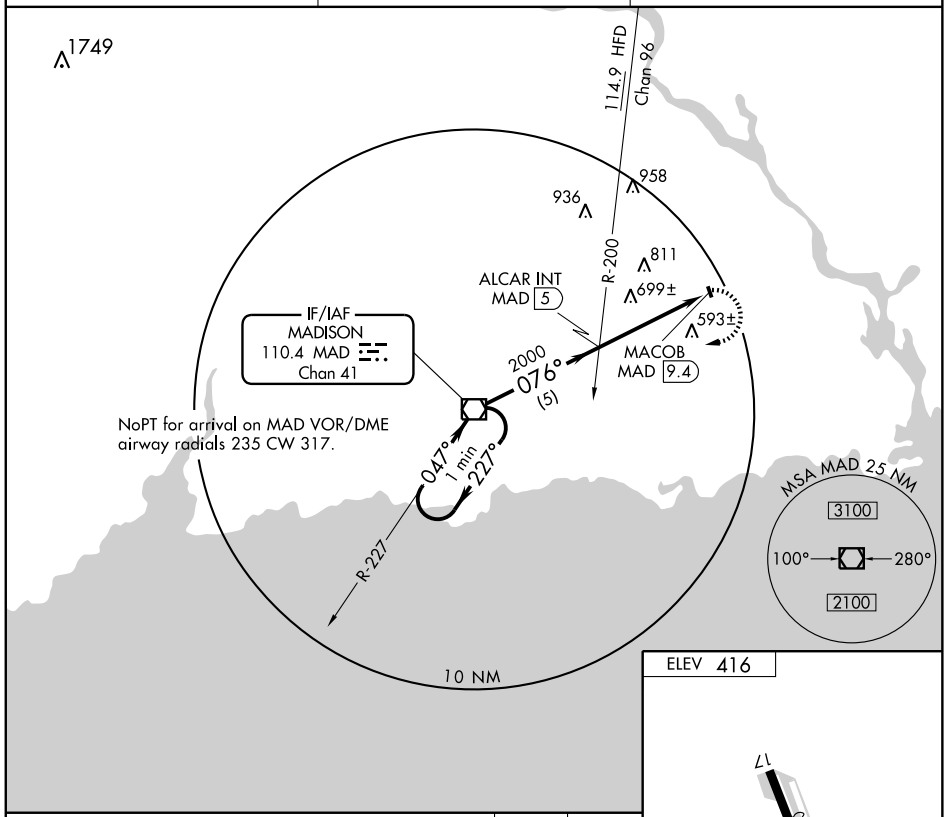
VOR/DME MAD	APP CRS	Rwy Idg	N/A
110.4	076°	TDZE	N/A
Chan 41		Apt Elev	416

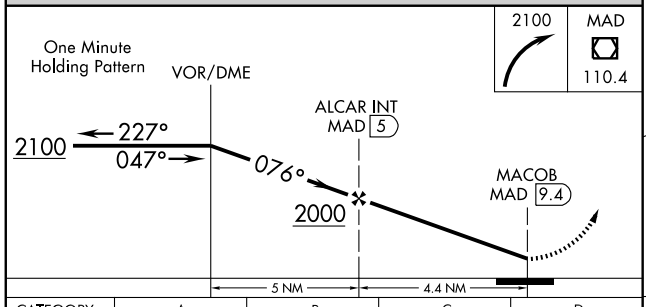
# VOR-A
CHESTER(SNC)

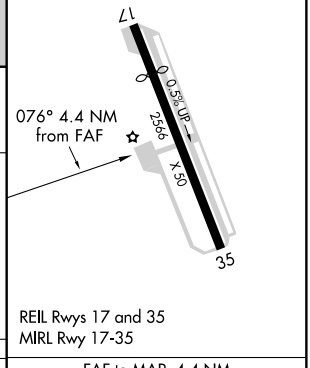
Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct MAD VOR/DME and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)



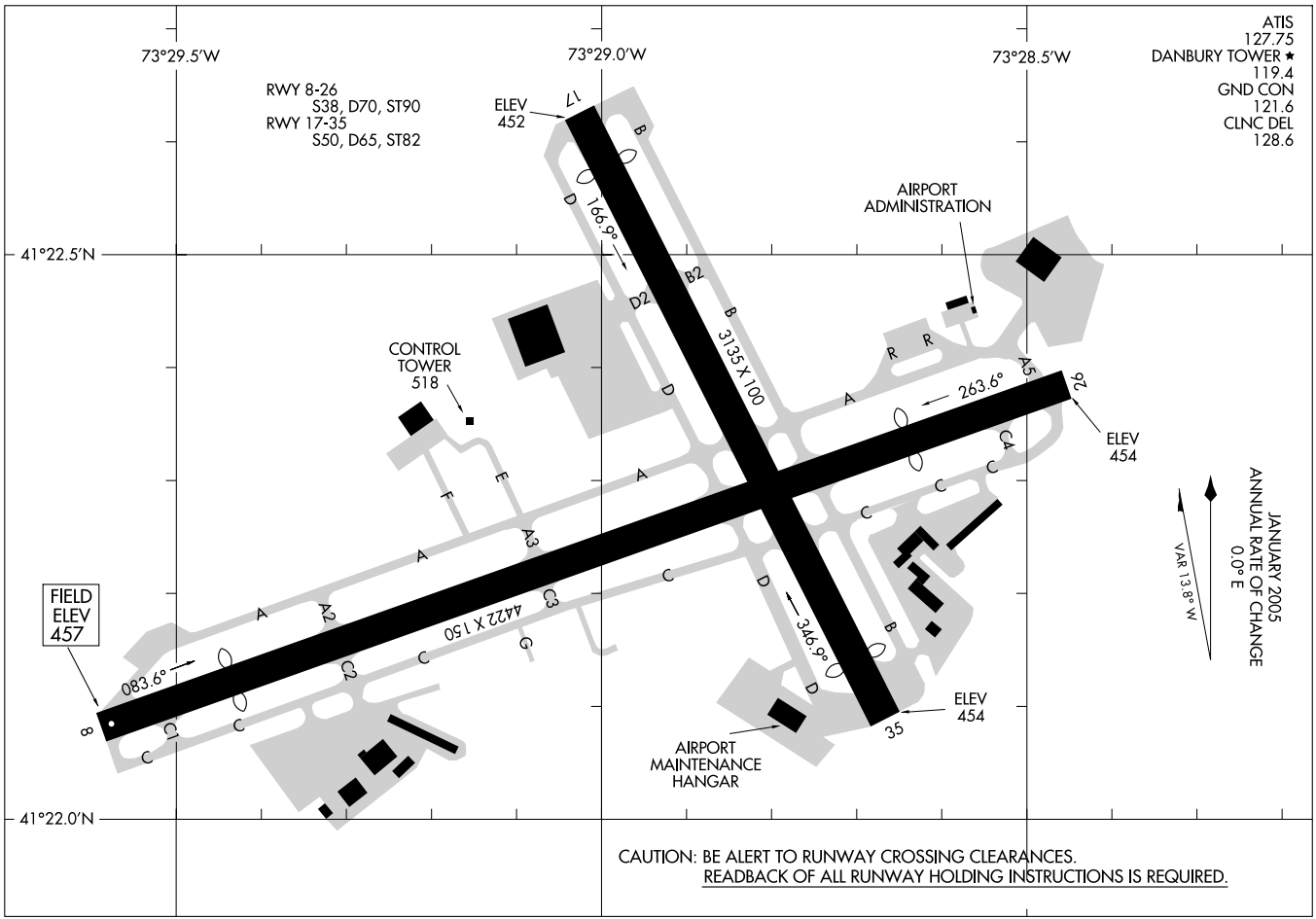




CATEGORY	A	B	C	D
CIRCLING	960-1 544 (600-1)		NA	

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1. 14 JAN 2010 to 11 FEB 2010


AIRPORT DIAGRAM
DANBURY MUNI (DXR)
DANBURY, CONNECTICUT
AL-5272 (FAA)
ATIS
127.75
DANBURY TOWER
119.4
GND CON
121.6
CLNC DEL
128.6
73°29.5'W
73°29.0'W
73°28.5'W
41°22.5'N
41°22.0'N
RWY 8-26
S38, D70, ST90
RWY 17-35
S50, D65, ST82
ELEV
452
17
35
8
26
3135 X 100
4422 X 150
166.9°
346.9°
263.6°
083.6°
AIRPORT
ADMINISTRATION
CONTROL
TOWER
518
AIRPORT
MAINTENANCE
HANGAR
ELEV
454
ELEV
454
FIELD
ELEV
457
VAR 13.8° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° E
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

APP CRS	Rwy Idg	4054
084°	TDZE	457
	Apt Elev	458

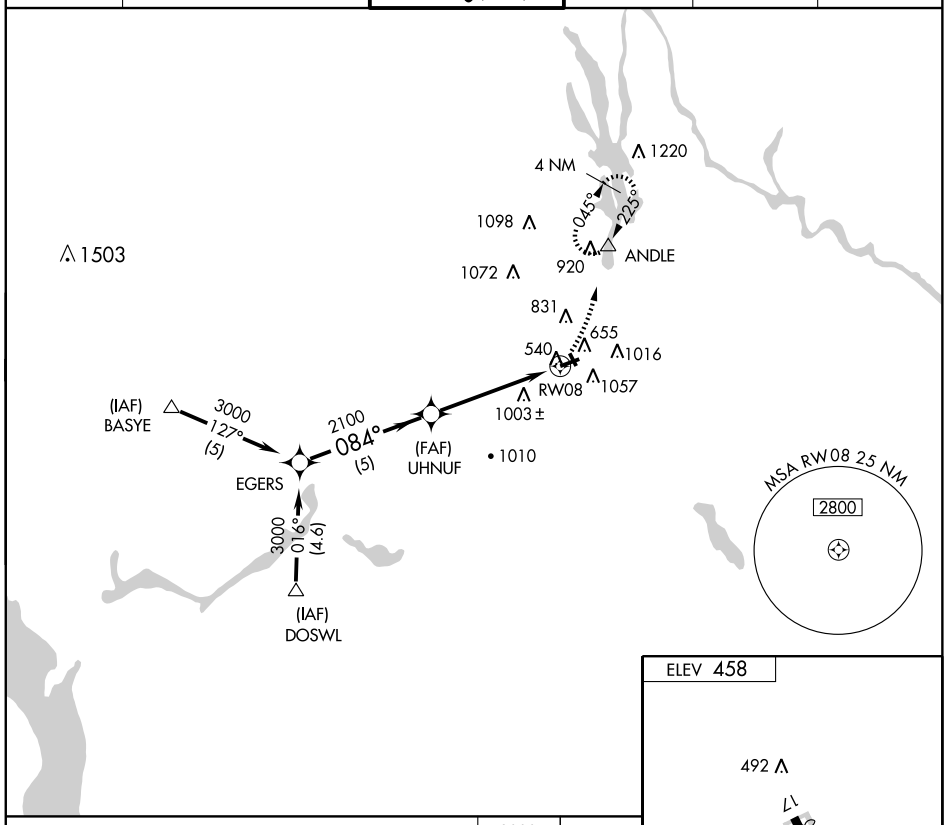
GPS RWY 8
DANBURY MUNI (DXR)

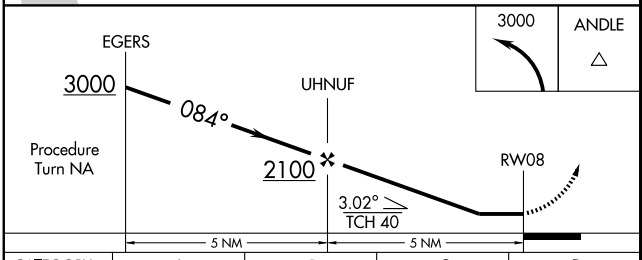
NA

Circling not authorized south of Rwy 8-26.

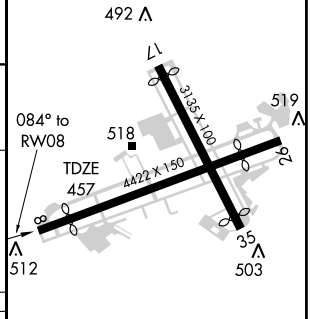
MISSED APPROACH: Climbing left turn to 3000 direct ANDLE WP and hold.

ATIS	NEW YORK APP CON	DANBURY TOWER★	GND CON	CLNC DEL	UNICOM
127.75	126.4 257.65	119.4 L (CTAF)	121.6	128.6	122.95





CATEGORY	A	B	C	D
S-8	1260-1 803 (900-1)	1260-1¼ 803 (900-1¼)	1260-2¼ 803 (900-2¼)	1260-2½ 803 (900-2½)
CIRCLING	1260-1 802 (900-1)	1260-1¼ 802 (900-1¼)	1260-2¼ 802 (900-2¼)	1260-2½ 802 (900-2½)



REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DXR	APP CRS	Rwy Idg	4054
111.55	087°	TDZE	457
Chan 52 (Y)		Apt Elev	458

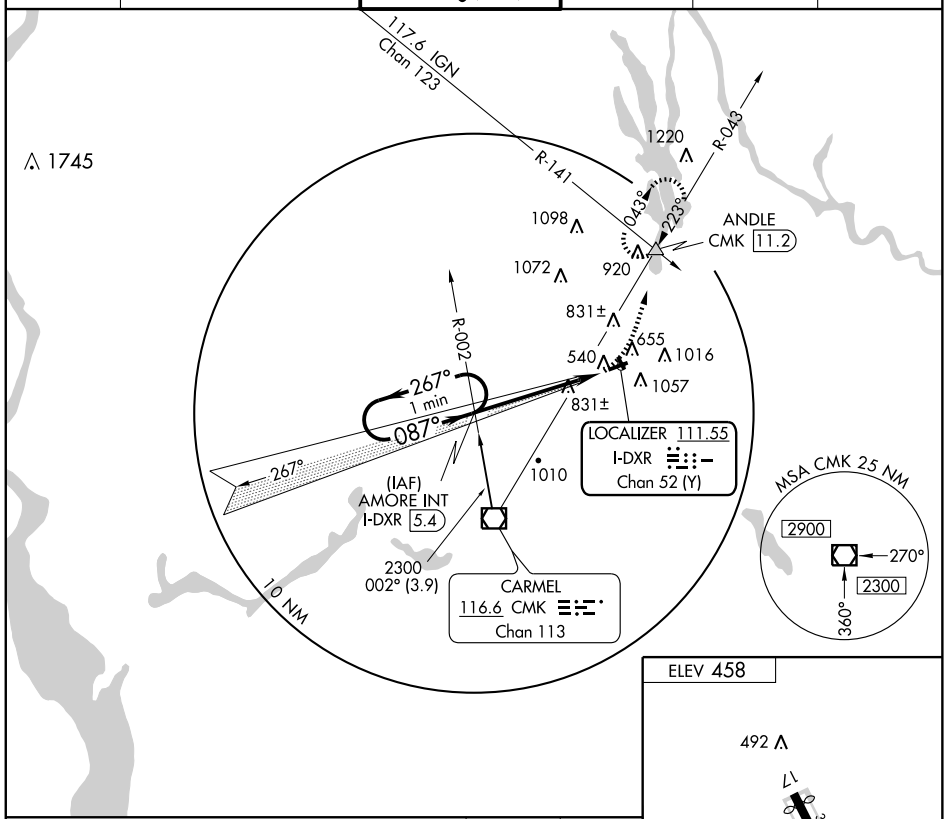
LOC RWY 8

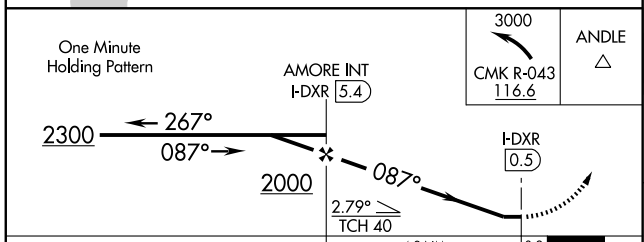
DANBURY MUNI (DXR)

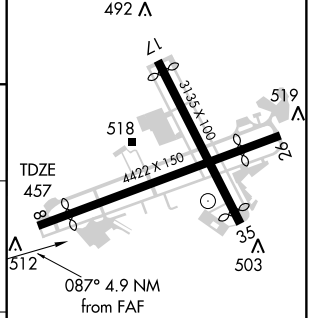
Circling NA south of Rwy 8-26.
If local altimeter setting not received, use Waterbury-Oxford altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 3000 via CMK R-043 to ANDLE Int/CMK 11.2 DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DANBURY TOWER ★	GND CON	CLNC DEL	UNICOM
127.75	126.4 257.65	119.4 L (CTAF)	121.6	128.6	122.95







CATEGORY	A	B	C	D
S-8	1100-1	643 (700-1)	1100-1¾ 643 (700-1¾)	1100-2 643 (700-2)
CIRCLING	1140-1	682 (700-1)	1220-2¼ 762 (800-2¼)	1220-2½ 762 (800-2½)

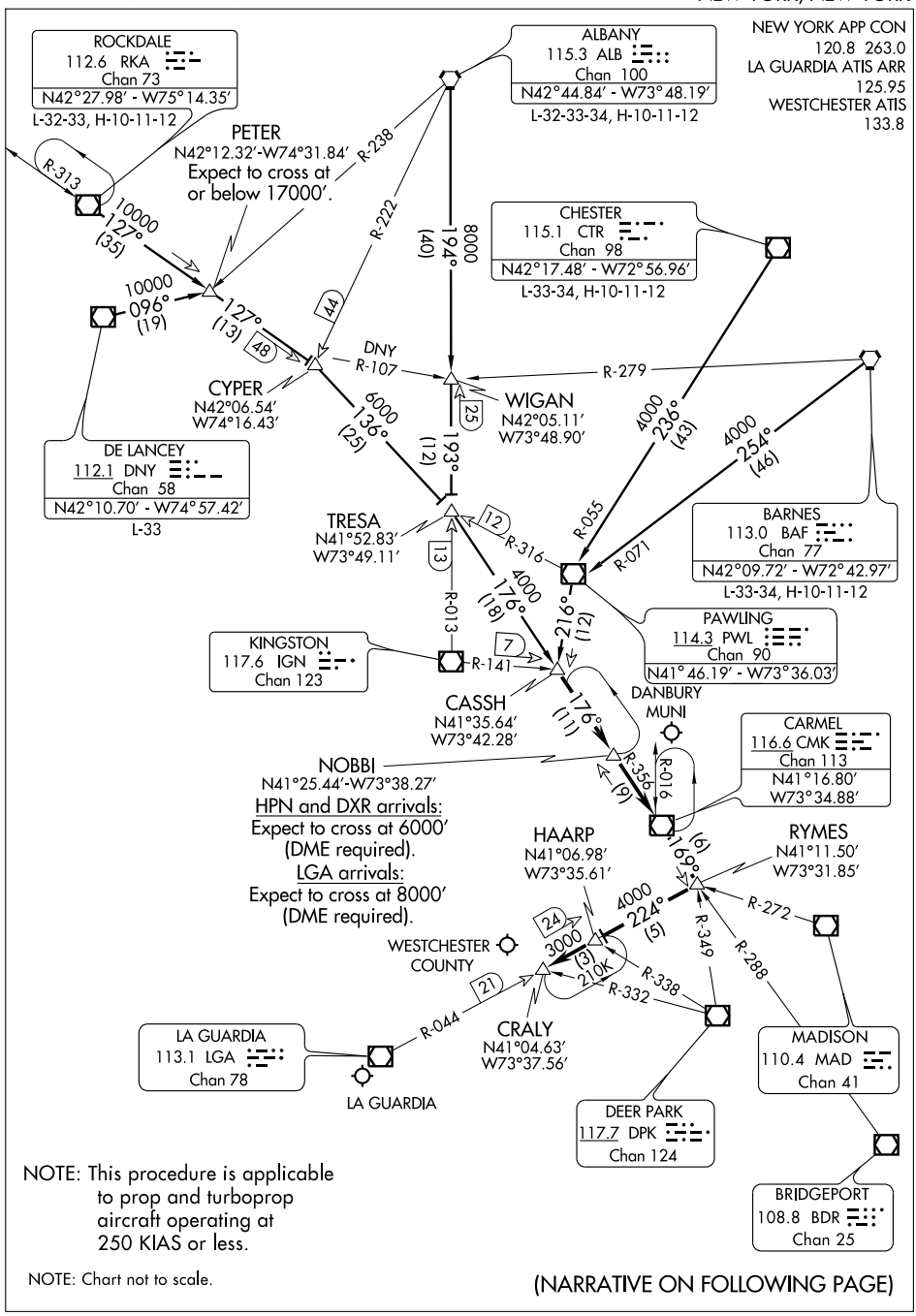
REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1, 14 JAN 2010 to 11 FEB 2010

NOBBI FIVE ARRIVAL



NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

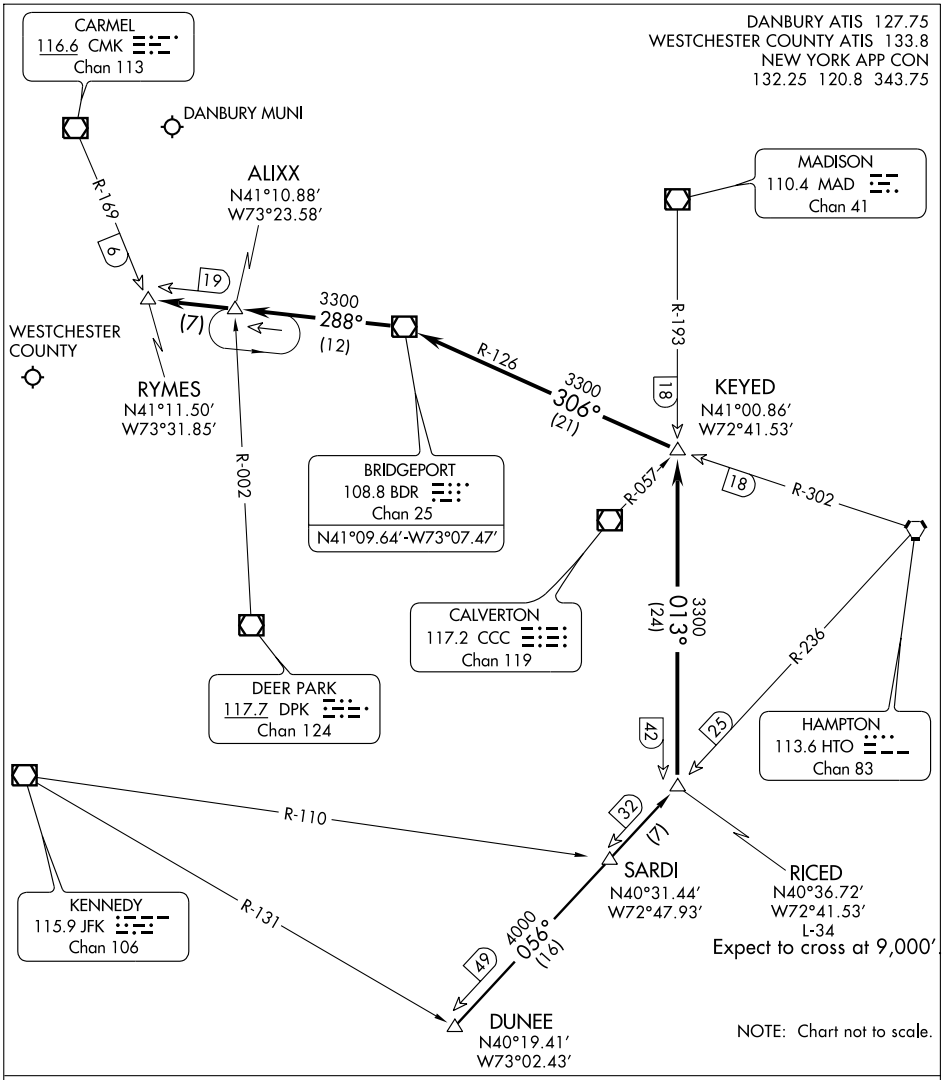
ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

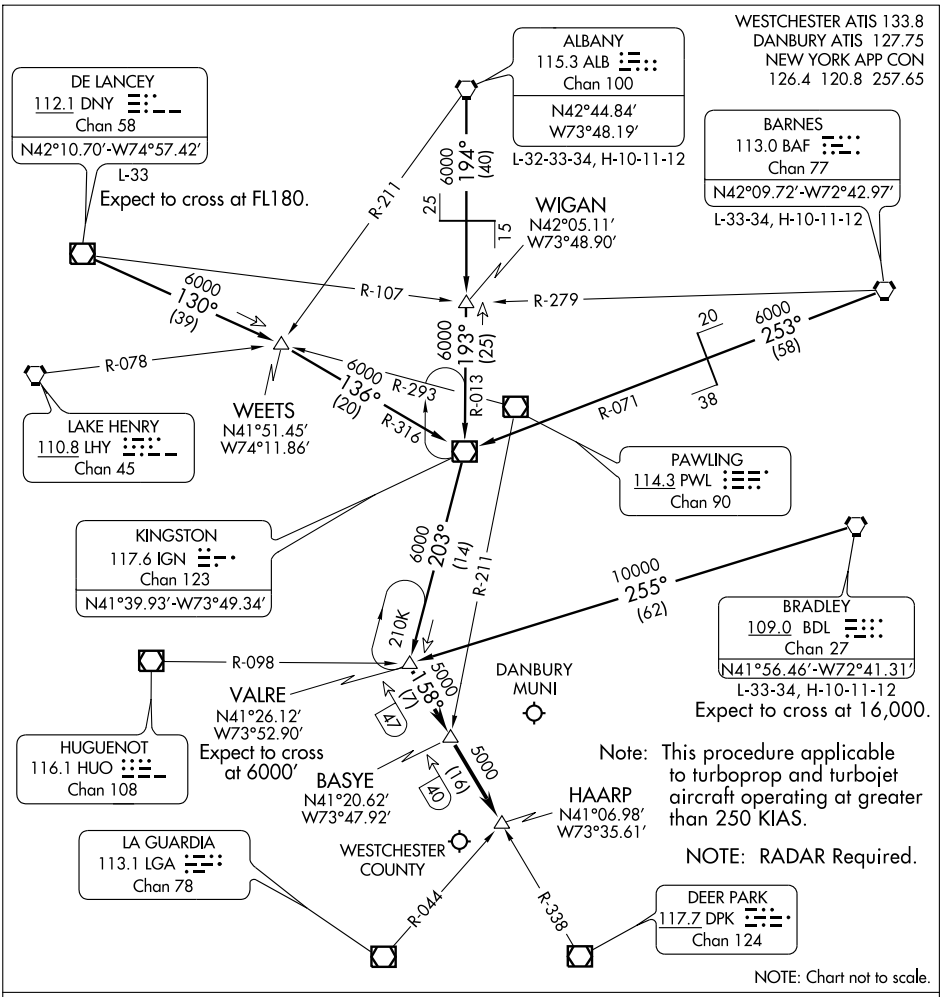
DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

(VALRE.VALRE3) 09295 ST-651 (FAA)

VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

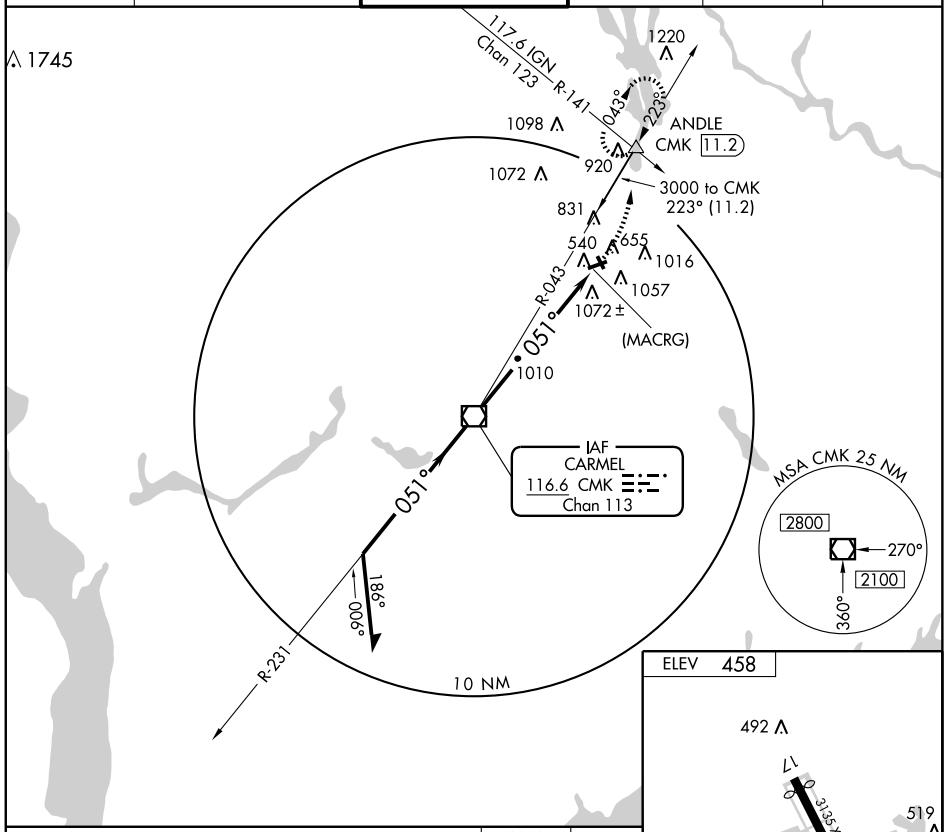
VOR/DME CMK	APP CRS	Rwy Idg	N/A
116.6	051°	TDZE	N/A
Chan 113		Apt Elev	458

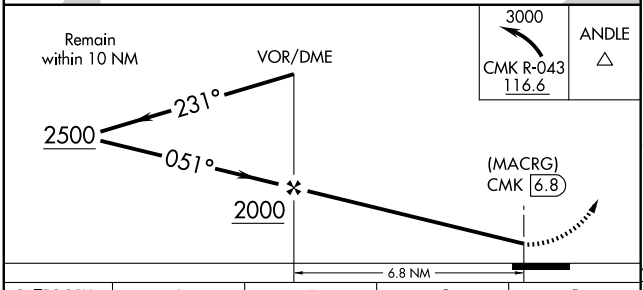
VOR or GPS-A
DANBURY MUNI (DXR)

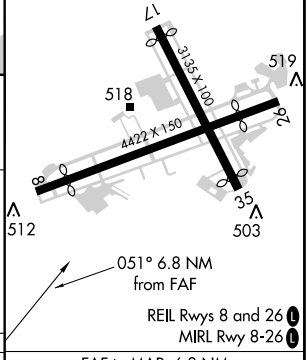
Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 3000 via CMK VOR/DME R-043 to ANDLE Int/CMK 11.2 DME and hold.

ATIS	NEW YORK APP CON	DANBURY TOWER ★	GND CON	CLNC DEL	UNICOM
127.75	126.4 257.65	119.4 L (CTAF)	121.6	128.6	122.95







CATEGORY	A	B	C	D
CIRCLING	1360-1¼ 902 (1000-1¼)		1360-2¾ 902 (1000-2¾)	1360-3 902 (1000-3)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME PUT 117.4 Chan 121	APP CRS 211°	Rwy Idg N/A TDZE N/A Apt Elev 238

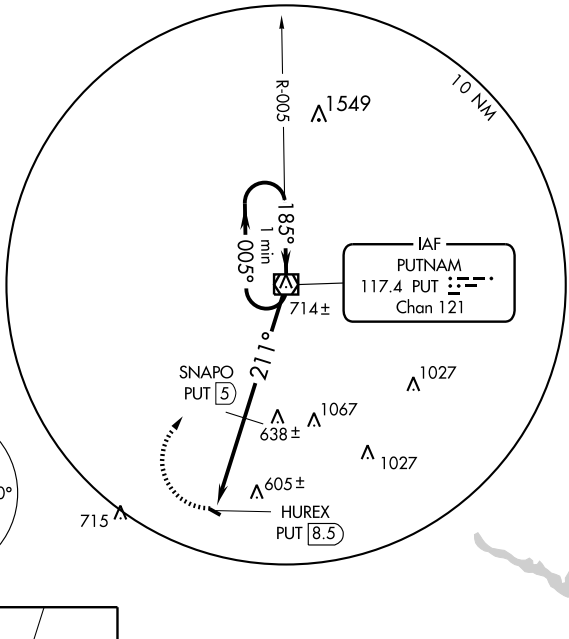
VOR-A
DANIELSON (LZD)

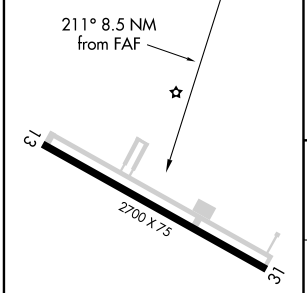
NA

When local altimeter setting not received, use Willimantic altimeter setting.

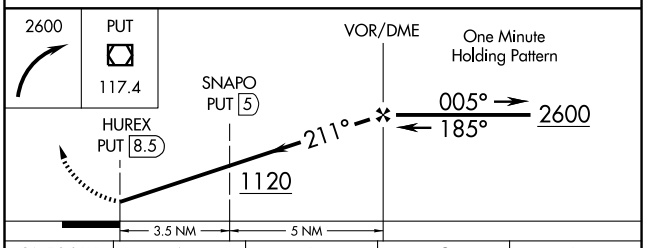
MISSED APPROACH: Climbing right turn to 2600 direct PUT VOR/DME and hold.

AWOS-3	WILLIMANTIC ASOS	PROVIDENCE APP CON ★	UNICOM
119.125	133.675	135.4 244.875	123.0 (CTAF) L





REIL Rwy 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
CIRCLING	1120-1¼ 882 (900-1¼)		NA	

SNAPO FIX MINIMUMS

CIRCLING	900-1 662 (700-1)	980-1¼ 742 (800-1¼)	NA	

FAF to MAP 8.5 NM

Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

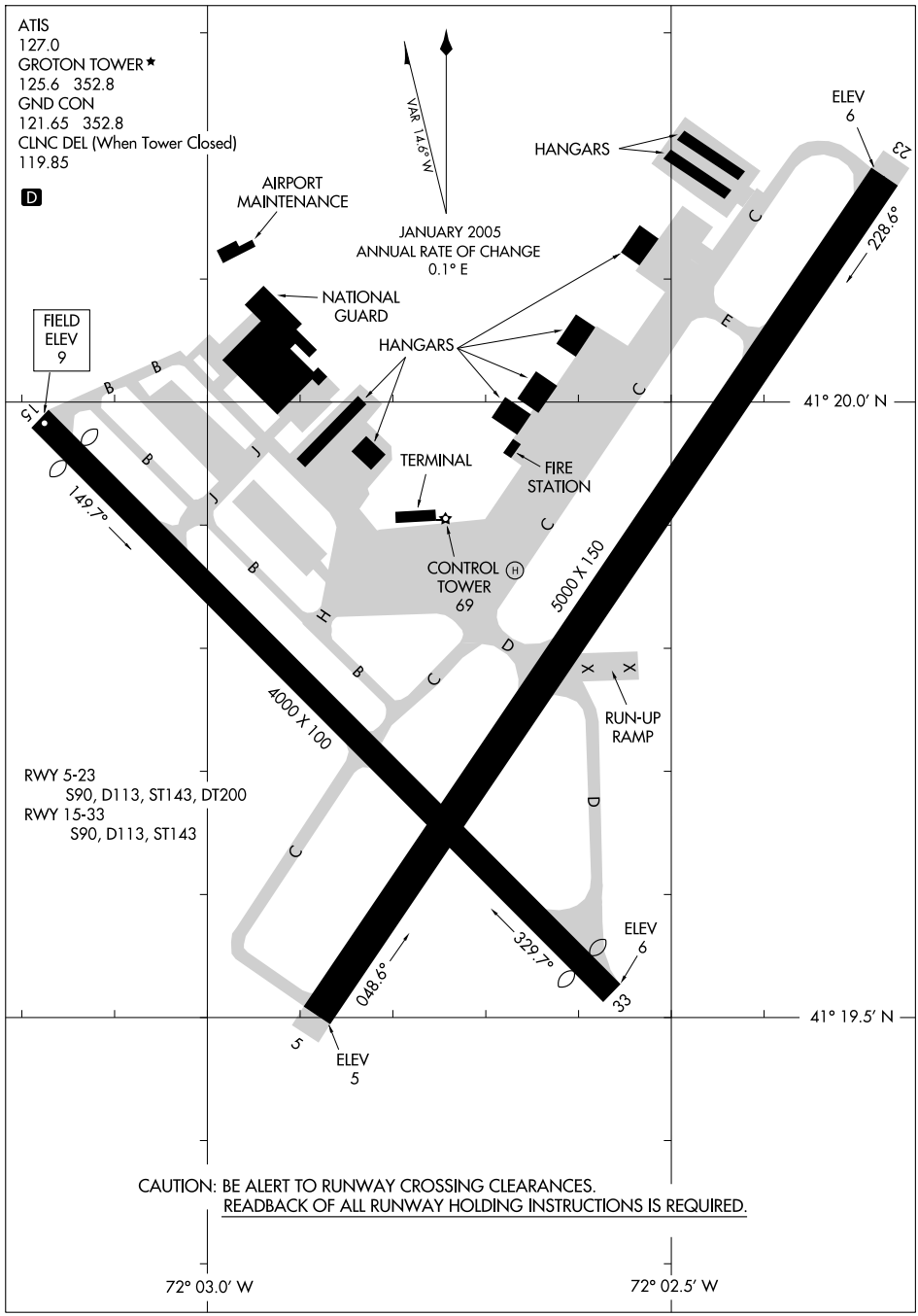
NE-1. 14 JAN 2010 to 11 FEB 2010

09071

AIRPORT DIAGRAM

AL-5049 (FAA)

GROTON-NEW LONDON (GON)
GROTON (NEW LONDON), CONNECTICUT



NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-GON	APP CRS	Rwy Idg 5000
111.3	048°	TDZE 7
Chan 50		Apt Elev 9

ILS or LOC RWY 5

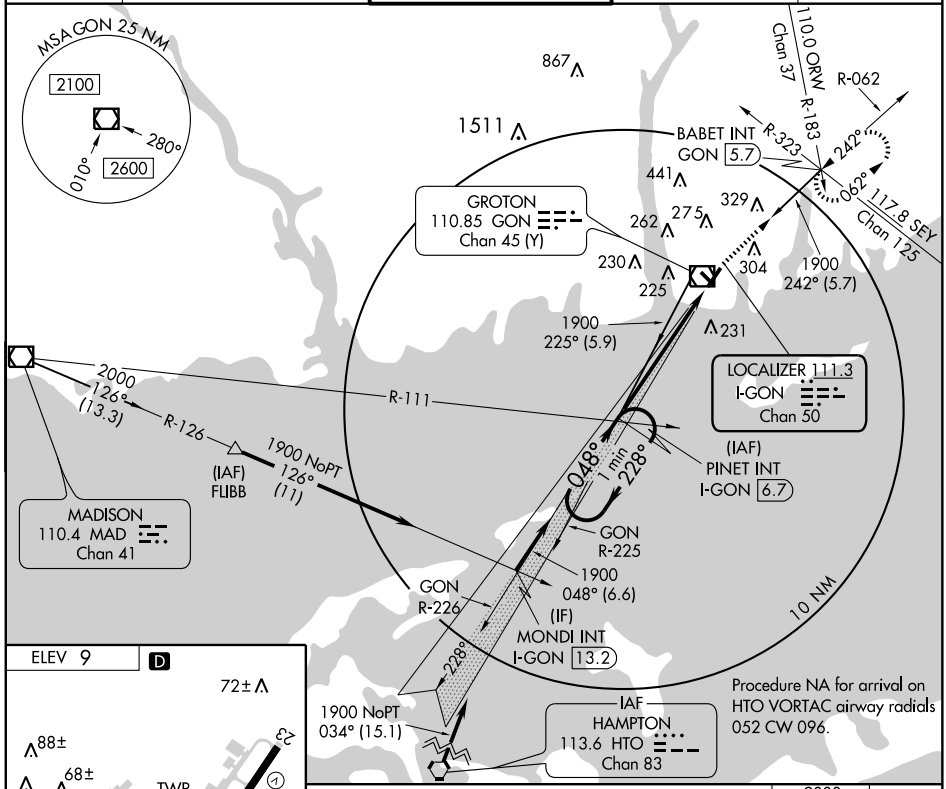
GROTON-NEW LONDON (GON)

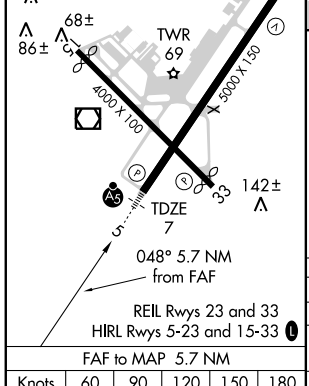
▼ ▲ *RVR 1800 authorized with the use of FD or AP or HUD to DA.

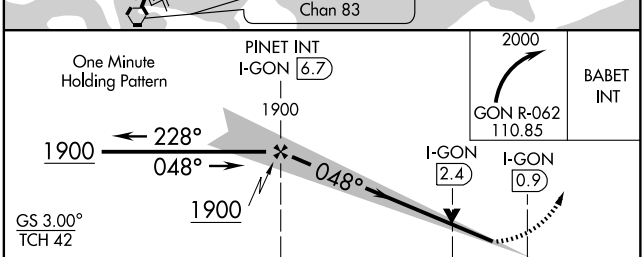
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int and hold, continue climb-in-hold to 2000.

ATIS	PROVIDENCE APP CON *	GROTON TOWER *	GND CON	CLNC DEL *
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 5	* 207/24		200 (200-½)	
S-LOC 5	500/24	493 (500-½)	500/40 493 (500-¾)	500/50 493 (500-1)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 45521	048°	TDZE	7
W05A		Apt Elev	9

RNAV (GPS) RWY 5

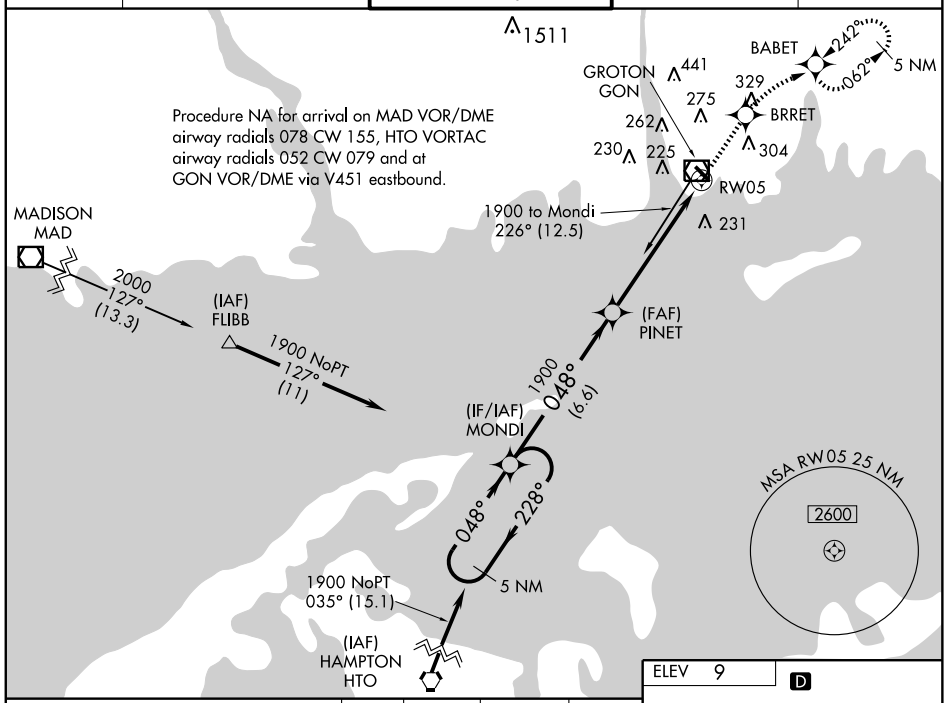
GROTON-NEW LONDON (GON)

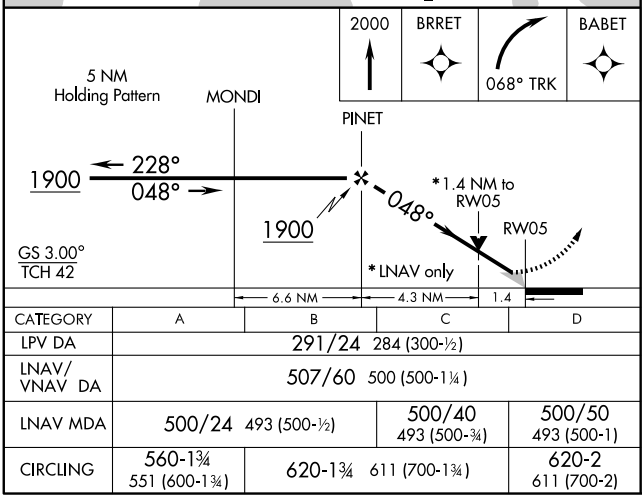
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
Circling to Rwys 15, 23 and 33 NA at night.
For inoperative MALSR, increase LPV visiblity all Cats to RVR 5000.

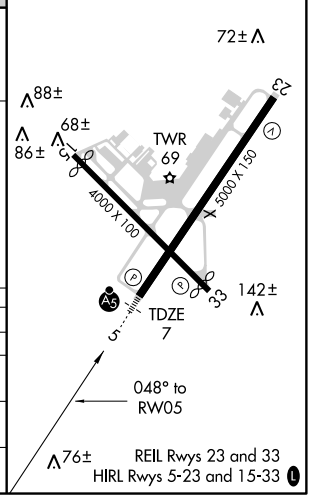
MALSR

MISSED APPROACH: Climb to 2000 direct BRRET and right turn via 068° track to BABET and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
LPV DA	291/24 284 (300-½)			
LNAV/ VNAV DA	507/60 500 (500-1¼)			
LNAV MDA	500/24 493 (500-½)		500/40 493 (500-¾)	500/50 493 (500-1)
CIRCLING	560-1¾ 551 (600-1¾)	620-1¾ 611 (700-1¾)		620-2 611 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

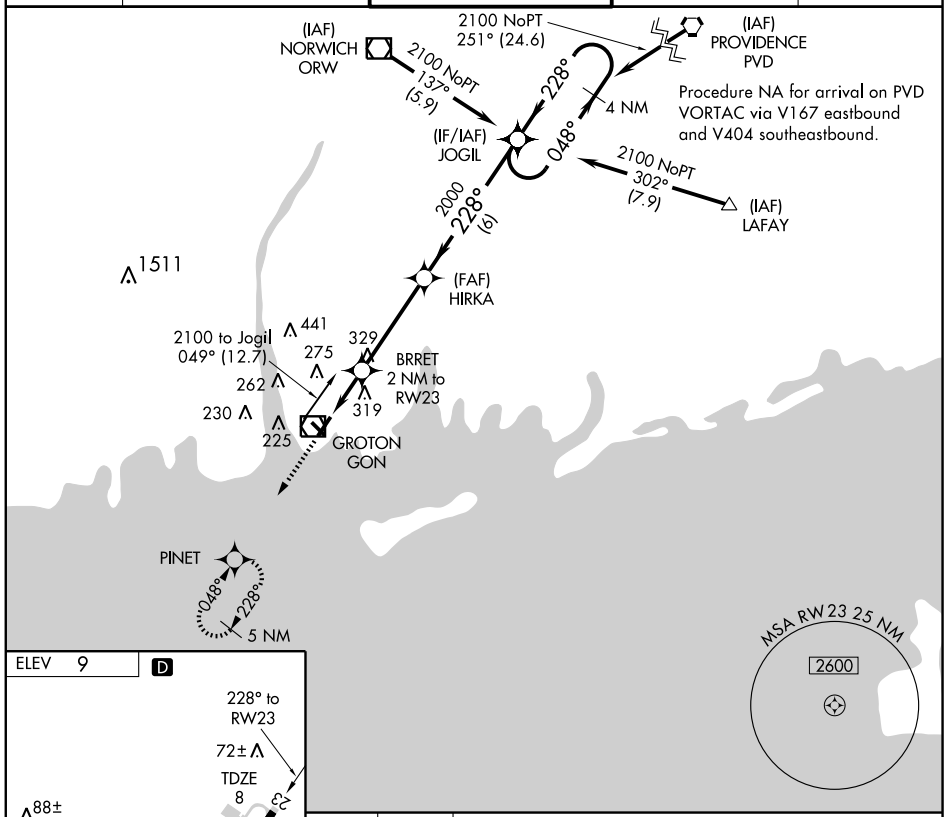
APP CRS	Rwy Idg	5000
228°	TDZE	8
	Apt Elev	9

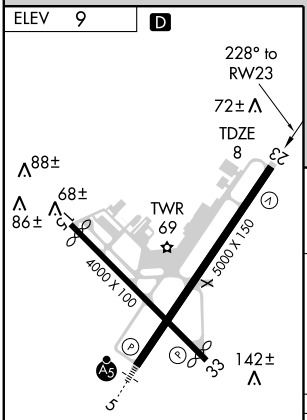
RNAV (GPS) RWY 23
GROTON-NEW LONDON (GON)

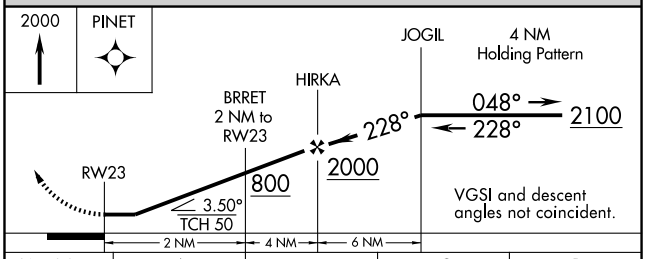
DME/DME RNP-0.3 NA.
When VGSI inop, procedure NA at night.
Circling to Rwys 15, 23, and 33 NA at night.

MISSED APPROACH: Climb to 2000 direct PINET and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
LNAV MDA	560-1 552 (600-1)		560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

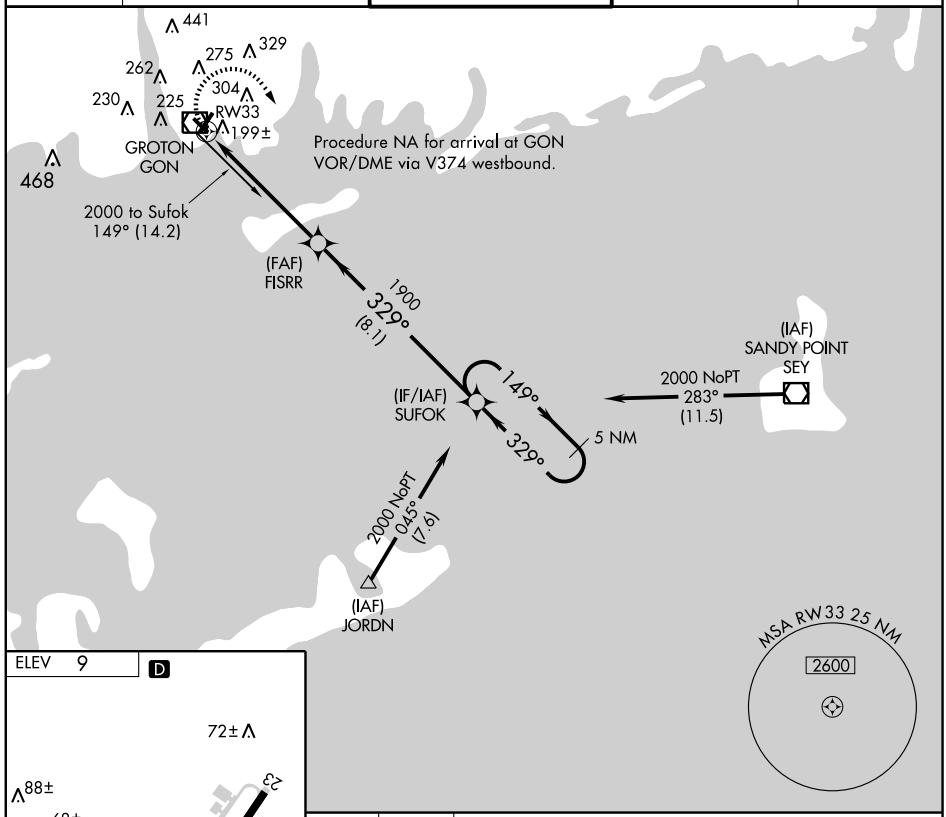
APP CRS	Rwy Idg	3665
329°	TDZE	8
	Apt Elev	9

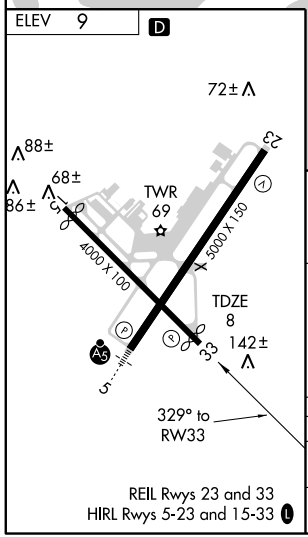
RNAV (GPS) RWY 33
GROTON-NEW LONDON (GON)

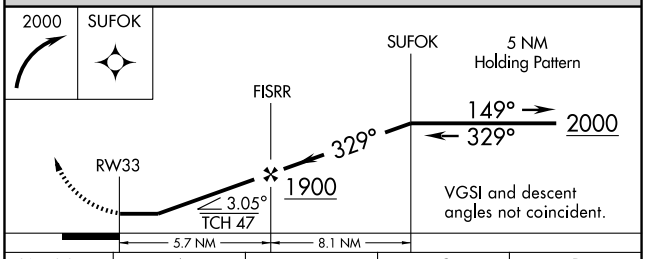
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
LNAV MDA	460-1 452 (500-1)		460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME GON	APP CRS	Rwy Idg 5000
110.85	027°	TDZE 7
Chan 45 (Y)		Apt Elev 9

VOR RWY 5

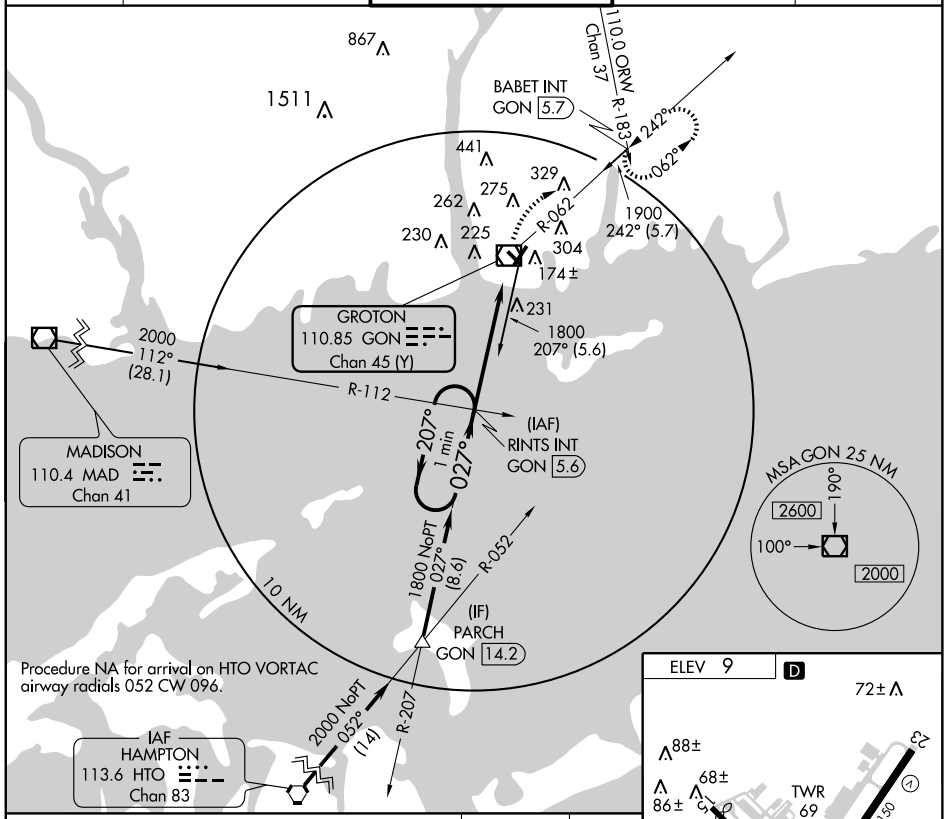
GROTON-NEW LONDON (GON)

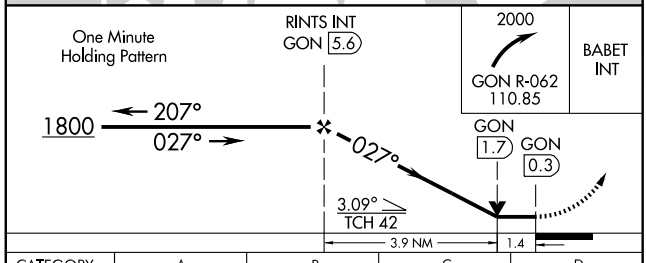
Inoperative table does not apply to Cat D.

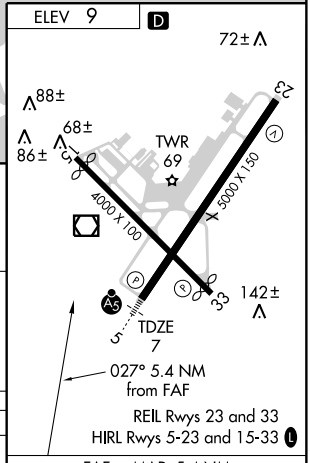
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int/GON 5.7 DME and hold, continue climb-in-hold to 2000.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
S-5	500/24	493 (500-½)	500/40 493 (500-¾)	500-1½ 493 (500-1½)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-1, 14 JAN 2010 to 11 FEB 2010

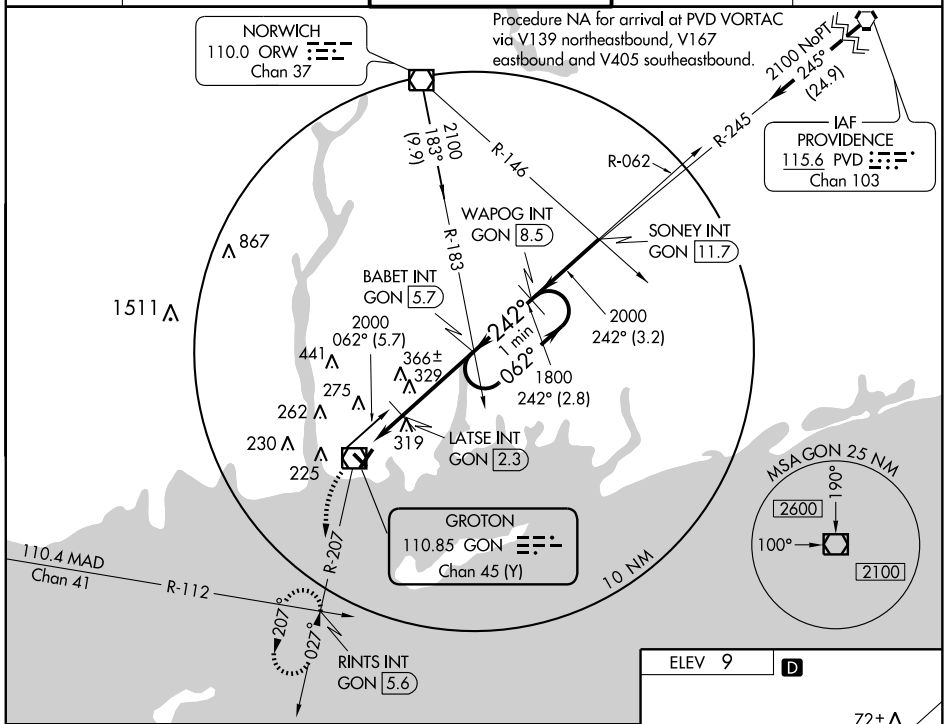
VOR/DME GON 110.85 Chan 45 (Y)	APP CRS 242°	Rwy Idg 5000 TDZE 8 Apt Elev 9

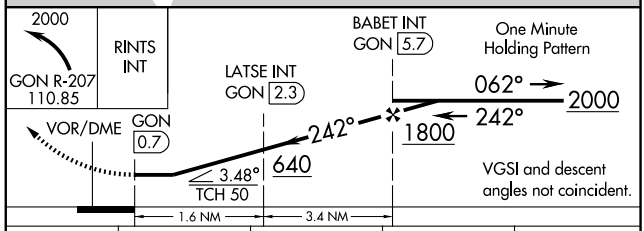
VOR RWY 23

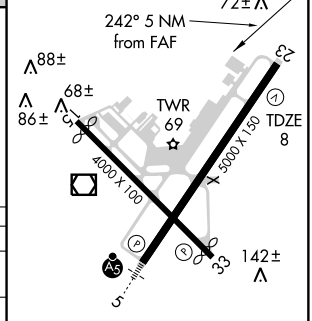
GROTON-NEW LONDON (GON)

MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS Int/GON 5.6 DME and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
S-23	640-1	632 (700-1)	640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1	631 (700-1)	640-1¾ 631 (700-1¾)	640-2 631 (700-2)
LATSE FIX MINIMUMS				
S-23	580-1	572 (600-1)	580-1½ 572 (600-1½)	580-1¾ 572 (600-1¾)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

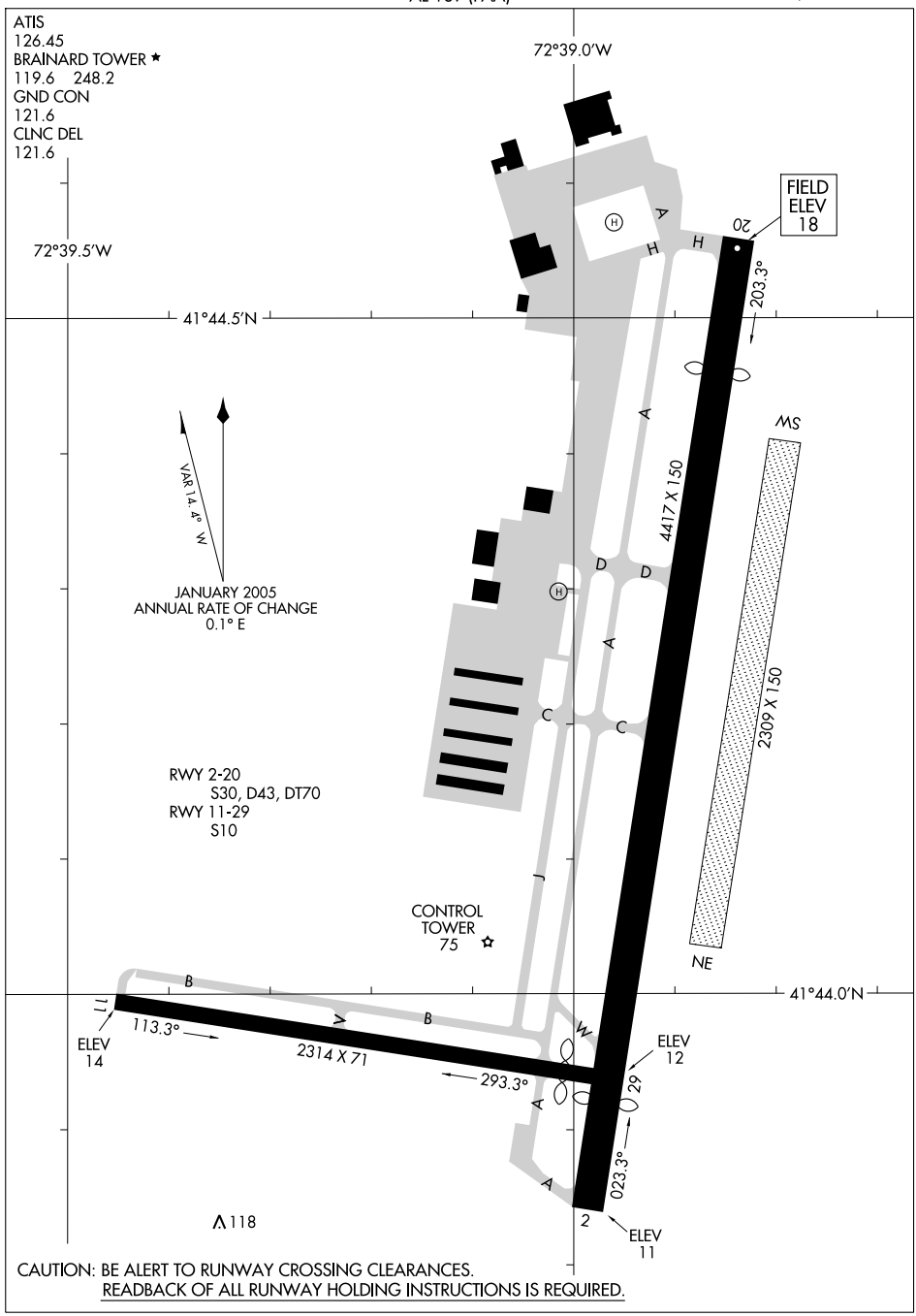
NE-1. 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-189 (FAA)

HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

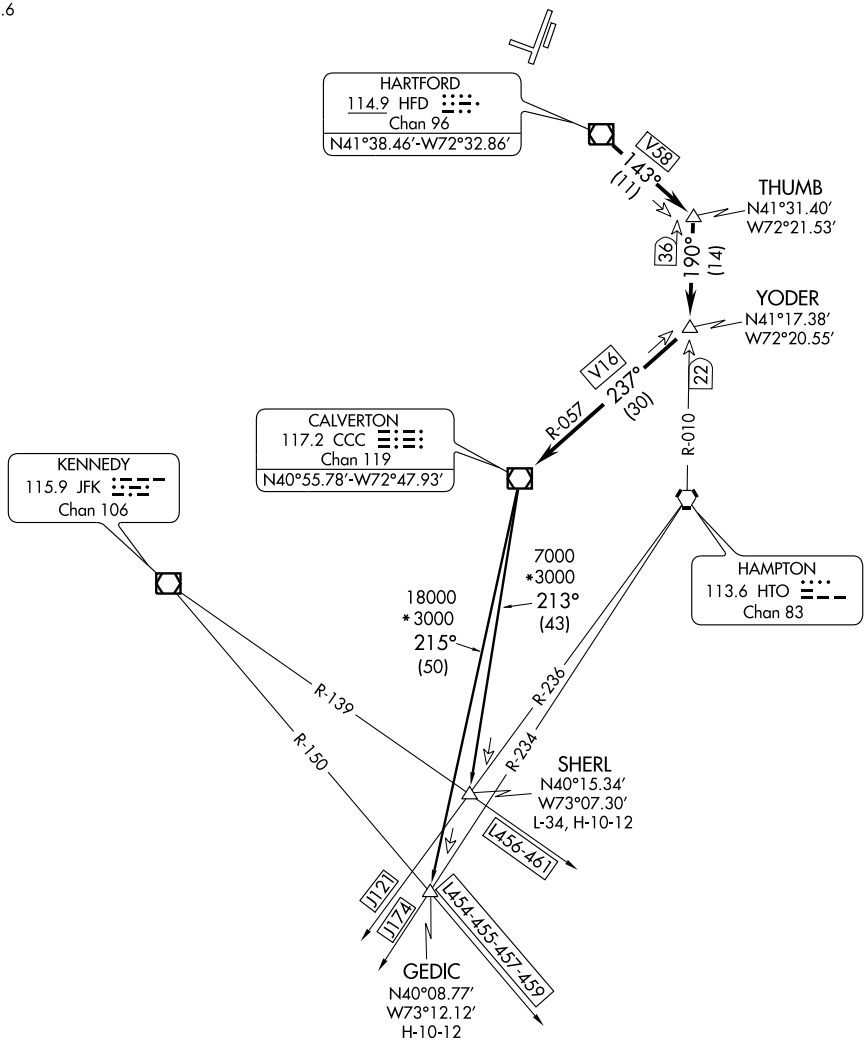


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1, 14 JAN 2010 to 11 FEB 2010

COASTAL TWO DEPARTURE (HI)

ATIS 126.45
GND CON
121.6
BRAINARD TOWER ★
119.6 248.2
BRADLEY DEP CON
127.8 269.325
CLNC DEL
121.6



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to HFD VOR/DME. Thence. . . .
. . . . From over HFD VOR/DME proceed via the HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Expect clearance to requested flight level ten (10) minutes after departure.
GEDIC TRANSITION (CSTL2.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC INT.
SHERL TRANSITION (CSTL2.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL INT.

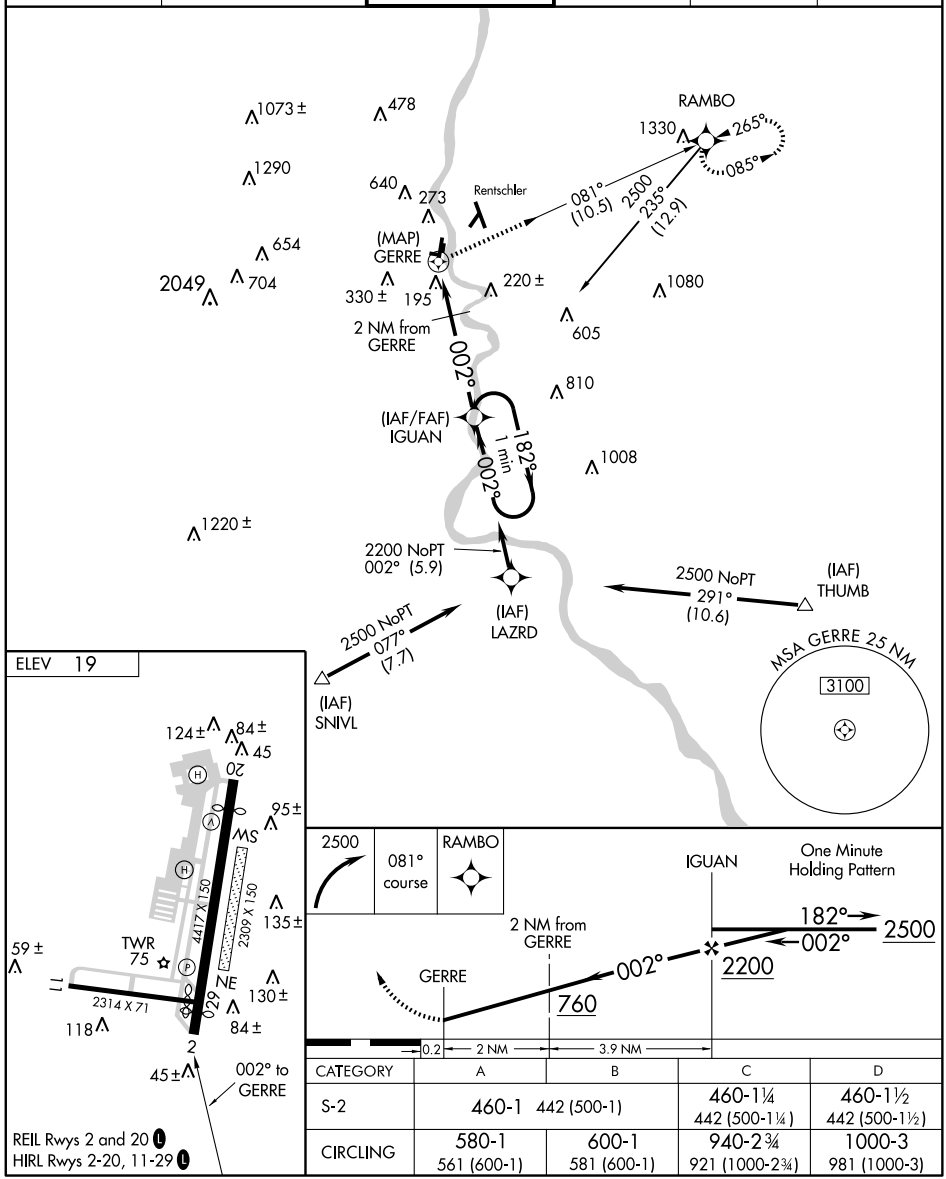
APP CRS	Rwy Idg	4006
002°	TDZE	18
	Apt Elev	19

GPS RWY 2
HARTFORD-BRAINARD (HFD)

NA

MISSED APPROACH: Climb to 2500 via course 081° to RAMBO WP and hold.

ATIS	BRADLEY APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95



CATEGORY	A	B	C	D
S-2	460-1 442 (500-1)		460-1¼ 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	580-1 561 (600-1)	600-1 581 (600-1)	940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

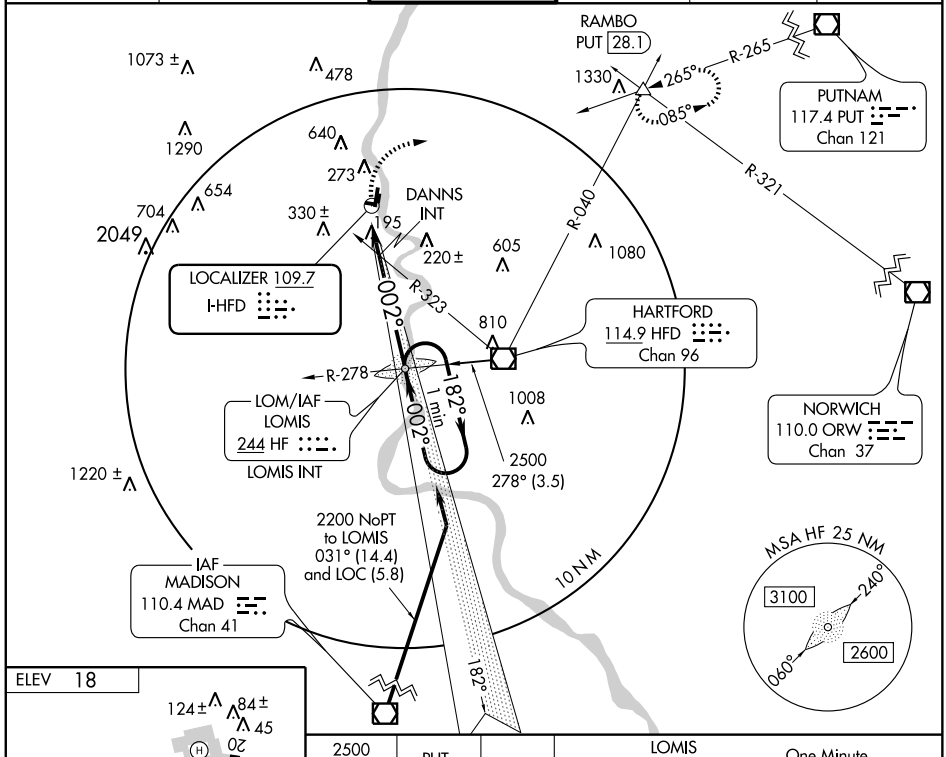
LOC I-HFD	APP CRS	Rwy Idg	4006
109.7	002°	TDZE	17
		Apt Elev	18

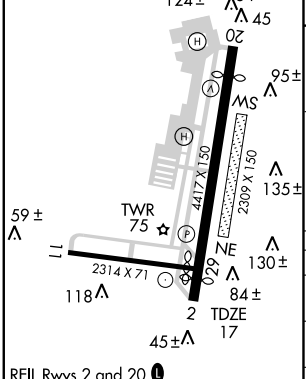
LDA RWY 2

HARTFORD-BRAINARD (HFD)

MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO INT and hold.

ATIS	BRADLEY APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95

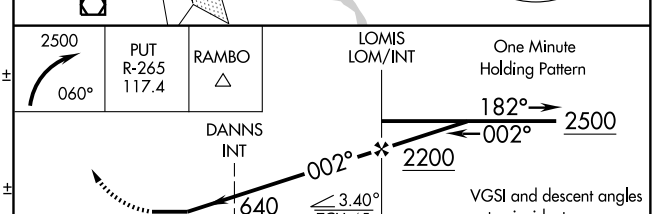




REIL Rwys 2 and 20 L
HIRL Rwys 2-20 and 11-29 L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-2	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	640-2 623 (700-2)
CIRCLING	640-1 622 (700-1)		940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)
DANNS INT MINIMUMS				
S-2	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	580-1 562 (600-1)	600-1 581 (600-1)	940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

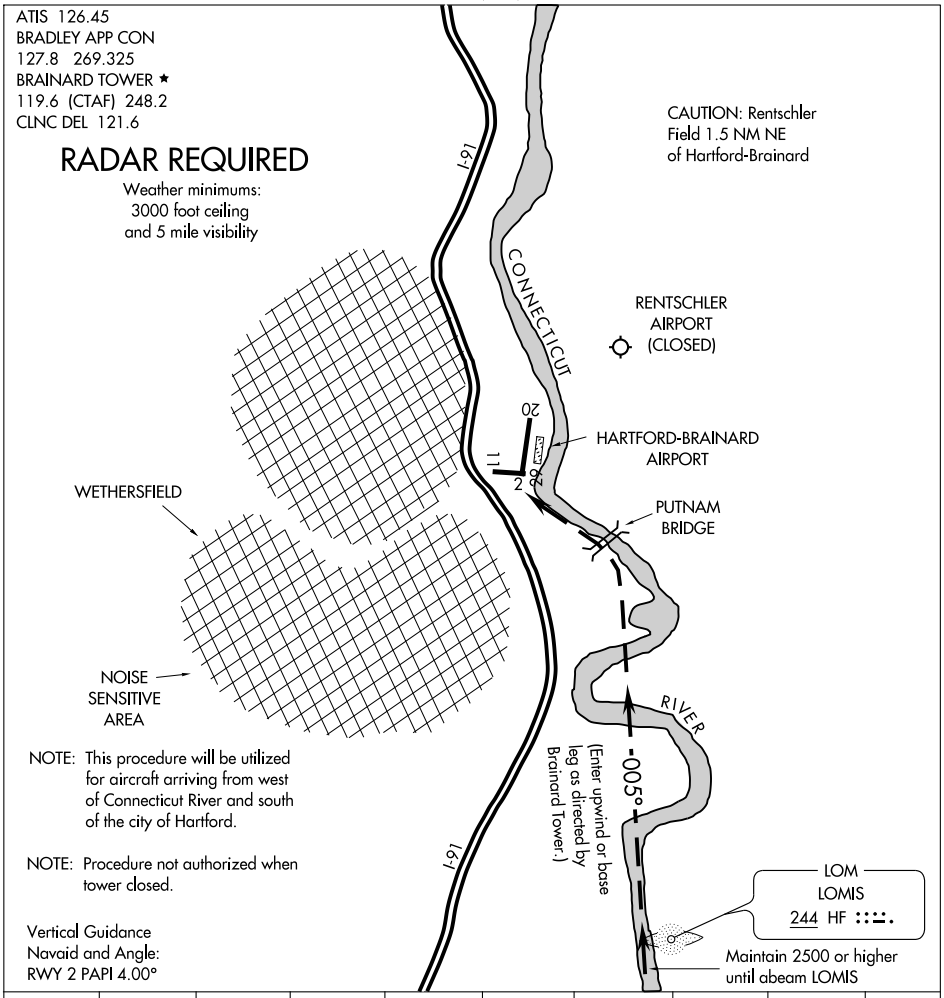
RIVER VISUAL RWY 2

HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

ATIS 126.45
BRADLEY APP CON
127.8 269.325
BRAINARD TOWER ★
119.6 (CTAF) 248.2
CLNC DEL 121.6

RADAR REQUIRED

Weather minimums:
3000 foot ceiling
and 5 mile visibility

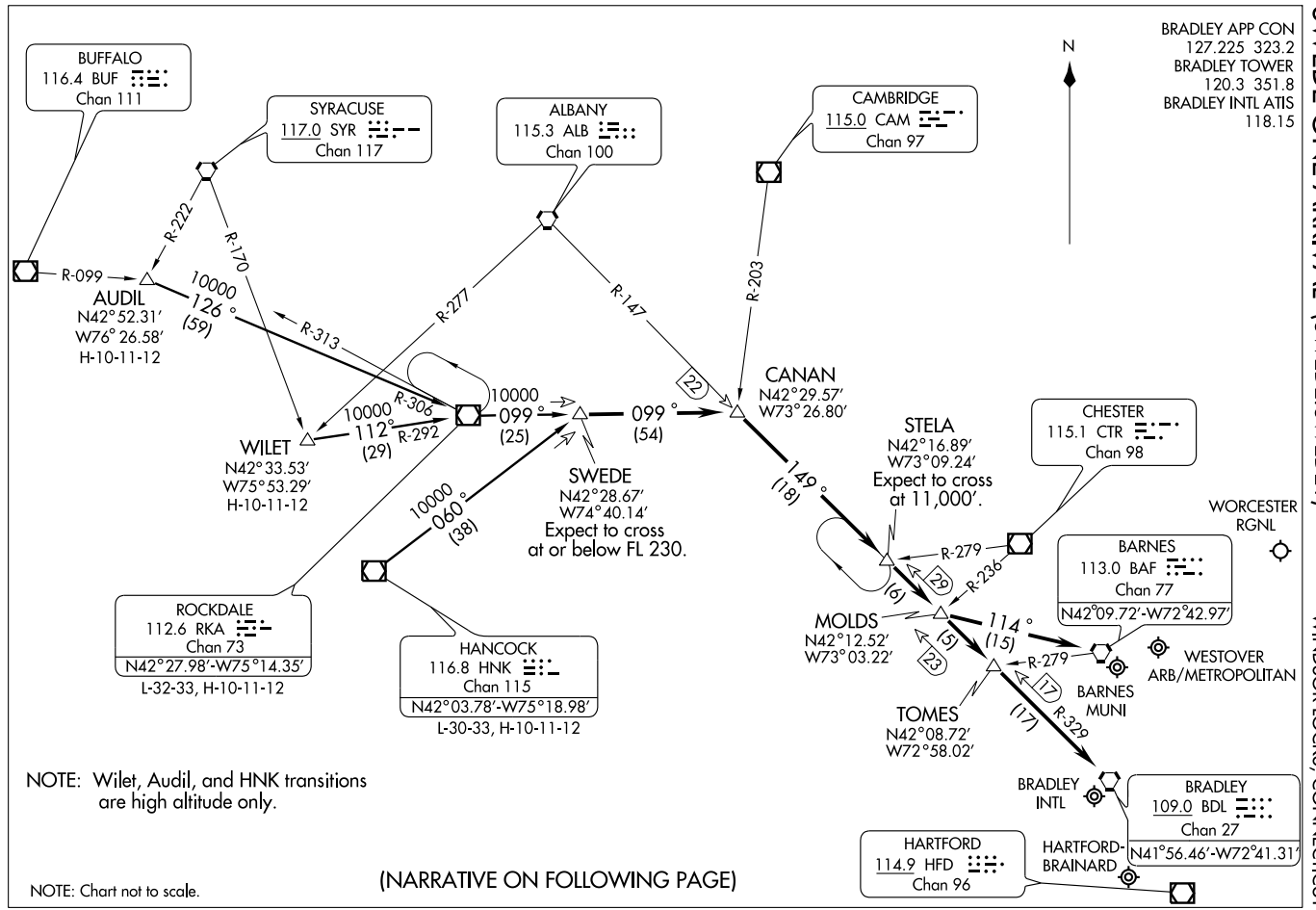


NOTE: This procedure will be utilized for aircraft arriving from west of Connecticut River and south of the city of Hartford.

NOTE: Procedure not authorized when tower closed.

Vertical Guidance
Navaid and Angle:
RWY 2 PAPI 4.00°

	1 NM	2	3	4	5	6	7	8	9


07298
SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
ST-460 (FAA)
WINDSOR LOCKS, CONNECTICUT
BRADLEY APP CON
127.225 323.2
BRADLEY TOWER
120.3 351.8
BRADLEY INTL ATIS
118.15
N
BUFFALO
116.4 BUF
Chan 111
SYRACUSE
117.0 SYR
Chan 117
ALBANY
115.3 ALB
Chan 100
CAMBRIDGE
115.0 CAM
Chan 97
R-099
R-222
R-170
R-277
R-147
R-203
AUDIL
N42°52.31′
W76°26.58′
H-10-11-12
10000
126°
(59)
R-313
10000
R-306
112°
(29)
R-292
WILET
N42°33.53′
W75°53.29′
H-10-11-12
10000
099°
(25)
099°
(54)
22
CANAN
N42°29.57′
W73°26.80′
SWEDE
N42°28.67′
W74°40.14′
Expect to cross
at or below FL 230.
10000
060°
(38)
149°
(18)
STELA
N42°16.89′
W73°09.24′
Expect to cross
at 11,000′.
CHESTER
115.1 CTR
Chan 98
WORCESTER
RGNL
R-279
29
R-236
(6)
BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
MOLDS
N42°12.52′
W73°03.22′
114°
(15)
(5)
23
R-279
17
BARNES
MUNI
WESTOVER
ARB/METROPOLITAN
TOMES
N42°08.72′
W72°58.02′
(17)
R-329
ROCKDALE
112.6 RKA
Chan 73
N42°27.98′-W75°14.35′
L-32-33, H-10-11-12
HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
NOTE: Wilet, Audil, and HNK transitions
are high altitude only.
BRADLEY
INTL
BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
HARTFORD
114.9 HFD
Chan 96
HARTFORD-
BRAINARD
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

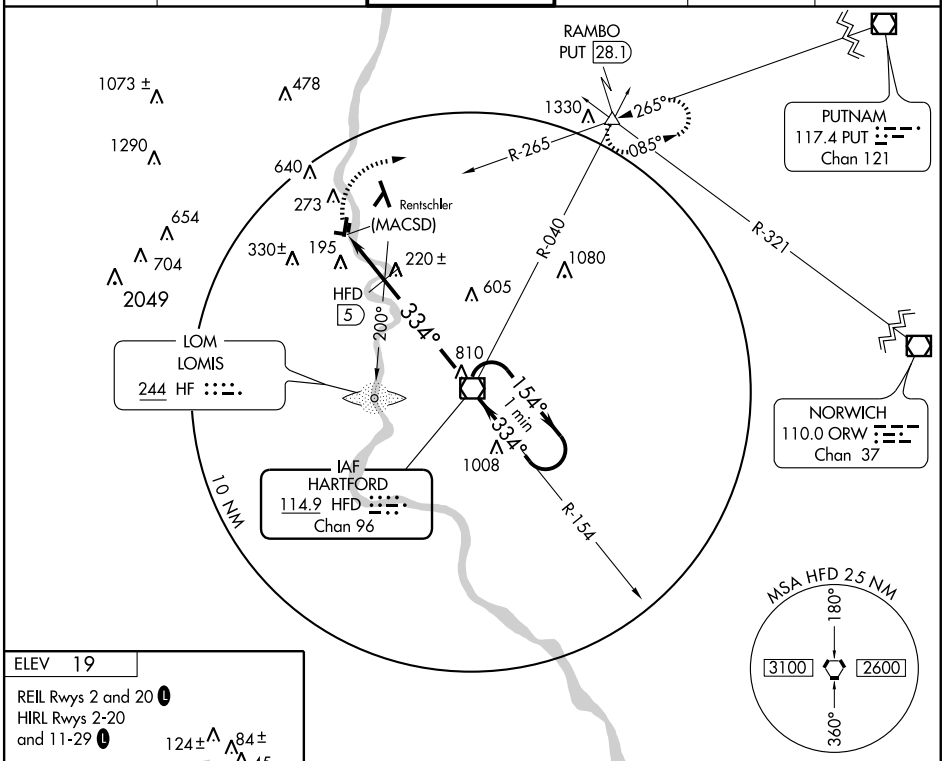
VOR/DME HFD	APP CRS	Rwy Idg	N/A
114.9	334°	TDZE	N/A
Chan 96		Apt Elev	19

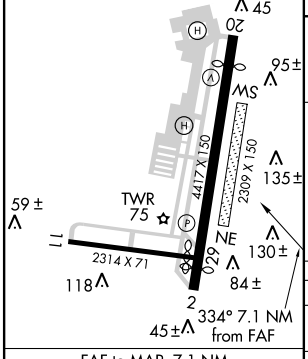
VOR or GPS-A

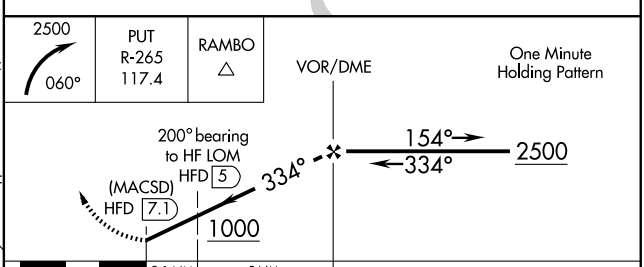
HARTFORD-BRAINARD (HFD)

MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO Int and hold.

ATIS	BRADLEY APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95







FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 981 (1000-1¼)	1000-1½ 981 (1000-1½)	1000-3	981 (1000-3)

LOM or DME MINIMUMS

CIRCLING	580-1 561 (600-1)	600-1 581 (600-1)	940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3100
356°	TDZE	99
	Apt Elev	103

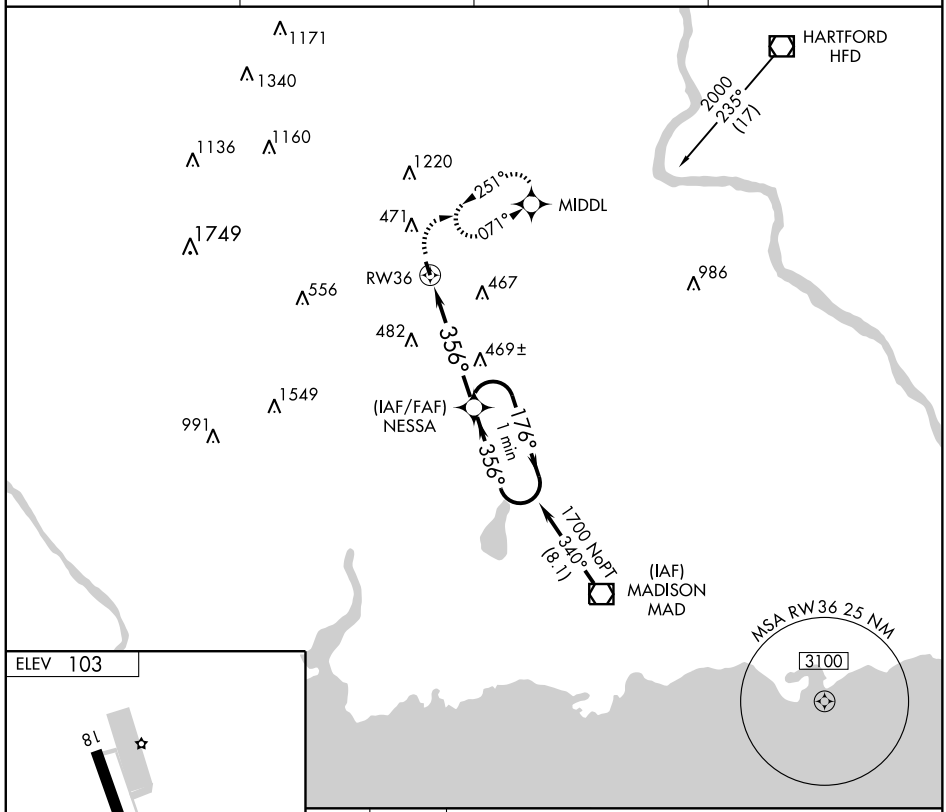
GPS RWY 36

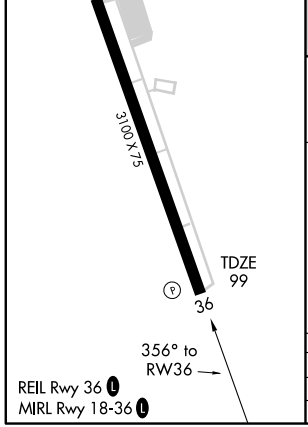
MERIDEN MARKHAM MUNI (MMK)

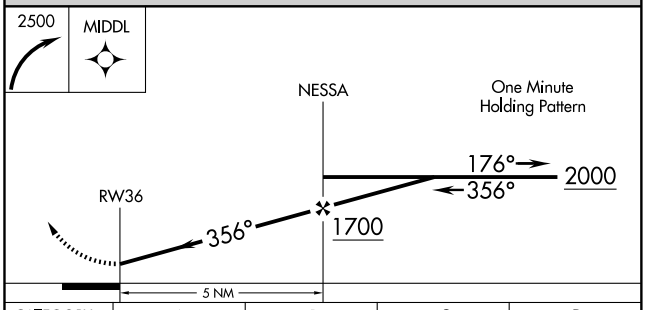
NA

MISSED APPROACH: Climbing right turn to 2500 direct MIDDL WP and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
134.925	127.8 269.325	120.65	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-36	720-1	621 (700-1)	NA	
CIRCLING	740-1	637 (700-1)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MAD	APP CRS	Rwy Idg	3100
110.4	345°	TDZE	99
Chan 41		Apt Elev	103

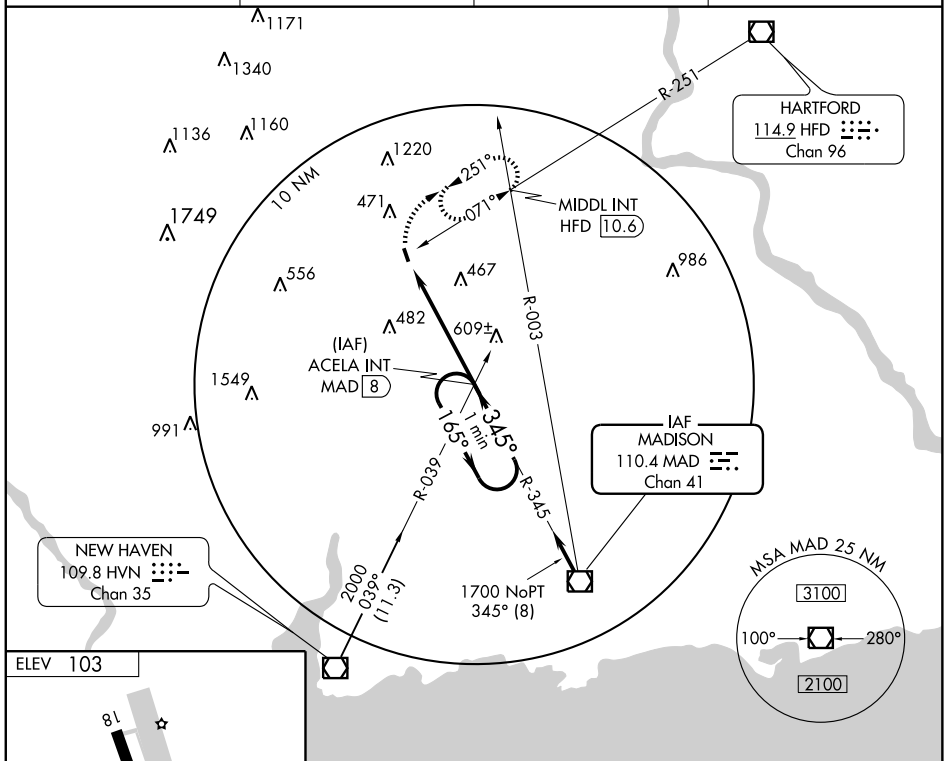
VOR RWY 36

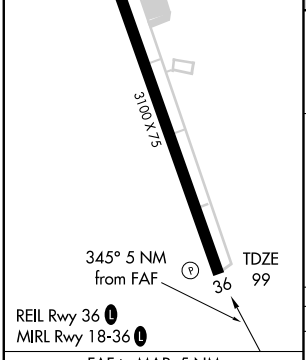
MERIDEN MARKHAM MUNI (MMK)

NA

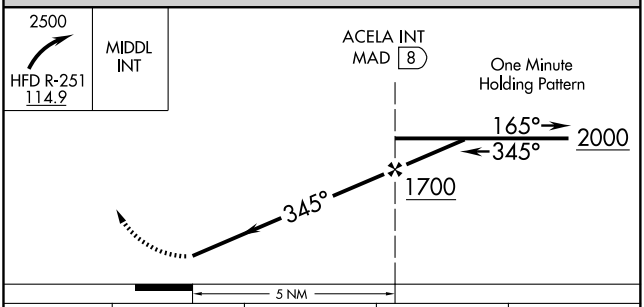
MISSED APPROACH: Climbing right turn to 2500 via HFD VOR/DME R-251 to MIDDL Int/HFD 10.6 DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
134.925	127.8 269.325	120.65	123.05 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-36	860-1 761 (800-1)	860-1¼ 761 (800-1¼)	NA	
CIRCLING	860-1 757 (800-1)	860-1¼ 757 (800-1¼)	NA	

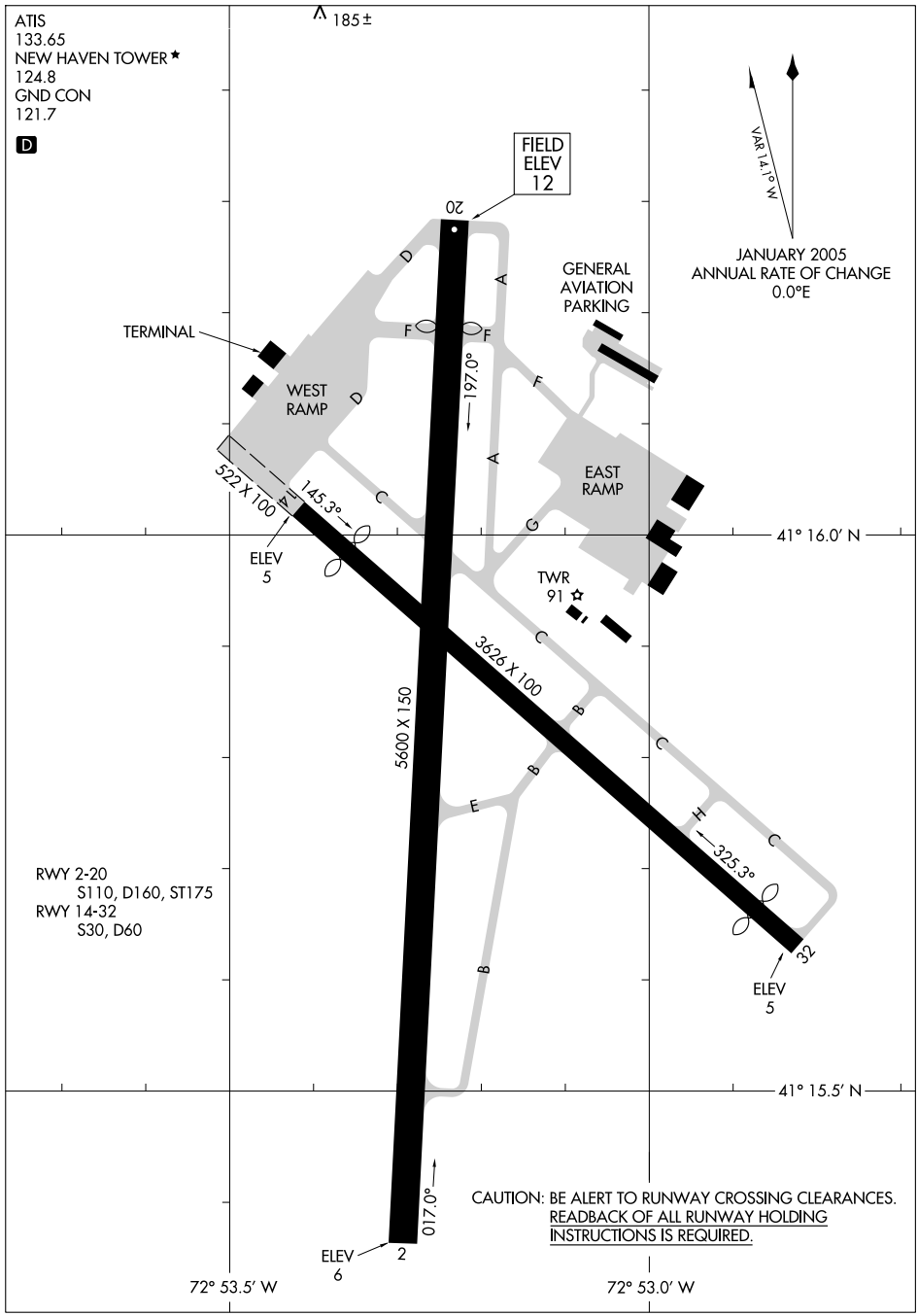
NE-1. 14 JAN 2010 to 11 FEB 2010

09183

AIRPORT DIAGRAM

AL-671 (FAA)

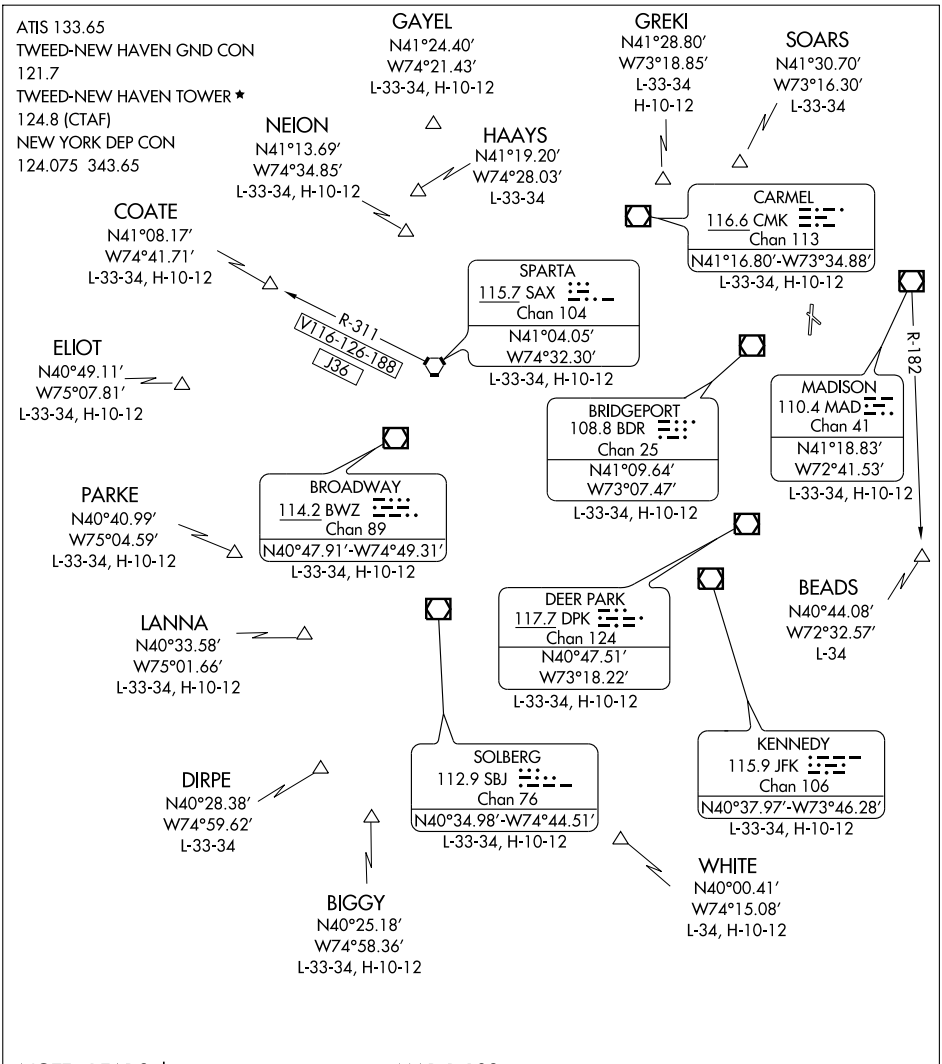
NEW HAVEN/TWEED-NEW HAVEN (HVN)
NEW HAVEN, CONNECTICUT



NE-1, 14 JAN 2010 to 11 FEB 2010

BRIDGEHAVEN FIVE DEPARTURE

SL-671 (FAA)



NOTE: BEADS departures expect vectors to MAD R-182.
NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: Chart not to scale.

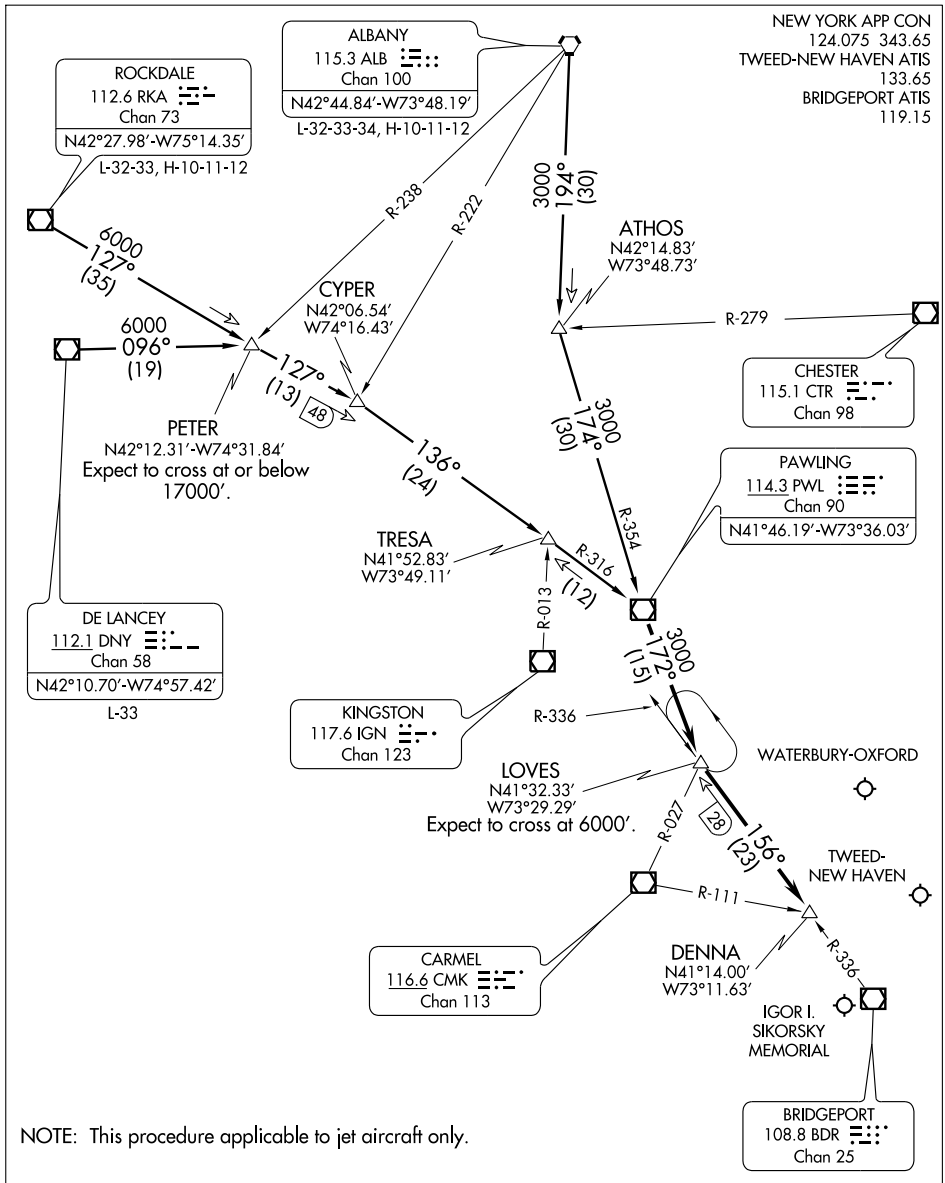
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: This procedure applicable to jet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

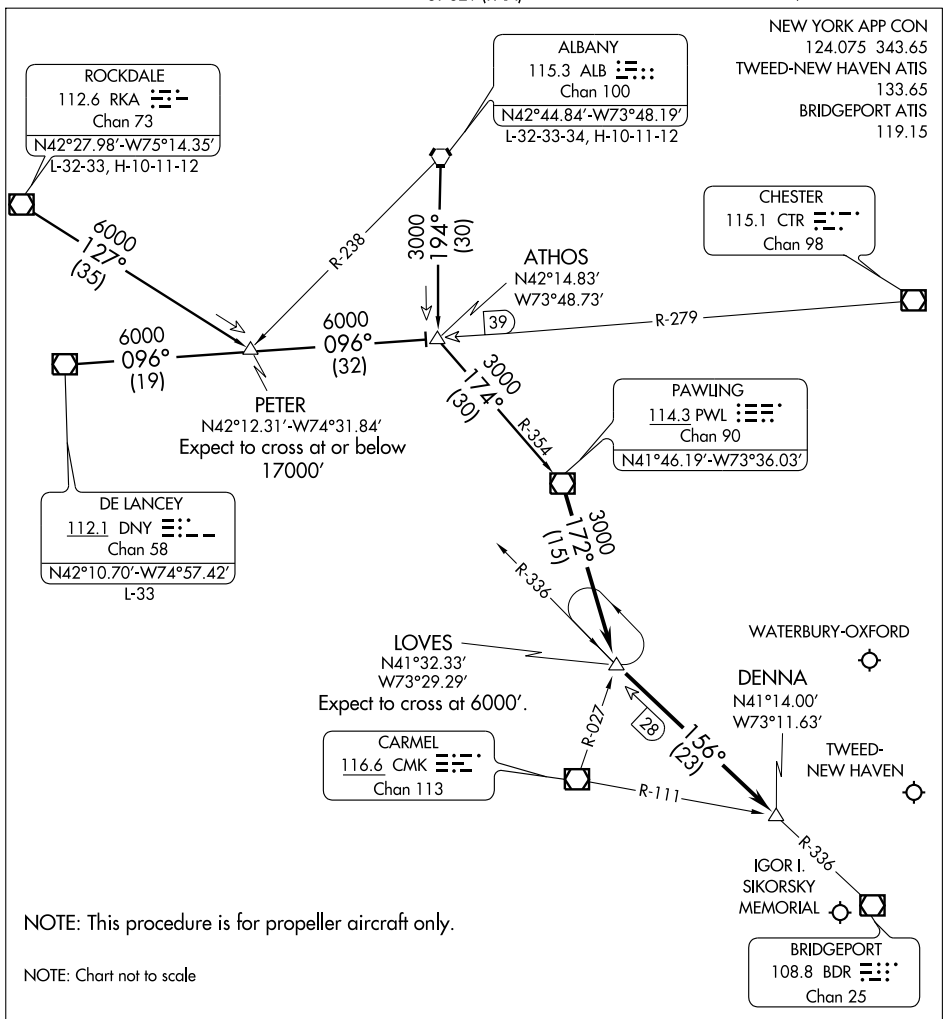
ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .
DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .
ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .
. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

(DENNA.DENNA2) 08325

DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

NEW HAVEN, CONNECTICUT

AL-671 (FAA)

LOC/DME I-HVN	APP CRS	Rwy Idg 5600
109.1	016°	TDZE 6
Chan 28		Apt Elev 12

ILS or LOC RWY 2

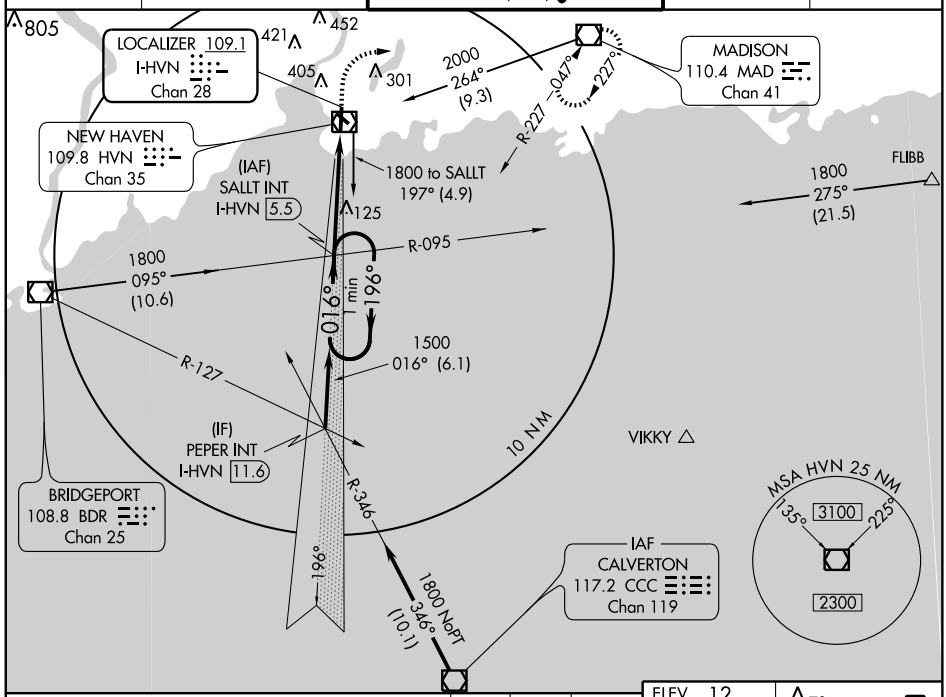
NEW HAVEN / TWEED-NEW HAVEN (HVN)

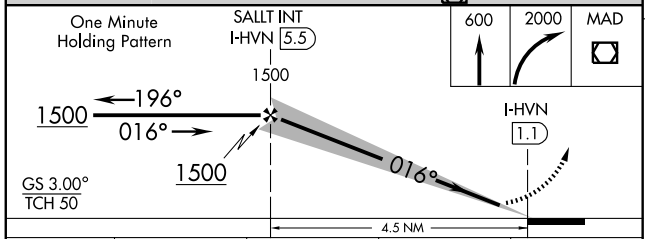
When local altimeter setting not received, use Islip altimeter setting. Inoperative table does not apply.

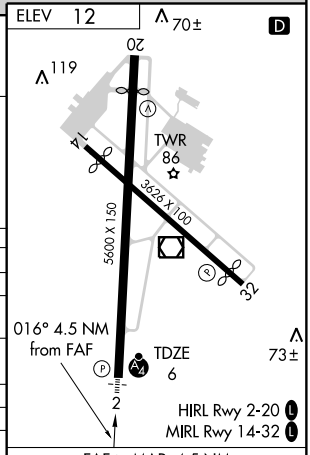
MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER ★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 2		297/50	291 (300-1)	
S-LOC 2	400/50	394 (400-1)		400/60 394 (400-1¼)
CIRCLING	720 - 1	708 (800-1)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)
ISLIP ALTIMETER SETTING MINIMUMS				
S-ILS 2		378/60	372 (400-1¼)	
S-LOC 2	480/50	474 (500-1)	480/60 474 (500-1¼)	480-1½ 474 (500-1½)
CIRCLING	800 - 1¼	788 (800-1¼)	800 - 2¼ 788 (800-2¼)	800 - 2½ 788 (800-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1. 14 JAN 2010 to 11 FEB 2010

NEW HAVEN, CONNECTICUT

AL-671 (FAA)

WAAS	APP CRS	Rwy Idg	5600
CH 86999	016°	TDZE	6
W02A		Apt Elev	12

RNAV (GPS) RWY 2

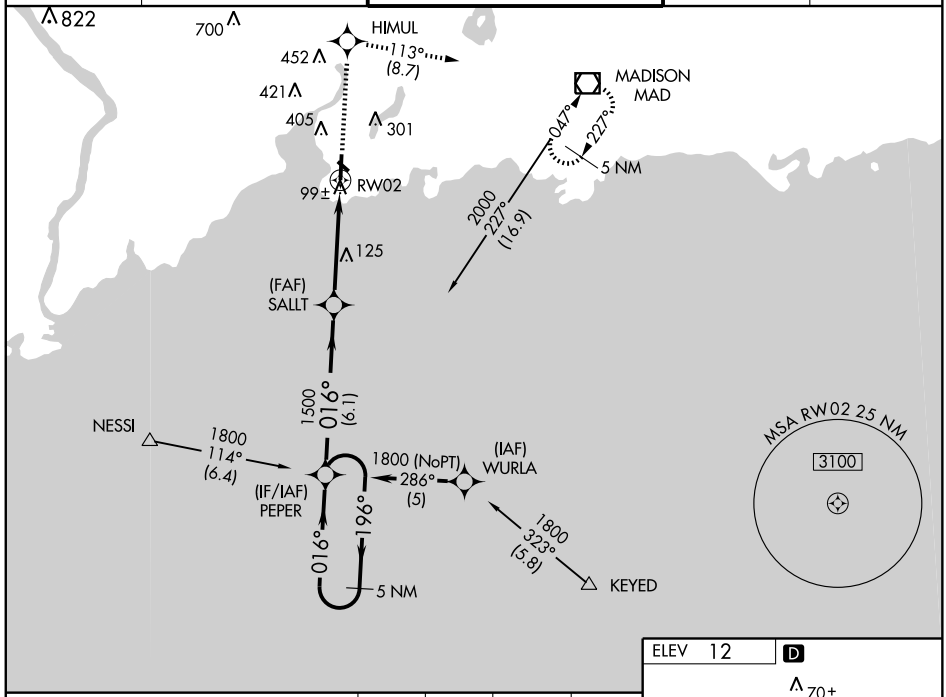
NEW HAVEN / TWEED-NEW HAVEN (HVN)

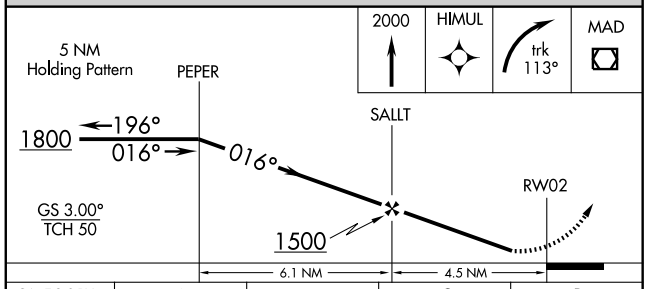
When local altimeter setting not received, use Islip altimeter setting and increase all DAs to 405 feet and all MDAs 100 feet.
Baro-VNAV NA when using Islip altimeter setting.
Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply.
Procedure NA at night. DME/DME RNP -0.3 NA.

MALSF

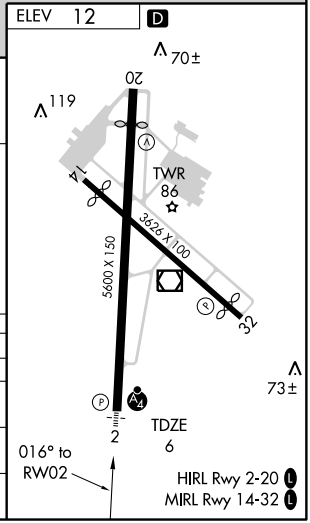
MISSED APPROACH: Climb to 2000 direct HIMUL and right turn via 113° track to MAD VOR/DME and hold.

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER ★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
LPV DA		324/50	318 (400-1)	
LNAV/VNAV DA		364/60	358 (400-1¼)	
LNAV MDA	460/50	454 (500-1)	460/60 454 (500-1¼)	460-1½ 454 (500-1½)
CIRCLING	720 - 1¼	708 (800-1¼)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)



NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME HVN	APP CRS	Rwy Idg	N/A
109.8	319°	TDZE	N/A
Chan 35		Apt Elev	12

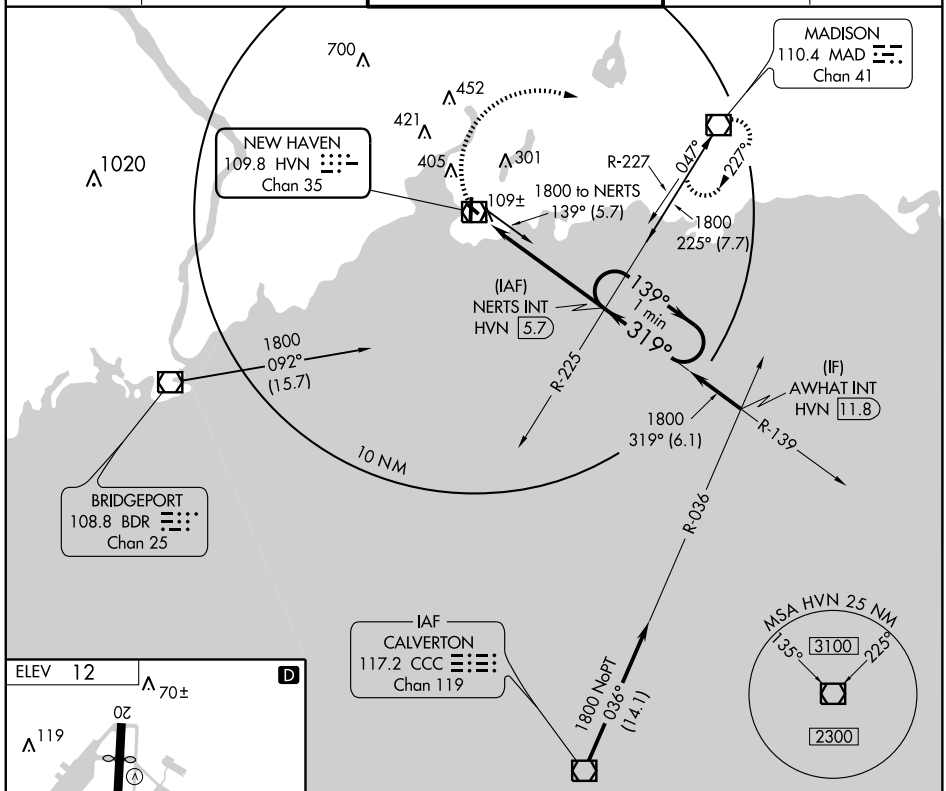
VOR-A

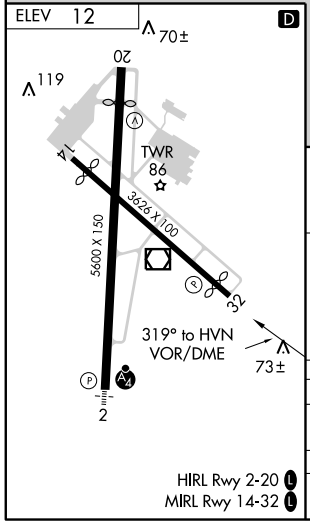
NEW HAVEN / TWEED-NEW HAVEN (HVN)

When local altimeter setting not received, use Islip altimeter setting.

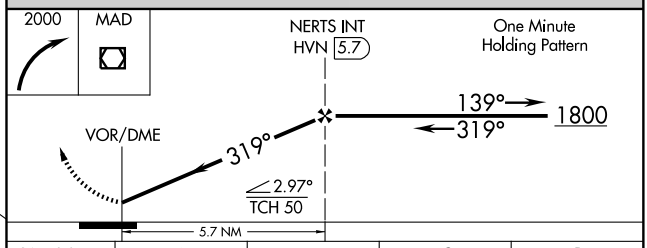
MISSED APPROACH: Climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	122.95





HIRL Rwy 2-20 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
CIRCLING	720 - 1	708 (800-1)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)
ISLIP ALTIMETER SETTING MINIMUMS				
CIRCLING	800 - 1 788 (800-1)	800 - 1¼ 788 (800-1¼)	800 - 2¼ 788 (800-2¼)	800 - 2½ 788 (800-2½)

NE-1, 14 JAN 2010 to 11 FEB 2010

NEW HAVEN, CONNECTICUT

AL-671 (FAA)

VOR/DME HVN	APP CRS	Rwy Idg 5600
109.8	025°	TDZE 6
Chan 35		Apt Elev 12

VOR RWY 2

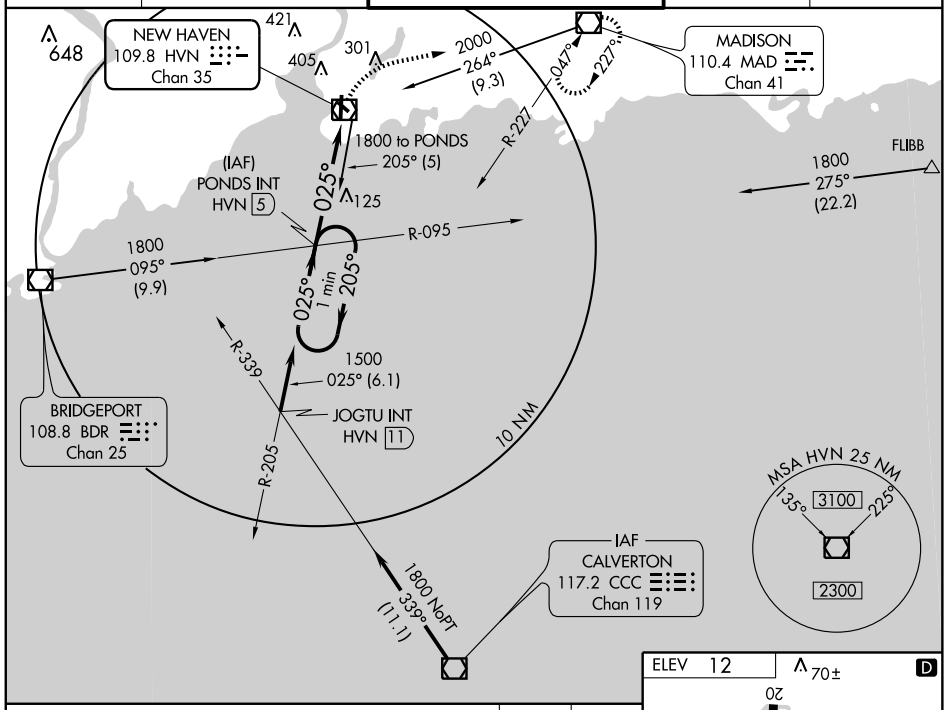
NEW HAVEN / TWEED-NEW HAVEN (HVN)

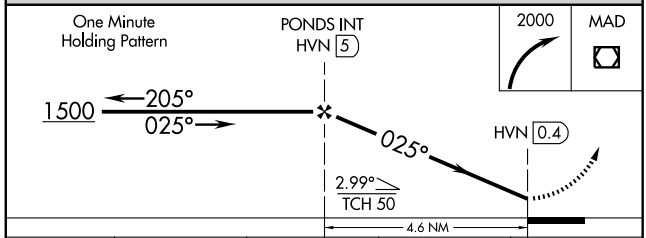
Inoperative table does not apply.
When local altimeter setting not received, use Islip altimeter setting.

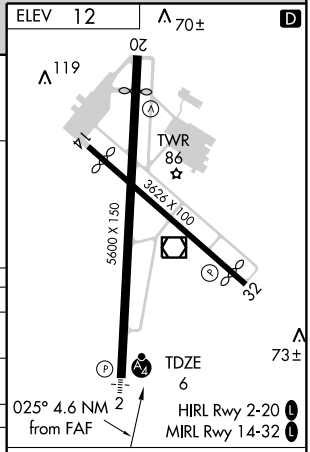
MALSF

MISSED APPROACH: Climbing right turn to 2000 direct MAD VOR/DME and hold

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER ★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-2	420/50	414 (500-1)	420/60	414 (500-1¼)
CIRCLING	720 - 1	708 (800-1)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)
ISLIP ALTIMETER SETTING MINIMUMS				
S-2	500/50	494 (500-1)	500/60 494 (500-1¼)	500 - 1½ 494 (500-1½)
CIRCLING	800 - 1 788 (800-1)	800 - 1¼ 788 (800-1¼)	800 - 2¼ 788 (800-2¼)	800 - 2½ 788 (800-2½)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

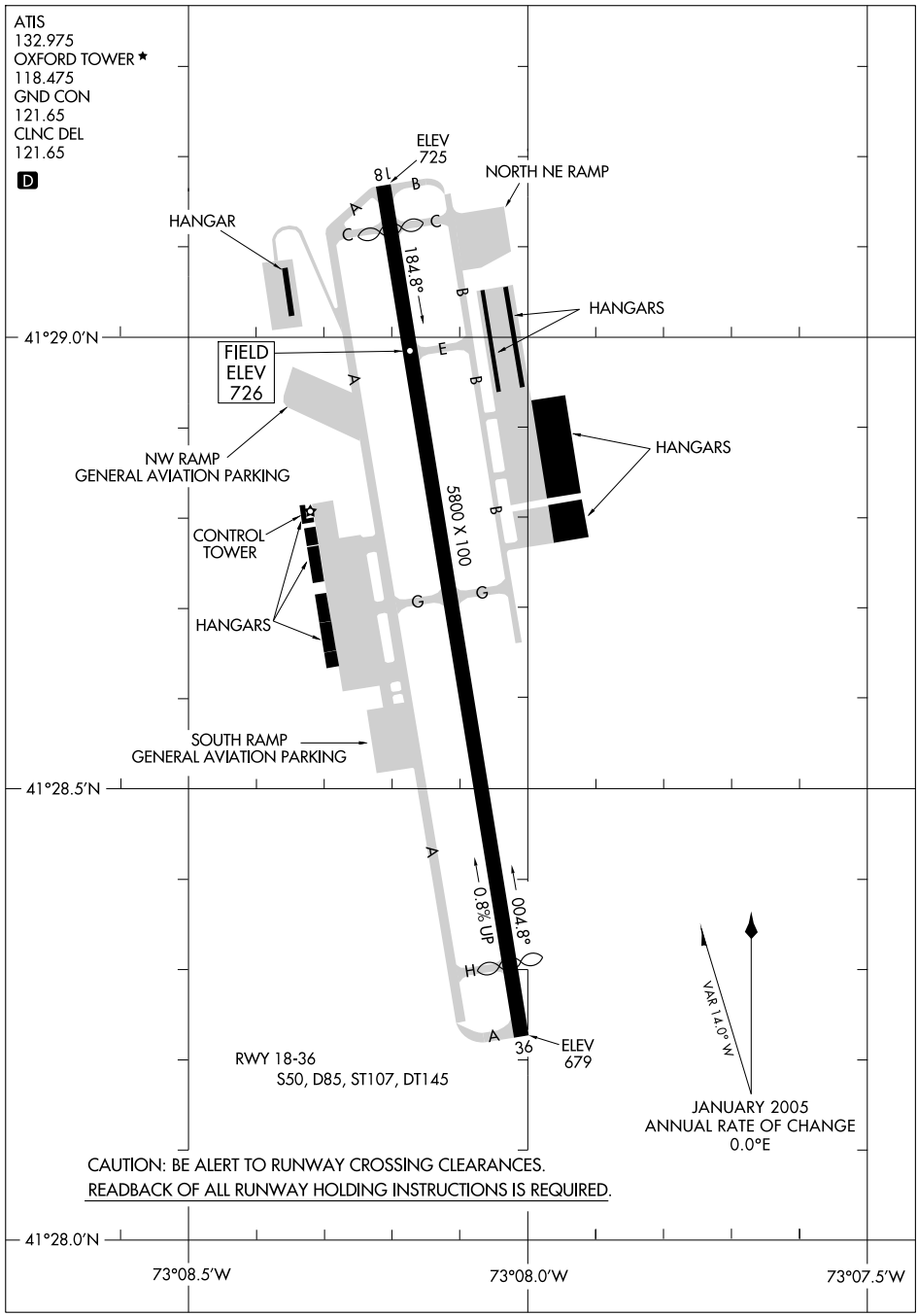
NE-1. 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-5785 (FAA)

OXFORD/ WATERBURY-OXFORD (OXC)
OXFORD, CONNECTICUT

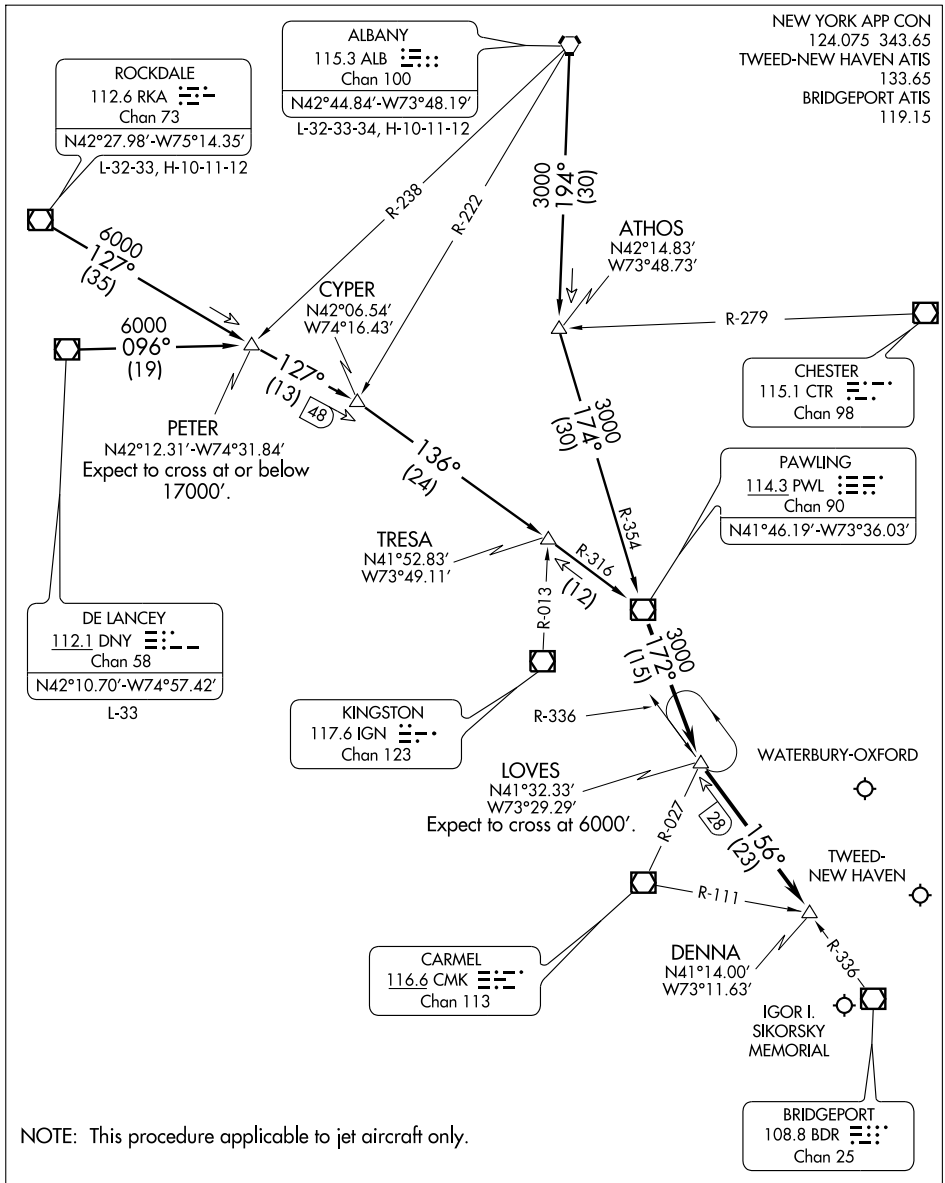


NE-1, 14 JAN 2010 to 11 FEB 2010

BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: This procedure applicable to jet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

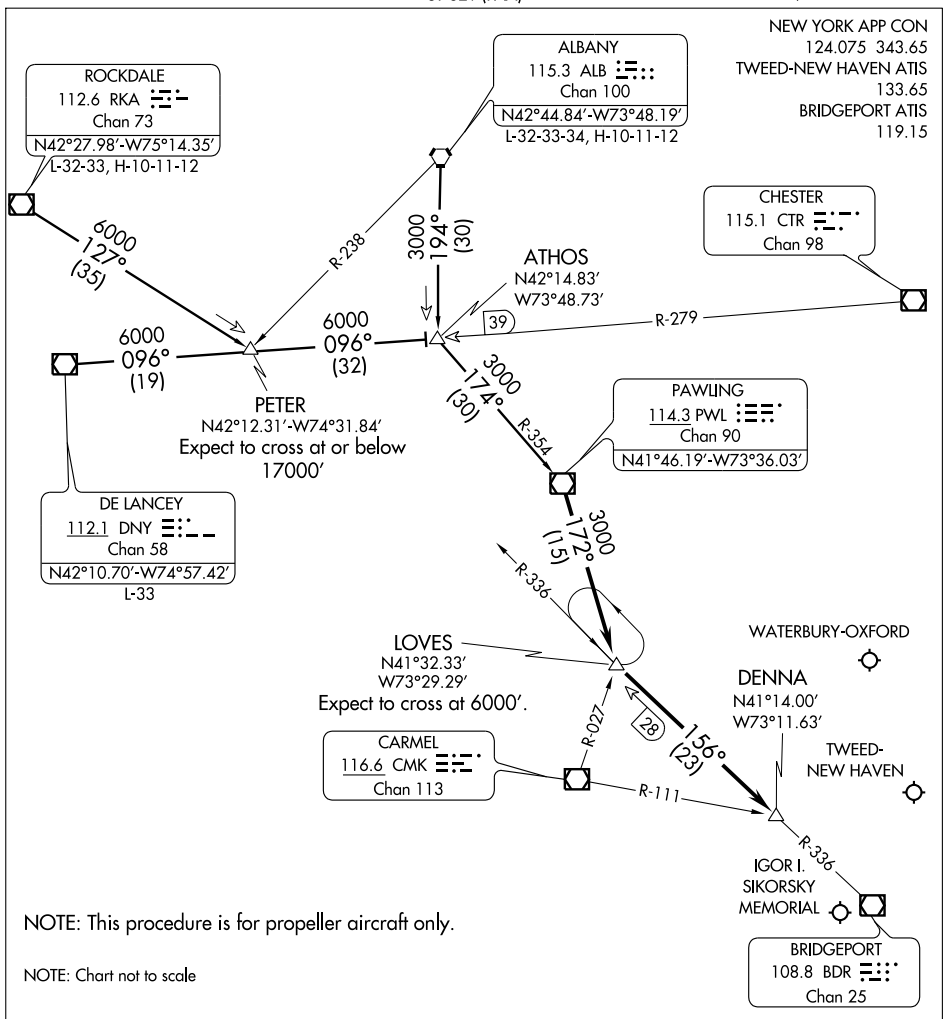
ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .
DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .
ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .
. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

(DENNA.DENNA2) 08325

DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

OXFORD, CONNECTICUT

AL-5785 (FAA)

LOC/DME I-OXC	APP CRS	Rwy Idg	5000
109.55	005°	TDZE	721
Chan 32 (Y)		Apt Elev	726

ILS or LOC RWY 36

OXFORD / WATERBURY-OXFORD (OXC)

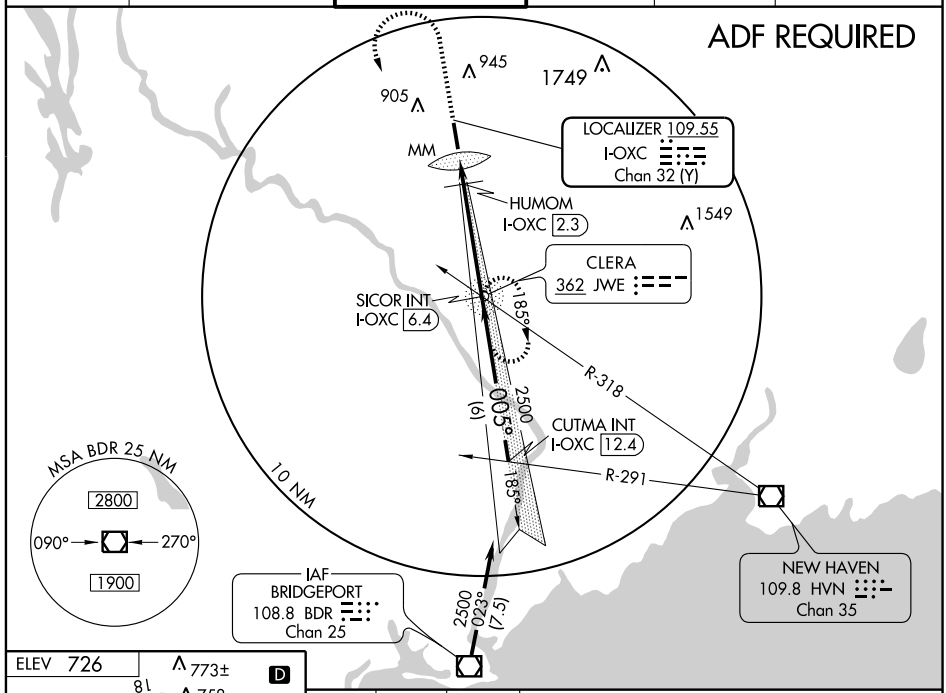
T

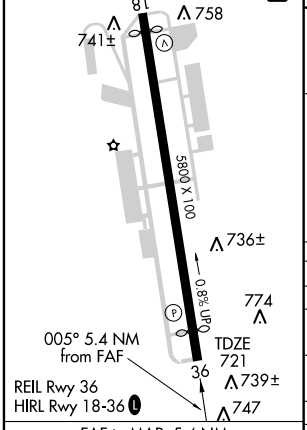
A NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 2500 direct CLERA NDB and hold.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) L	121.65	121.65	122.7

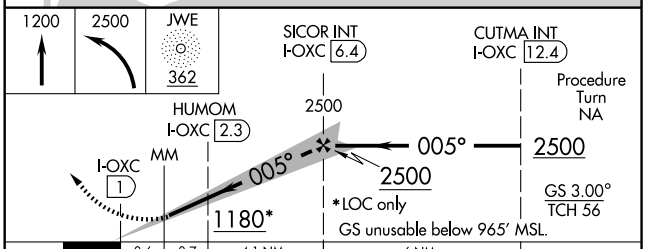
ADF REQUIRED





FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 36	971-1 250 (300-1)			
S-LOC 36	1180-1 459 (500-1)		1180-1¼ 459 (500-1¼)	1180-1½ 459 (500-1½)
CIRCLING	1280-1 554 (600-1)		1280-1½ 554 (600-1½)	1320-2 594 (600-2)
HUMOM FIX MINIMUMS				
S-LOC 36	1040-1 319 (400-1)			
CIRCLING	1280-1 554 (600-1)		1280-1½ 554 (600-1½)	1320-2 594 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 42901	185°	TDZE	726
W18A		Apt Elev	726

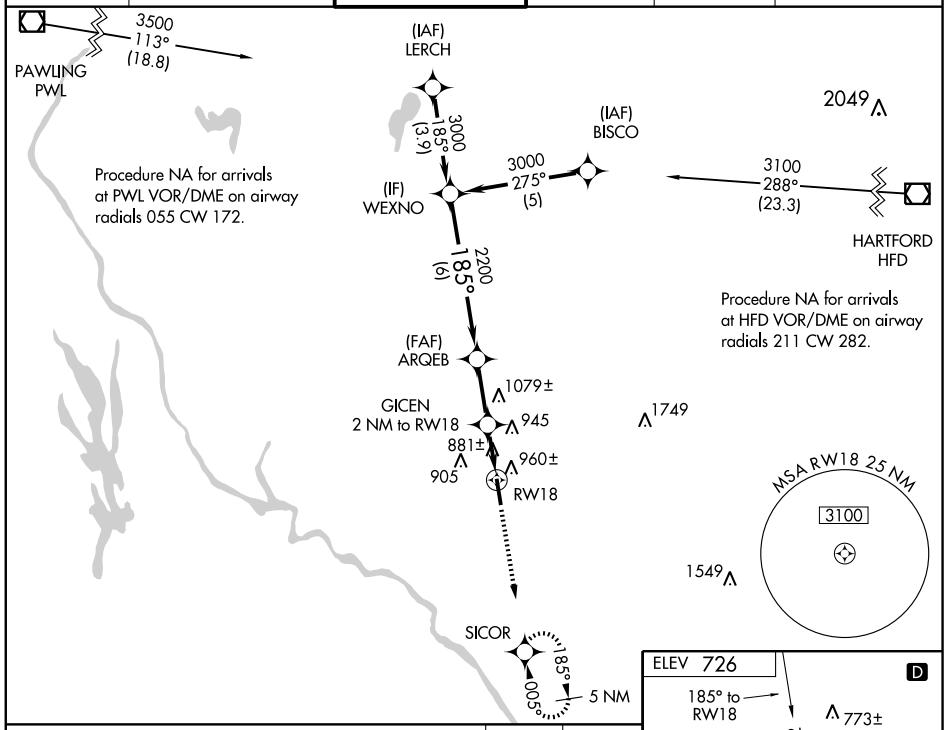
RNAV (GPS) RWY 18

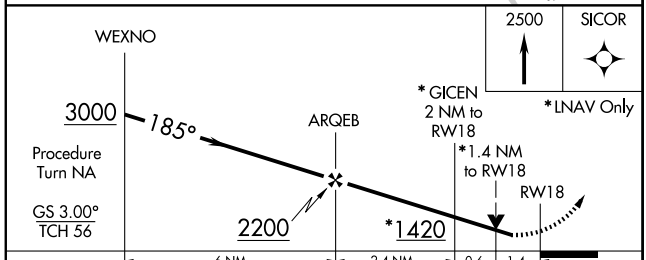
OXFORD / WATERBURY-OXFORD (OXC)

T A W DME/DME RNP-0.3 NA. If local altimeter setting not received, use Danbury altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP and Baro-VNAV NA with Danbury altimeter setting. Visibility reduction by helicopters NA.

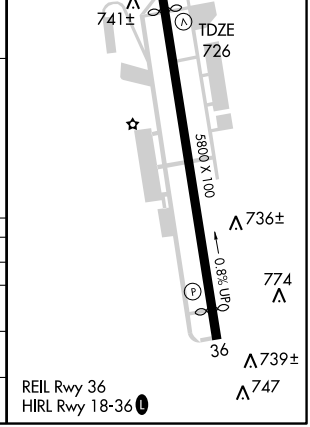
MISSED APPROACH: Climb to 2500 direct SICOR and hold.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) L	121.65	121.65	122.7





CATEGORY	A	B	C	D
LPV DA	1137-1½ 411 (500-1½)			
LNAV/VNAV DA	1208-1¾ 482 (500-1¾)			
LNAV MDA	1220-1 494 (500-1)		1220-1¼ 494 (500-1¼)	1220-1½ 494 (500-1½)
CIRCLING	1280-1¾ 554 (600-1¾)			1320-2 594 (600-2)



NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
005°	TDZE	721
	Apt Elev	726

RNAV (GPS) RWY 36

OXFORD / WATERBURY-OXFORD (OXC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 2500 direct CUTMA WP and hold.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) L	121.65	121.65	122.7

945 905 1749 1549

RW36

(FAF)
SICOR

005°
(6)
2500

(IAF)
BAYYS

2500
280°
(5.5)

CUTMA

185°
005°

MSA RW36 25 NM
3100

ELEV 726 D

773± 758 741± 18

5800 X 100

736± 774 739± 747

TDZE
721

0.8% UP

005° to
RW36

36

REIL Rwy 36
HIRL Rwy 18-36 L

2500 CUTMA

SICOR CUTMA

1.4 NM
to RW36

RW36

005° 2500

2500

Procedure
Turn NA

3.05°
TCH 56

1.4 4 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1200-1 479 (500-1)		1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)
CIRCLING	1280-1¼ 554 (600-1¼)		1280-1½ 554 (600-1½)	1320-2 594 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IJD	APP CRS	Rwy Idg	4278
108.35	269°	TDZE	240
Chan 20 (Y)		Apt Elev	247

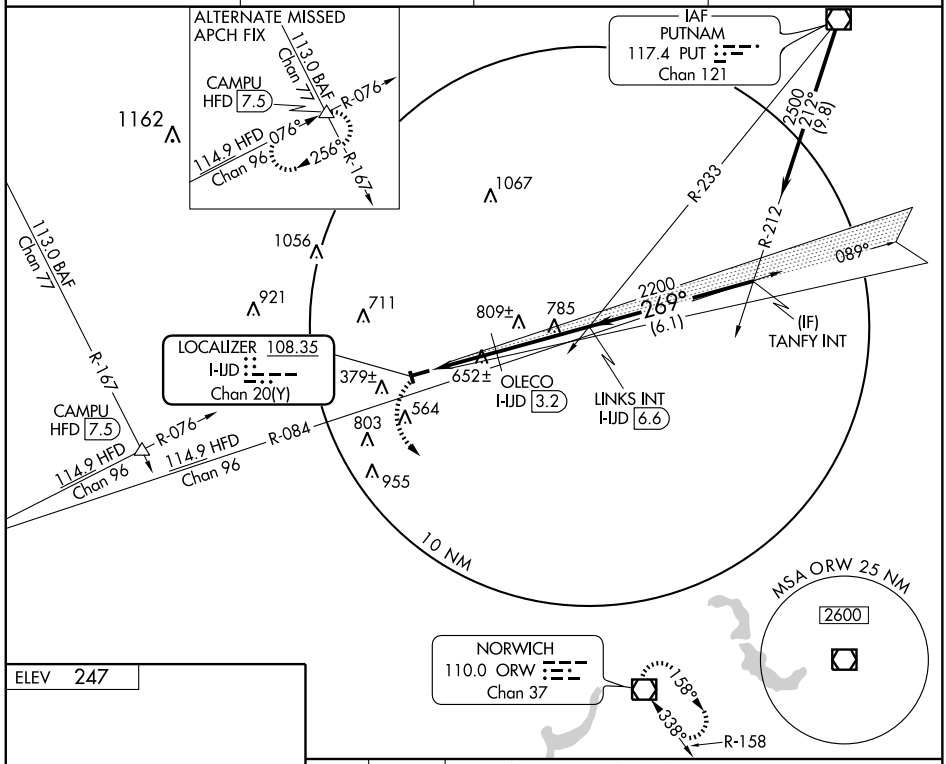
LOC RWY 27

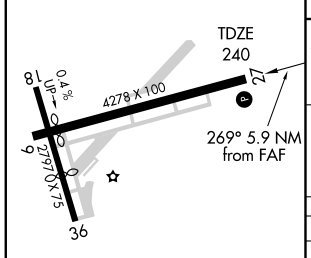
WILLIMANTIC/ WINDHAM (IJD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet and increase S-27 Cat C, Circling Cat C, OLECO fix minimums S-27 Cat B and C, and Circling Cat B and C visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

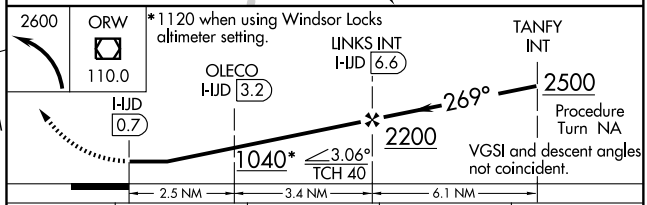
ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L





REIL Rwy 27 L
MIRL Rwy 9-27 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-27	1040-1 800 (800-1)	1040-1¼ 800 (800-1¼)	1040-2¼ 800 (800-2¼)	NA
CIRCLING	1040-1 793 (800-1)	1040-1¼ 793 (800-1¼)	1040-2¼ 793 (800-2¼)	NA
OLECO FIX MINIMUMS				
S-27	920-1 680 (700-1)		920-2 680 (700-2)	NA
CIRCLING	920-1 673 (700-1)		960-2 713 (800-2)	NA

APP CRS	Rwy Idg	4017
089°	TDZE	240
	Apt Elev	247

RNAV (GPS) RWY 9

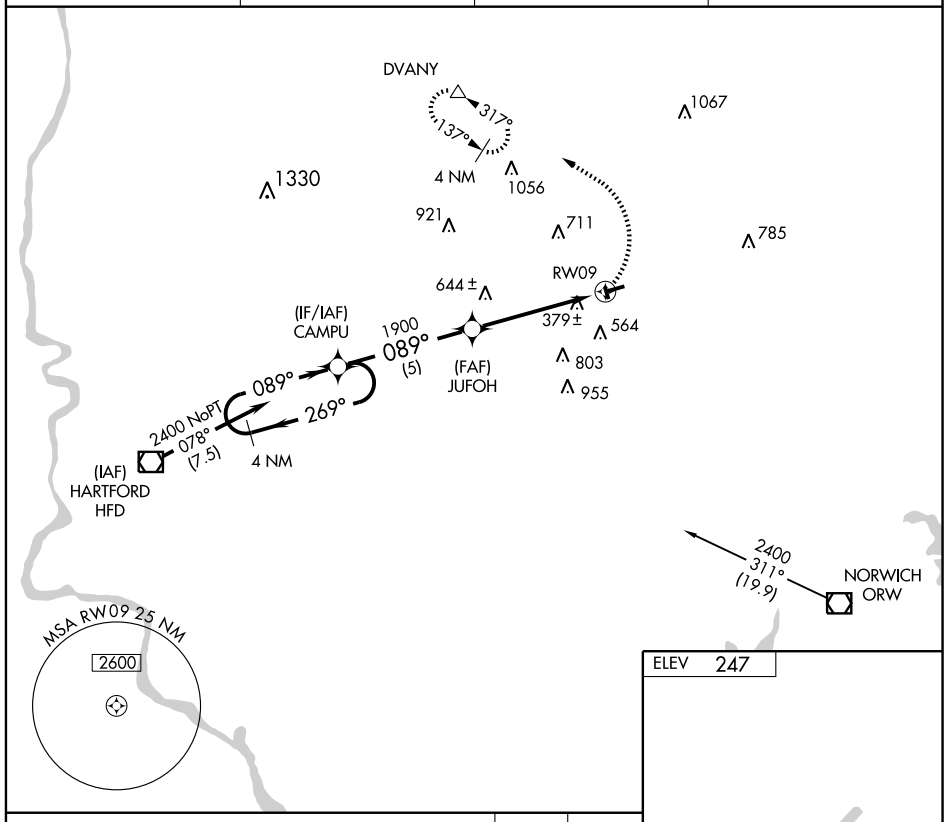
WILLIMANTIC / WINDHAM (IJD)

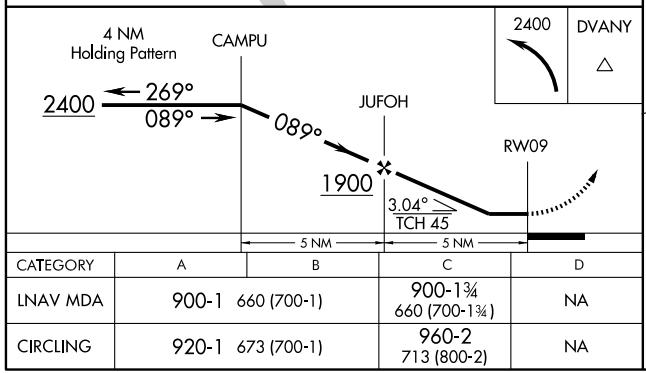
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

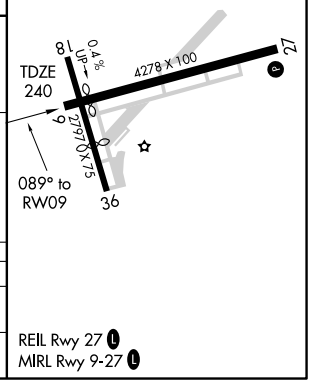
NA

MISSED APPROACH: Climbing left turn to 2400 direct DVANY WP and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900-1	660 (700-1)	900-1¾ 660 (700-1¾)	NA
CIRCLING	920-1	673 (700-1)	960-2 713 (800-2)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4278
270°	TDZE	240
	Apt Elev	247

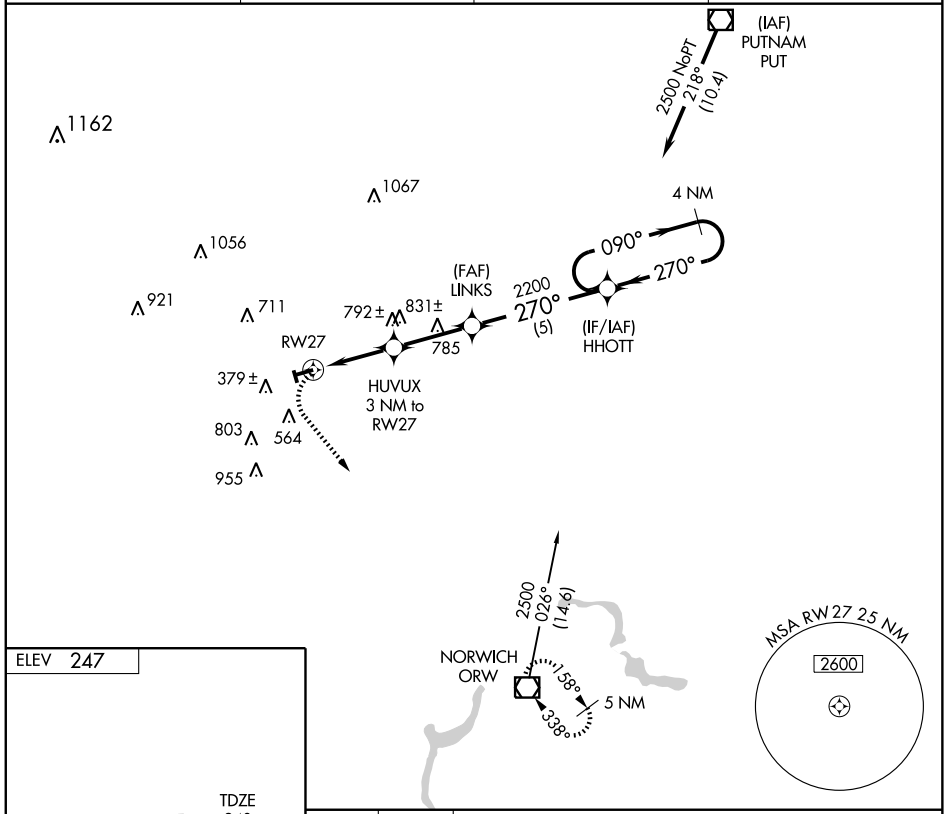
RNAV (GPS) RWY 27

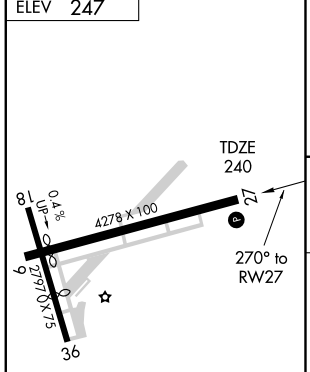
WILLIMANTIC / WINDHAM (IJD)

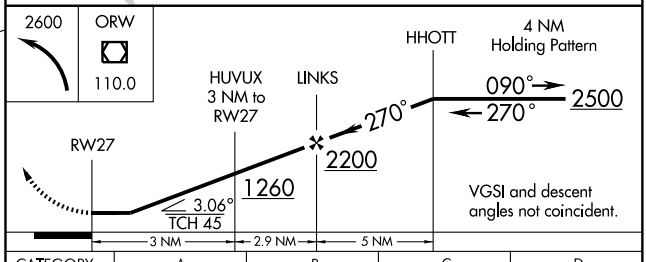
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1 720 (800-1)		960-2 720 (800-2)	NA
CIRCLING	960-1 713 (800-1)		960-2 713 (800-2)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

NE-1. 14 JAN 2010 to 11 FEB 2010

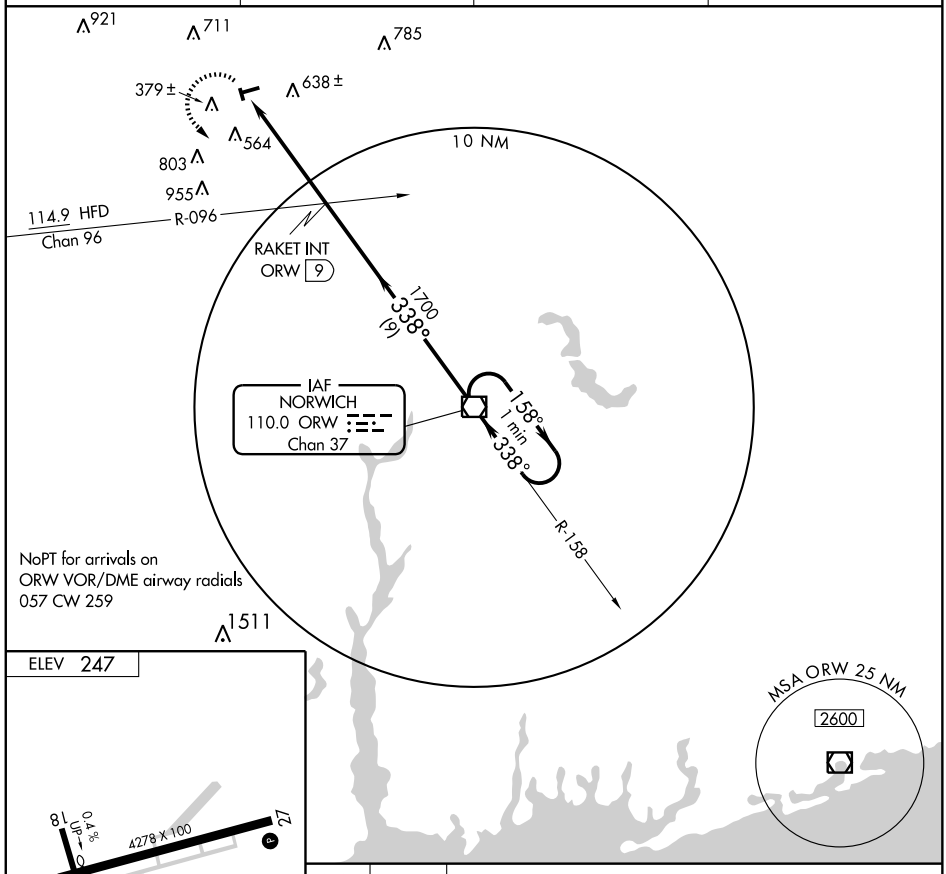
VOR/DME ORW	APP CRS	Rwy Idg	N/A
110.0	338°	TDZE	N/A
Chan 37		Apt Elev	247

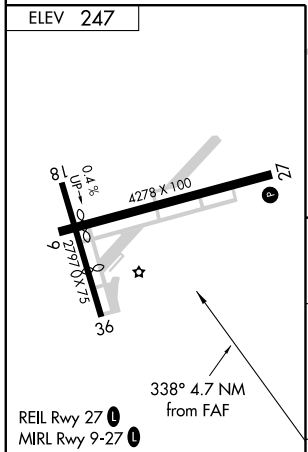
VOR-A

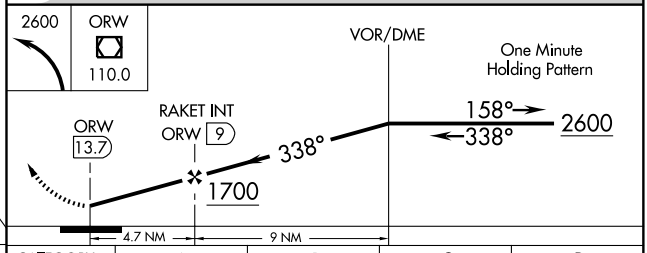
WILLIMANTIC/ WINDHAM (IJD)

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	1020-1 773 (800-1)	1020-1¼ 773 (800-1¼)	1020-2¼ 773 (800-2¼)	NA

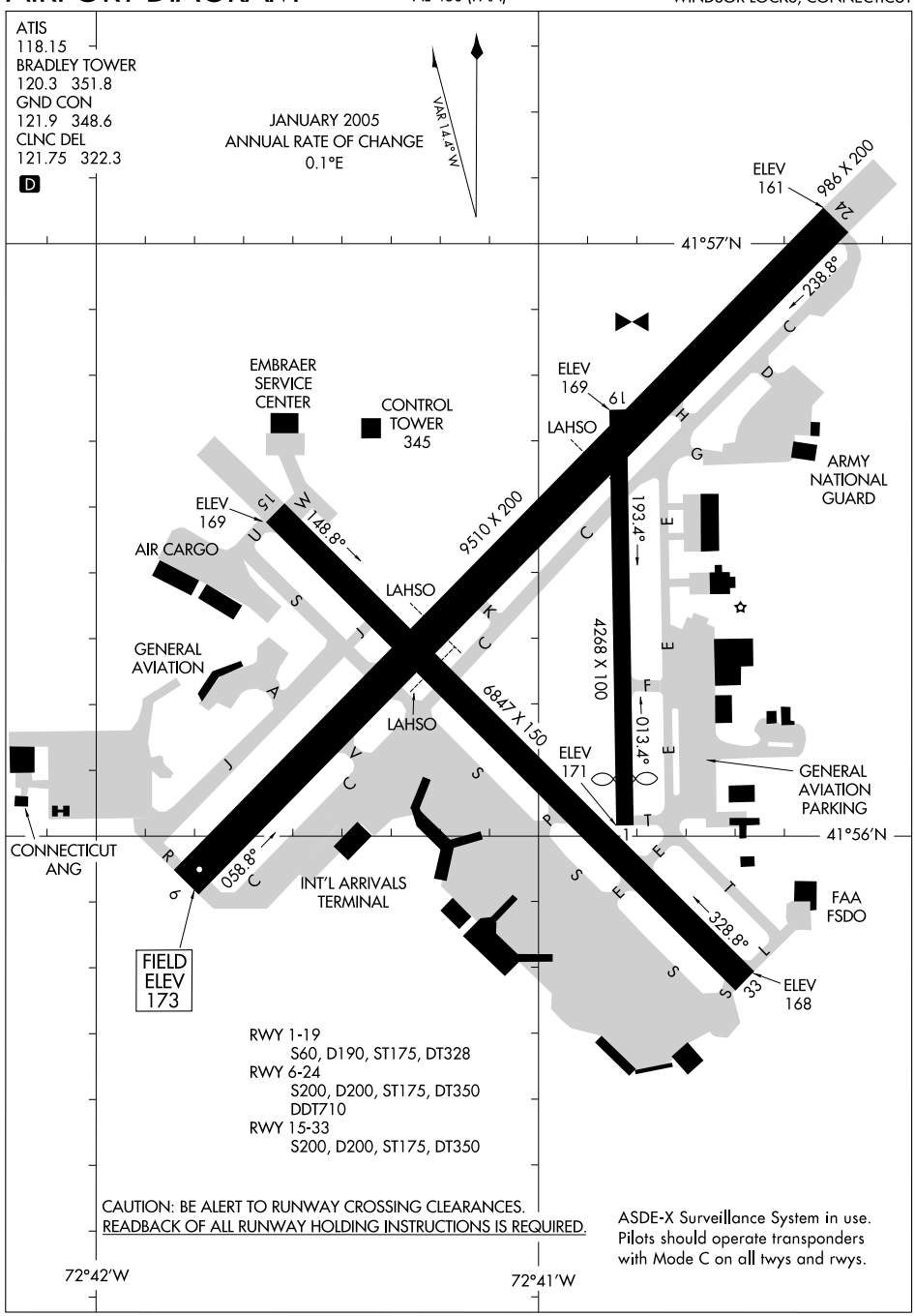
NE-1. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

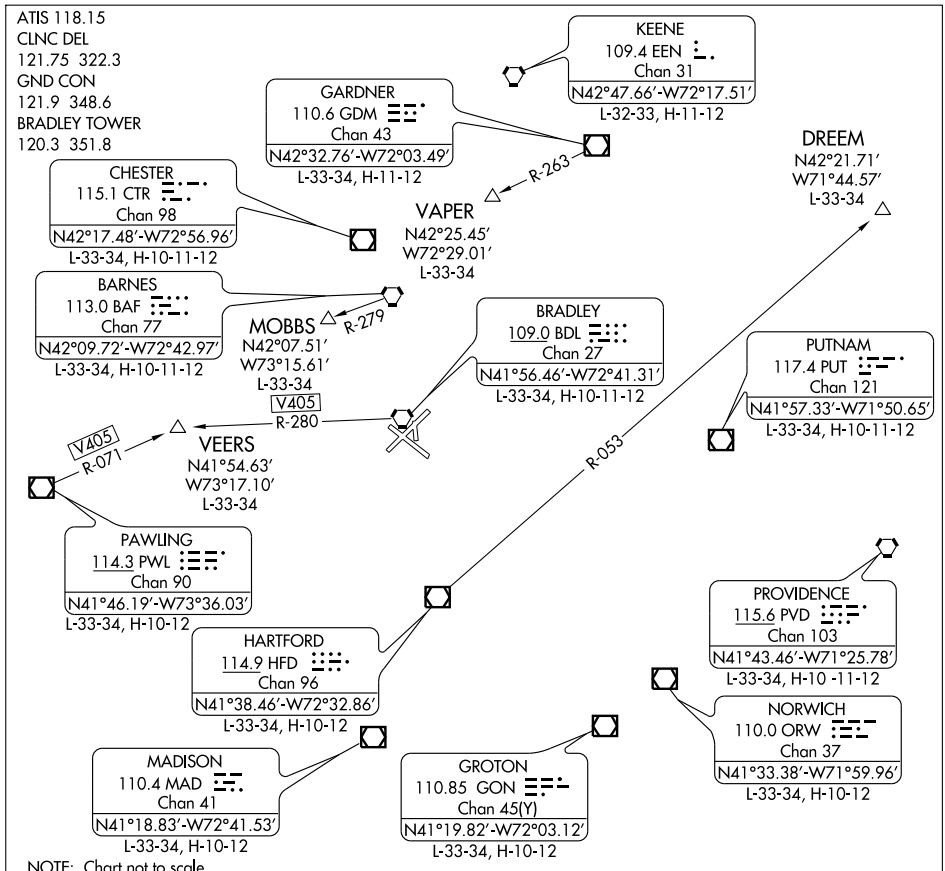
AL-460 (FAA)

WINDSOR LOCKS / BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT



NE-1, 14 JAN 2010 to 11 FEB 2010

BRADLEY SEVEN DEPARTURE



NOTE: Chart not to scale.

NOTE: Runway 33: 297' per NM rate of climb to 1000' required when weather is below 700-1.

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTUE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RUNWAY 6: Turn right heading 075° or as assigned for radar vectors, thence . . . .

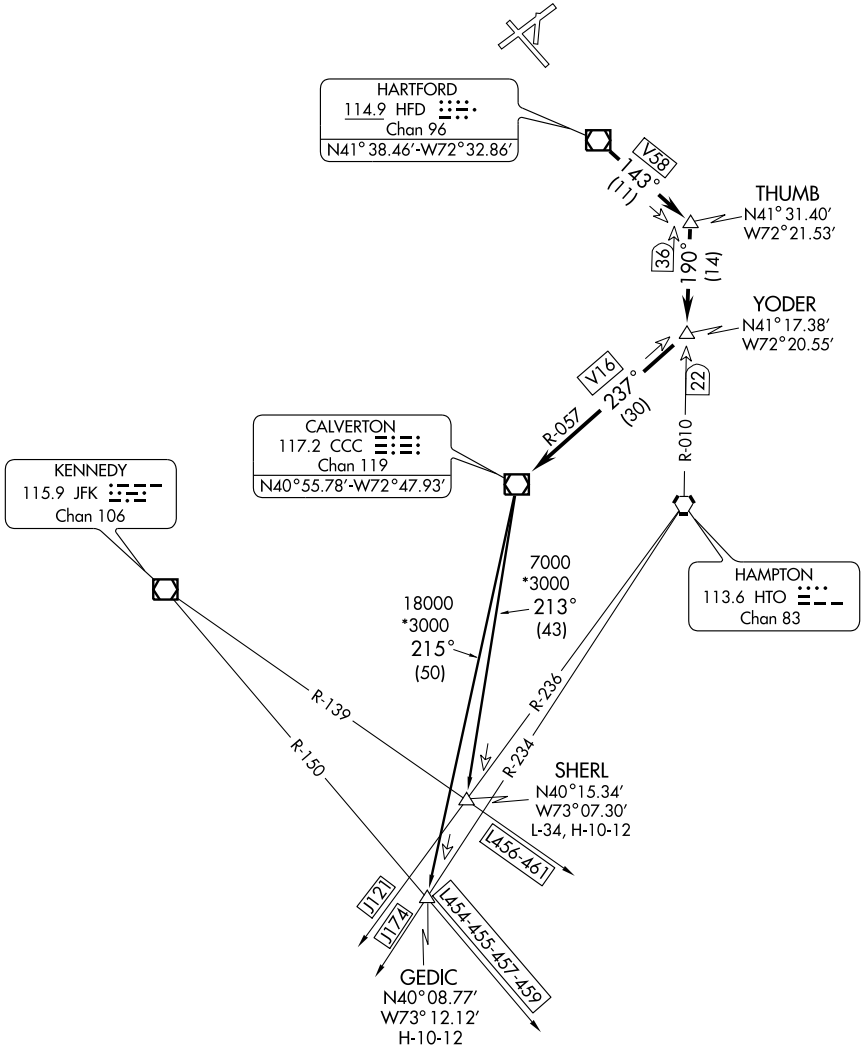
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading or as assigned for radar vectors, thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Maintain 4000 feet or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

NE-1, 14 JAN 2010 to 11 FEB 2010

COASTAL TWO DEPARTURE (HI)

ATIS 118.15
CLNC DEL
121.75 322.3
GND CON
121.9 348.6
TOWER
120.3 351.8



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

MAINTAIN 4000 FEET OR ASSIGNED ALTITUDE. EXPECT CLEARANCE TO REQUESTED FLIGHT LEVEL TEN (10) MINUTES AFTER DEPARTURE.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 6: Turn right heading 075° or as assigned for radar vectors to HFD VOR/DME. Thence. . . .
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading or as assigned for radar vectors to HFD VOR/DME. Thence. . . .
. . . . From over HFD VOR/DME proceed via the HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route).
GEDIC TRANSITION (CSTL2.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC INT.
SHERL TRANSITION (CSTL2.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL INT.

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BDL	APP CRS	Rwy Idg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

COPTER ILS or LOC RWY 6

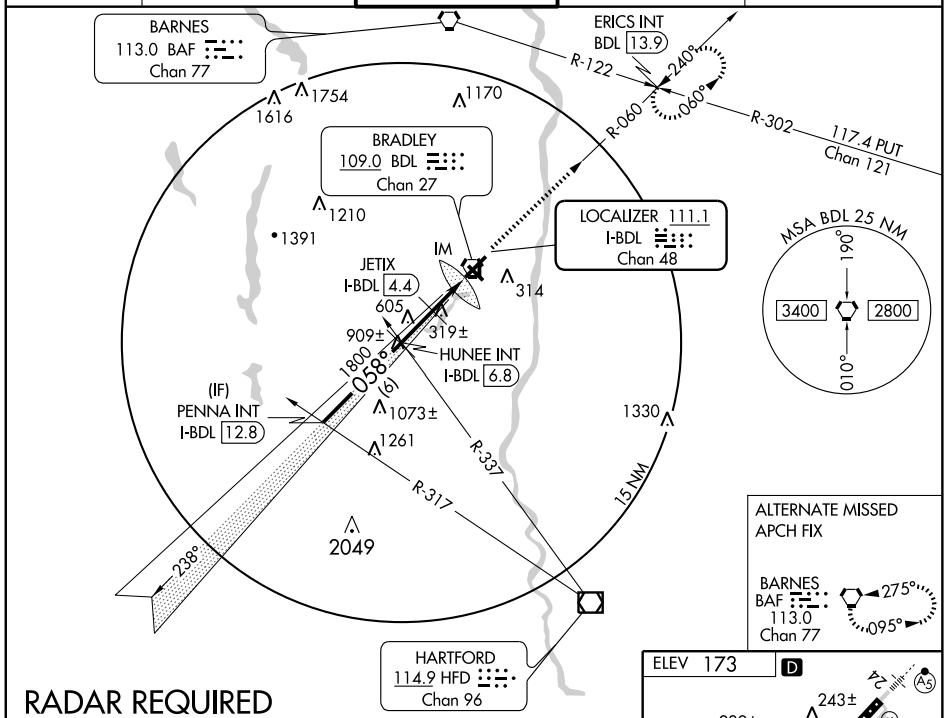
WINDSOR LOCKS / BRADLEY INTL (BDL)

For inoperative ALSF-2 increase H-ILS visibility to RVR 2400 and H-LOC visibility to RVR 5000. NA

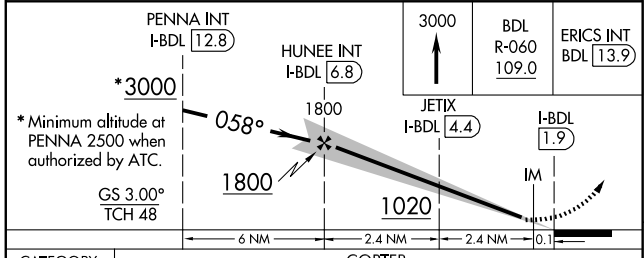
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3

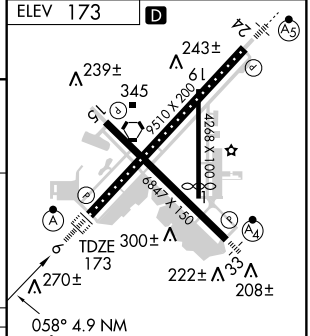


RADAR REQUIRED



CATEGORY	COPTER
H-ILS 6	273/12 100 (100-¼)
H-LOC 6	1020/24 847 (900-½)
	JETIX FIX MINIMUMS
H-LOC 6	580/24 407 (500-½)

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

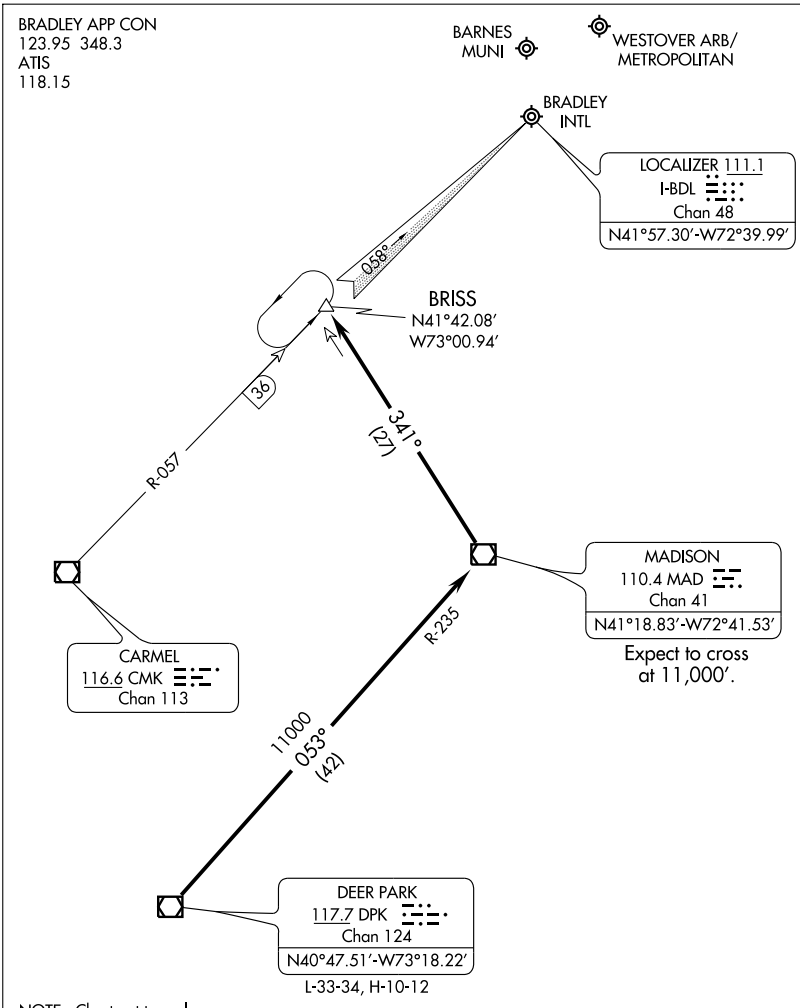
FAF to MAP 4.9 NM

Knots	45	60	75	90	105
Min:Sec	6:32	4:54	3:55	3:16	2:48

NE-1. 14 JAN 2010 to 11 FEB 2010

DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT



NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 14 JAN 2010 to 11 FEB 2010

HI-TACAN or VOR/DME RWY 6

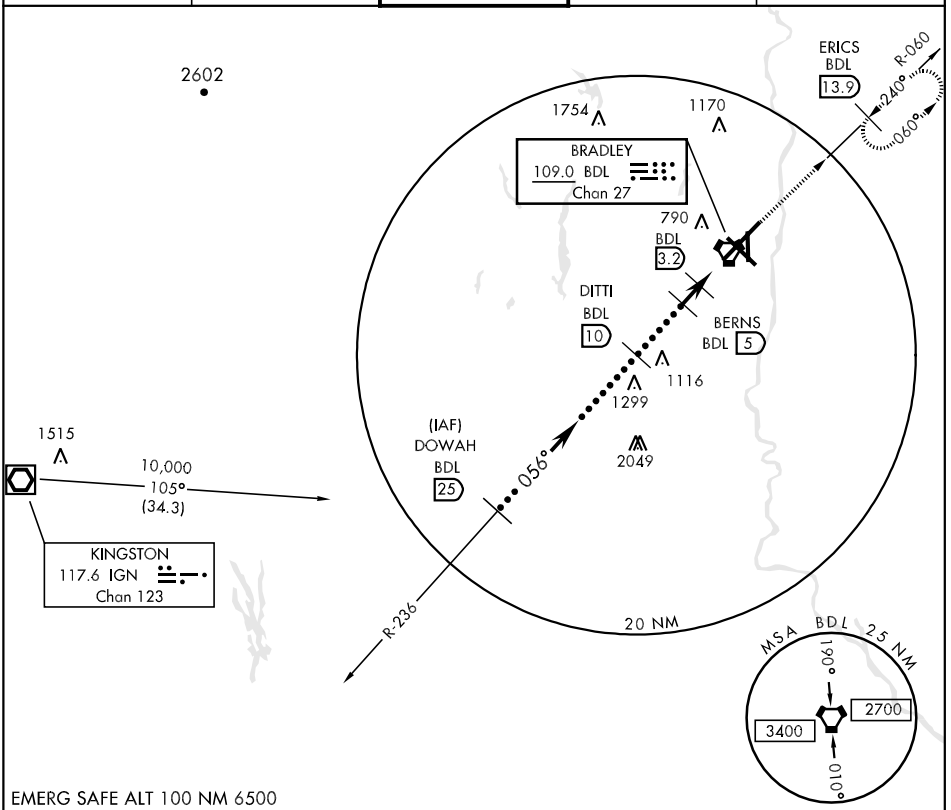
VORTAC BDL 109.0 Chan 27	APCH CRS 056°	Rwy ldg 9510 TDZE 174 Arpt Elev 173

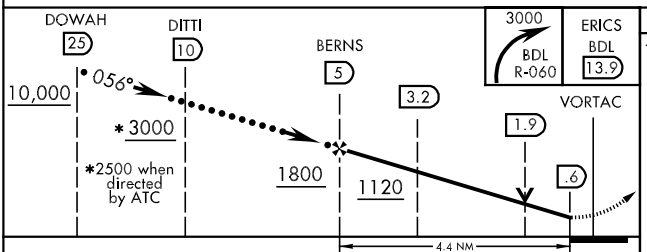
JAL-460 [USAF] WINDSOR LOCKS/ BRADLEY INTL (KBDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3



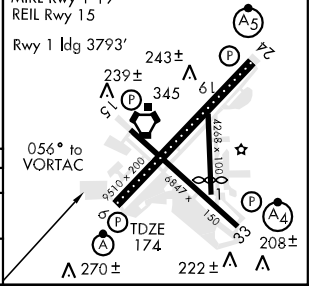


CATEGORY	C	D	E
S-6	640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)
CIRCLING	680-1½ 506 (600-1½)	1260-3 1086 (1000-3)	1380-3 1206 (1300-3)

ELEV 173

TDZL/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

Rwy 1 ldg 3793'



NE-1, 14 JAN 2010 to 11 FEB 2010

VORTAC BDL 109.0 Chan 27	APCH CRS 240°	Rwy ldg 9510 TDZE 171 Arpt Elev 173

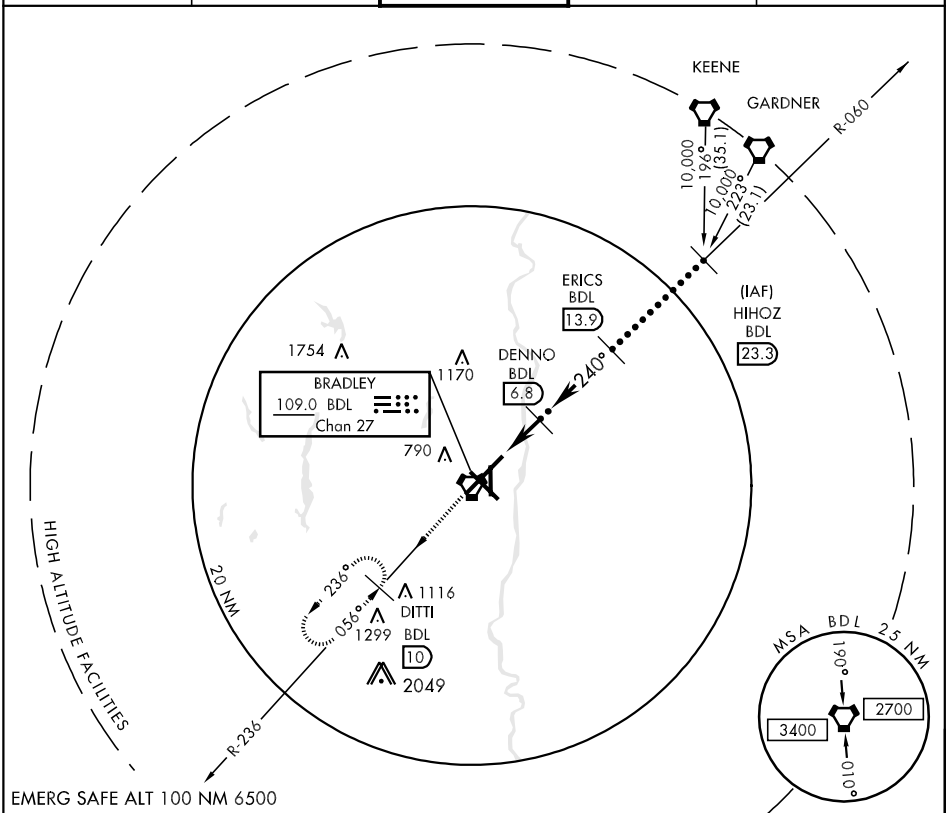
HI-TACAN or VOR/DME RWY 24

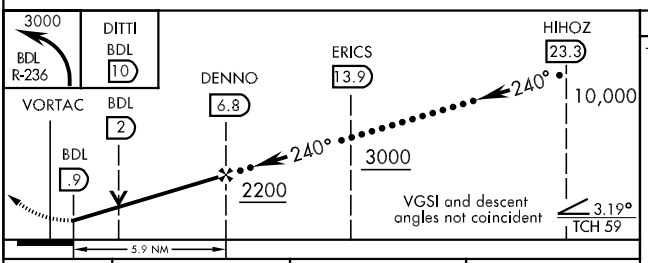
JAL-460 [USAF] WINDSOR LOCKS/ BRADLEY INTL (KBDL)

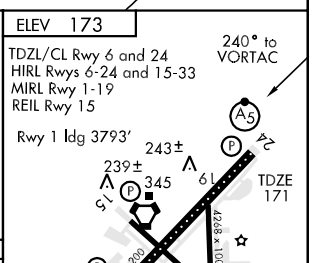
MALSR

MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI/BDL 10 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







CATEGORY	C	D	E
S-24	560/24 389 (400-½)	560/50 389 (400-1)	
CIRCLING	680-1½ 506 (600-1½)	1260-3 1086 (1000-3)	1380-3 1206 (1300-3)

LOC/DME I-BDL	APP CRS	Rwy Idg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

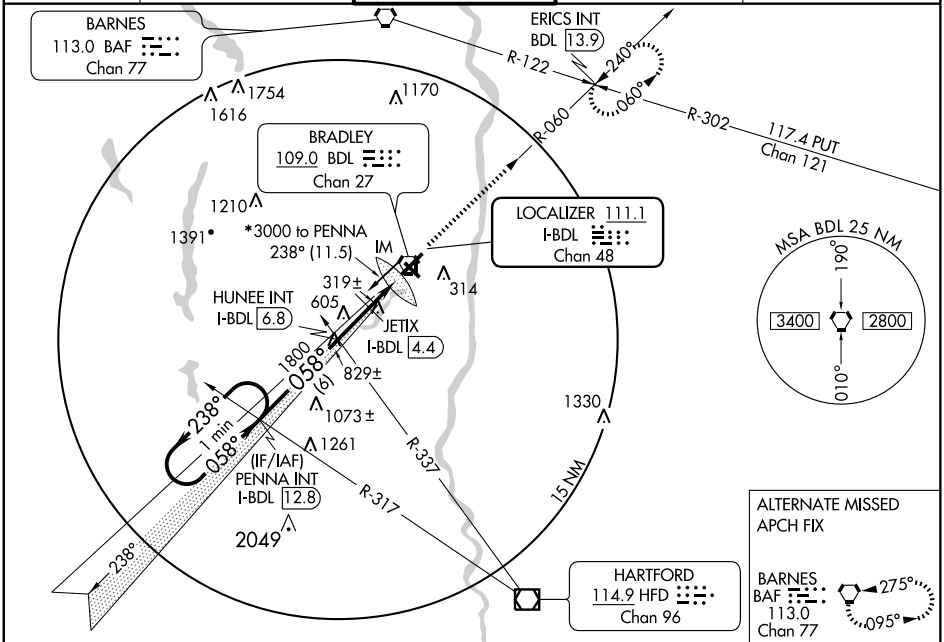
ILS or LOC RWY 6

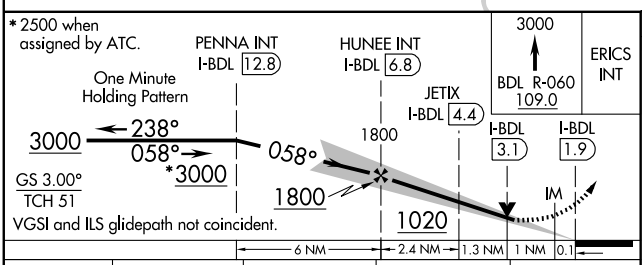
WINDSOR LOCKS / BRADLEY INTL (BDL)

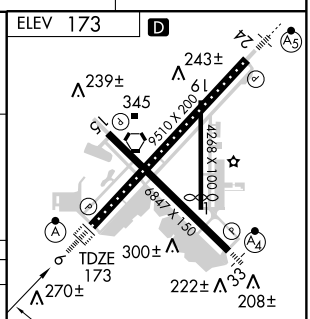
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

CATEGORY	A	B	C	D
S-ILS 6	373/18 200 (200-½)			
S-LOC 6	1020/24 847 (900-½)	1020/40 847 (900-¾)	1020-2 847 (900-2)	1020-2¼ 847 (900-2¼)
CIRCLING	1020-1 847 (900-1)	1020-1¼ 847 (900-1¼)	1020-2½ 847 (900-2½)	1020-2¾ 847 (900-2¾)
JETIX FIX MINIMUMS				
S-LOC 6	580/24 407 (500-½)		580/40 407 (500-¾)	
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1000-2¾ 827 (900-2¾)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MYQ	APP CRS	Rwy Idg	9509
111.1	238°	TDZE	170
Chan 48		Apt Elev	173

ILS or LOC RWY 24

WINDSOR LOCKS / BRADLEY INTL (BDL)

MALSR

MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI Int/BDL 10 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3

BARNES
113.0 BAF
Chan 77

(IF/IAF)
KIBBE INT
I-MYQ 12.5

BDL R-059

R-121

R-158

238° 1 min 058°

R-302

3000 NoPT
302°
(29.4)

2100
238°
(7.1)

MOTEL INT
I-MYQ 5.4

IAF
PUTNAM
117.4 PUT
Chan 121

1616 1754 1170 1210 1391

BRADLEY
109.0 BDL
Chan 27

IM 267±

3000 to KIBBE
059° (13.9)

314

LOCALIZER 111.1
I-MYQ
Chan 48

10 NM

MSA BDL 25 NM
190°
3400 2800
010°

605

R-236

DITTI INT
BDL 10

236°
056°
R-322
1073±
114.9 HFD Chan 96
1261

ALTERNATE MISSED APCH FIX
HARTFORD
HFD
114.9
Chan 96
154°
334°

ELEV 173
238° 5.8 NM from FAF
D

TDZE 170
243±
239±
345
61
15
24
9510 X 200
4268 X 100
4847 X 150
300±
270±
222±
33
208±

3000
BDL R-236
109.0

DITTI INT
BDL 10

I-MYQ DME unusable inside 0.5 DME.

KIBBE INT
I-MYQ 12.5

One Minute Holding Pattern

MOTEL INT
I-MYQ 5.4

I-MYQ
0.5
IM
2100
238°
058°
238°
3000
GS 3.00°
TCH 55
2100
VGSI and ILS glidepath not coincident.

0.2 0.7 4.9 NM 7.1 NM

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

CATEGORY	A	B	C	D
S-ILS 24	370/18 200 (200-½)			
S-LOC 24	540/24 370 (400-½)			540/40 370 (400-¾)
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1000-2¾ 827 (900-2¾)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IKX	APP CRS	Rwy Idg	6847
108.55	328°	TDZE	171
Chan 22 (Y)		Apt Elev	173

ILS or LOC RWY 33

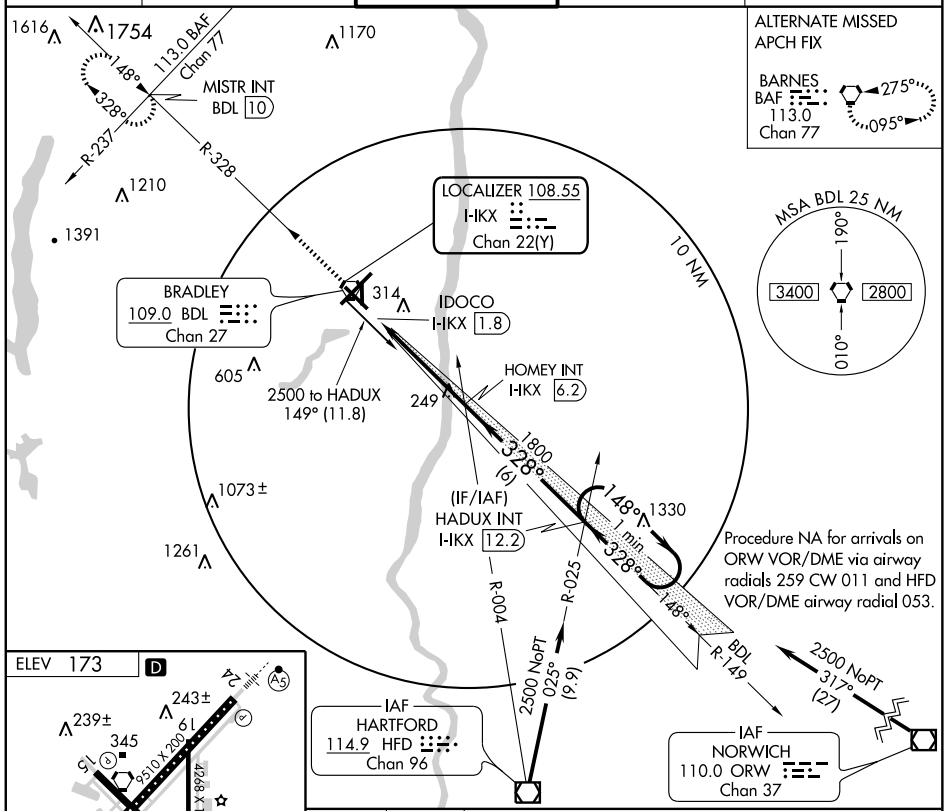
WINDSOR LOCKS / BRADLEY INTL (BDL)

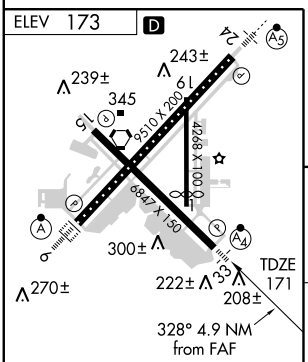
Inoperative table does not apply to S-LOC 33 Cat C.

MALSF

MISSED APPROACH: Climb to 3500 via BDL VORTAC R-328 to MISTR Int/BDL 10 DME and hold, continue climb-in-hold to 3500.

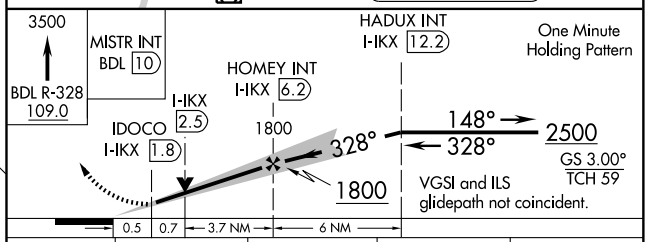
ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 33	371/40 200 (200-¾)			
S-LOC 33	600/40 429 (500-¾)		600/60 429 (500-1¼)	600-1½ 429 (500-1½)
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1000-2¾ 827 (900-2¾)

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BDL	APP CRS	Rwy Idg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

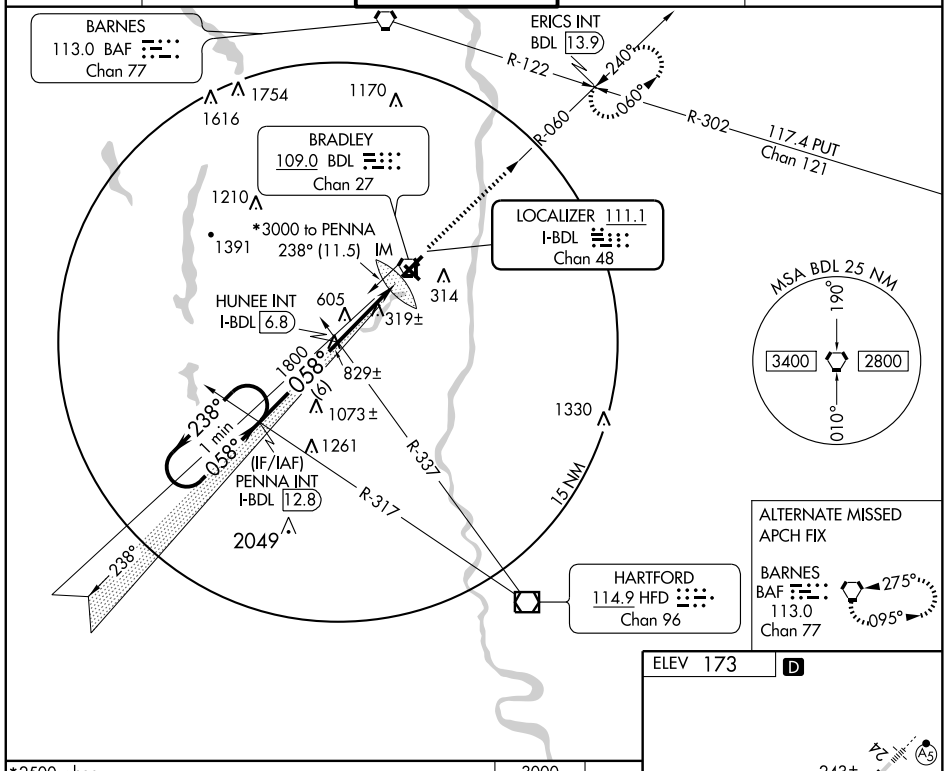
ILS RWY 6 (CAT II)

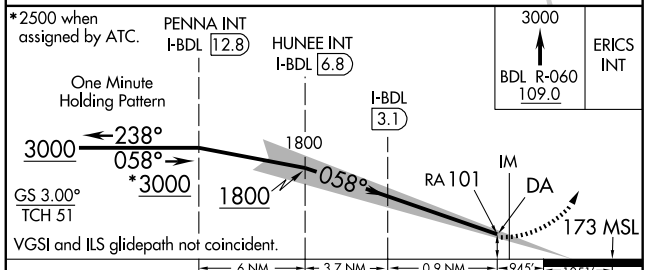
WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3

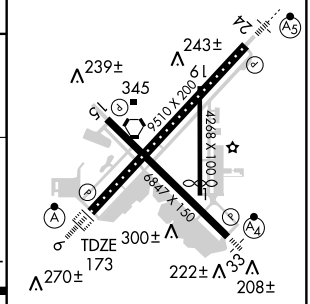




CATEGORY	A	B	C	D
S-ILS 6	RA 101/12	100	DA 273	

CATAGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 173 D



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BDL	APP CRS	Rwy Idg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

ILS RWY 6 (CAT III)

WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3

BARNES 113.0 BAF Chan 77

ERICS INT BDL 13.9

R-122 240° 060° R-302 117.4 PUT Chan 121

R-060

BRADLEY 109.0 BDL Chan 27

*3000 to PENNA 238° (11.5)

LOCALIZER 111.1 I-BDL Chan 48

HUNEE INT I-BDL 6.8

605 319± IM 314

1754 1616 1170 1210 1391

1800 058° (6) 829±

238° 1 min 058°

1073± 1261 1330

(IF/IAF) PENNA INT I-BDL 12.8

R-337 R-317 15 NM

2049

HARTFORD 114.9 HFD Chan 96

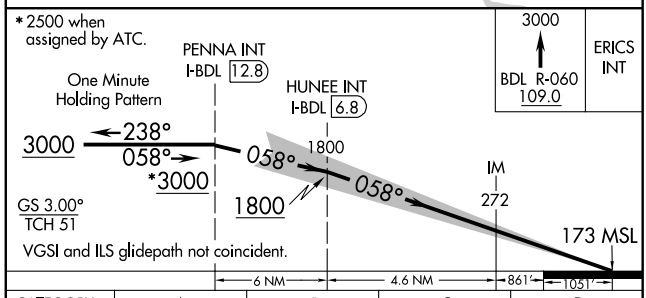
MSA BDL 25 NM

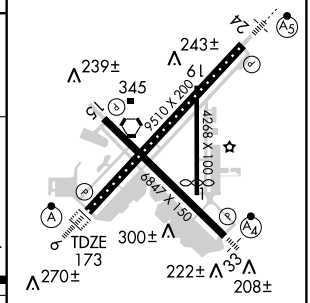
090° 3400 2800 010°

ALTERNATE MISSED APCH FIX

BARNES BAF 113.0 Chan 77 275° 095°

ELEV 173 D





CATEGORY	A	B	C	D
S-ILS 6	CAT IIIa	RVR 07		
S-ILS 6	CAT IIIb	RVR 06		
S-ILS 6	CAT IIIc	NA		

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

CATAGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9509
Ch 70328	058°	TDZE	173
W06A		Apt Elev	173

RNAV (GPS) RWY 6

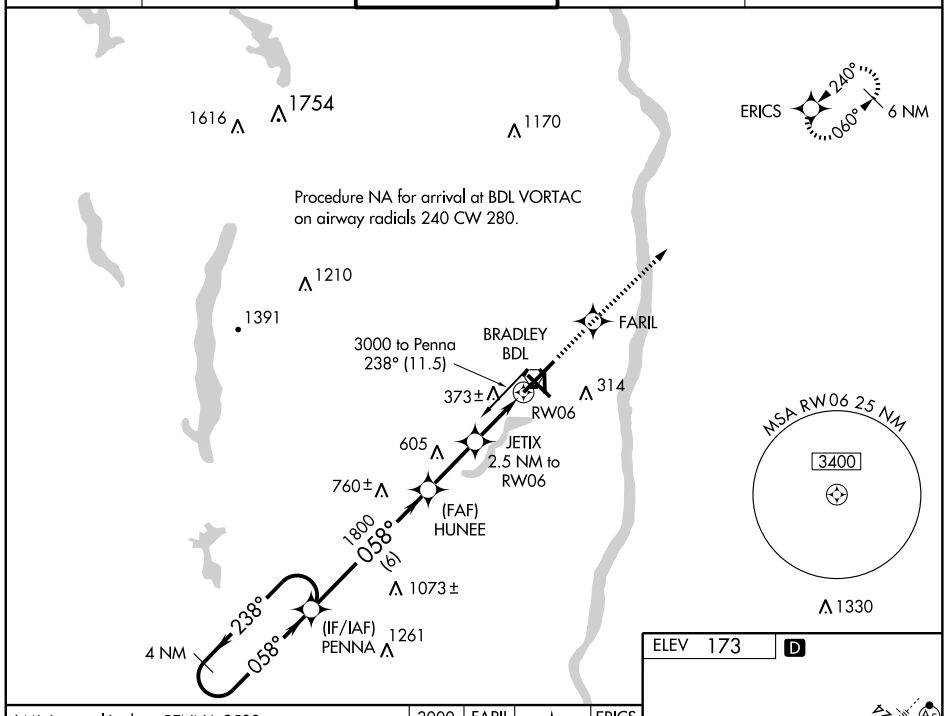
WINDSOR LOCKS / BRADLEY INTL (BDL)

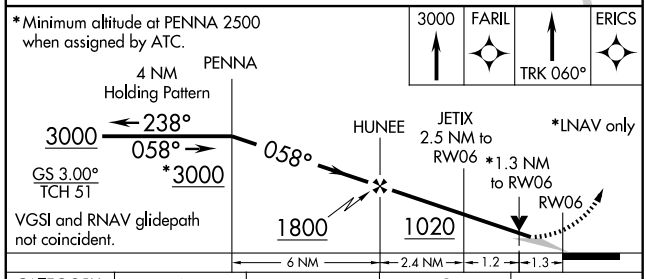
DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).
For inoperative ALSF-2, increase LPV visibility to RVR 6000 all Cats.

ALSF-2

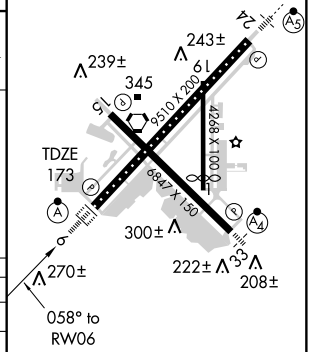
MISSED APPROACH: Climb to 3000 direct FARIL and via 060° track to ERICS and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





CATEGORY	A	B	C	D
LPV DA	514/40 341 (400-¾)			
LNAV/ VNAV DA	669/60 496 (500-1¼)			
LNAV MDA	640/24 467 (500-½)		640/40 467 (500-1¾)	640/50 467 (500-1)
CIRCLING	680-1¾ 507 (600-1¾)			1000-2¾ 827 (900-2¾)



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6847
Ch 60928	148°	TDZE	171
W15A		Apt Elev	173

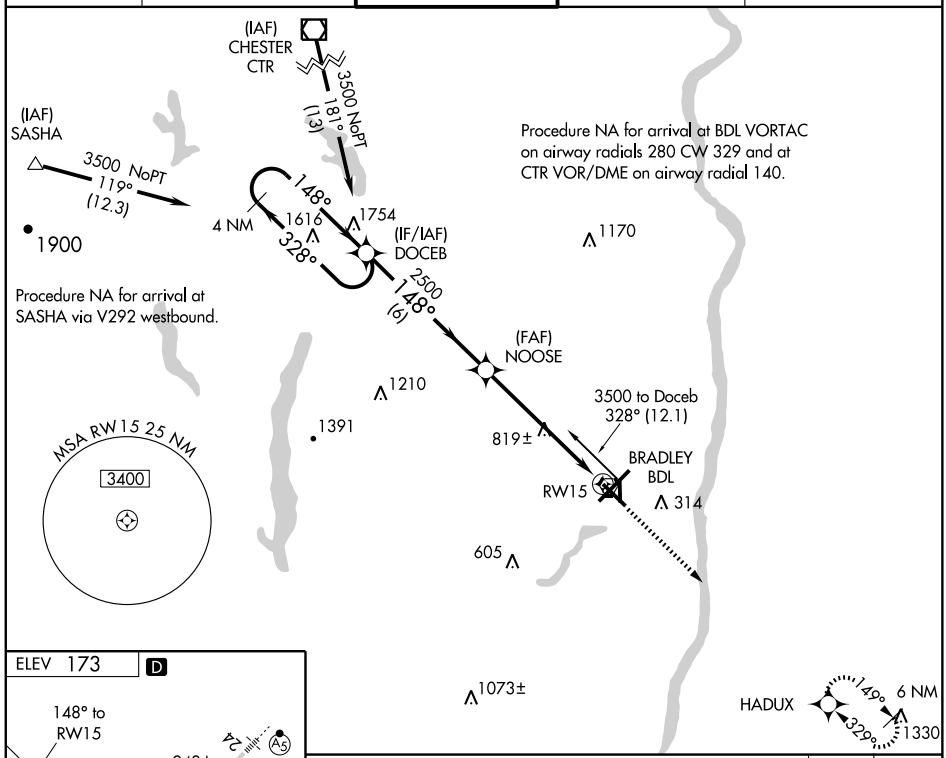
RNAV (GPS) RWY 15

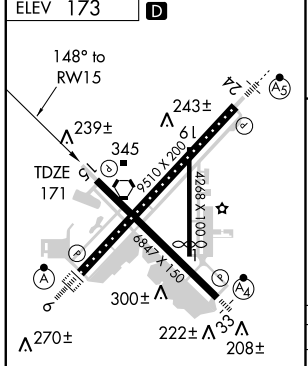
WINDSOR LOCKS / BRADLEY INTL (BDL)

DME/DME RNP -0.3 NA.

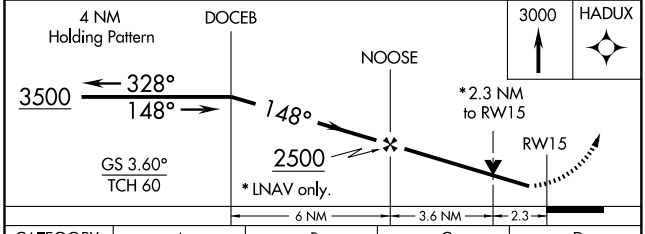
MISSED APPROACH: Climb to 3000 direct HADUX and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15



CATEGORY	A	B	C	D
LPV DA	525-1	354 (400-1)		NA
LNAV/VNAV DA	NA			
LNAV MDA	1080-1¼ 909 (1000-1¼)		1080-2¾ 909 (1000-2¾)	NA
CIRCLING	1080-1¼ 907 (1000-1¼)		1080-2¾ 907 (1000-2¾)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9509
Ch 97310	238°	TDZE	170
W24A		Apt Elev	173

RNAV (GPS) RWY 24

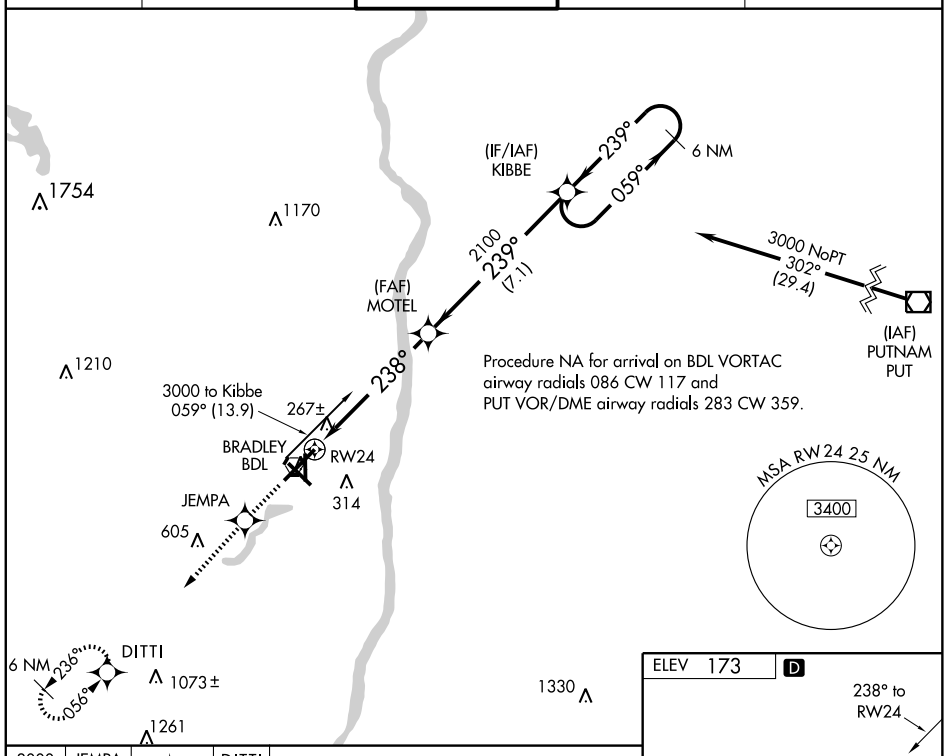
WINDSOR LOCKS / BRADLEY INTL (BDL)

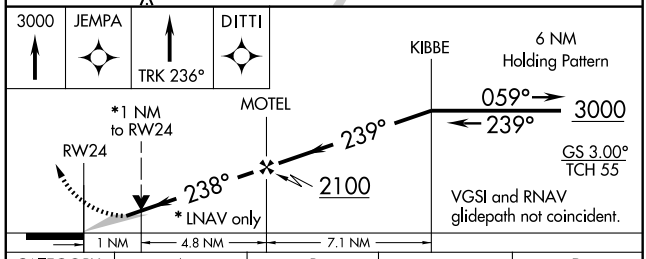
DME/DME RNP -0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

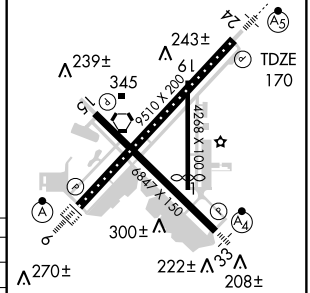
MALSR

MISSED APPROACH: Climb to 3000 direct JEMPA and via 236° track to DITTI and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







CATEGORY	A	B	C	D
LPV DA	449/24	279 (300-½)		
LNAV/VNAV DA	566/50	396 (400-1)		
LNAV MDA	540/24	370 (400-½)		540/50 370 (400-1)
CIRCLING	680-1½	507 (600-1½)		1000-2¾ 827 (900-2¾)

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6847
Ch 65628	328°	TDZE	171
W33A		Apt Elev	173

RNAV (GPS) RWY 33

WINDSOR LOCKS / BRADLEY INTL (BDL)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).
Inoperative table does not apply to LPV and LNAV/VNAV.

MALSF

MISSED APPROACH: Climb to 3500 direct HIGAM and via 329° track to MISTR and hold, continue climb-in-hold to 3500.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3

Procedure NA for arrival at
ORW VOR/DME on airway radials 259 CW 011,
HFD VOR/DME on airway radial 053,
and BDL VORTAC on airway radials 102 CW 140.

MISTR
148°
328°
5 NM
1170
1210
1391
BRADLEY
BDL
HIGAM
RW33
329±
237±
2500 to Hadux
149° (11.8)
605
328°
(FAF)
HOMEY
1800
329°
(6)
1330
(IF/IAF)
HADUX
149°
329°
6 NM
MSA RW33 25 NM
3400
1073±
1261
2049
2500 NoPT
026°
(9.9)
2500 NoPT
317°
(27)
(IAF)
HARTFORD
HFD
(IAF)
NORWICH
ORW

ELEV 173 D

243±
239±
345
6847 X 150
4268 X 100
950 X 200
300±
270±
222±
208±
TDZE
171
328° to
RW33

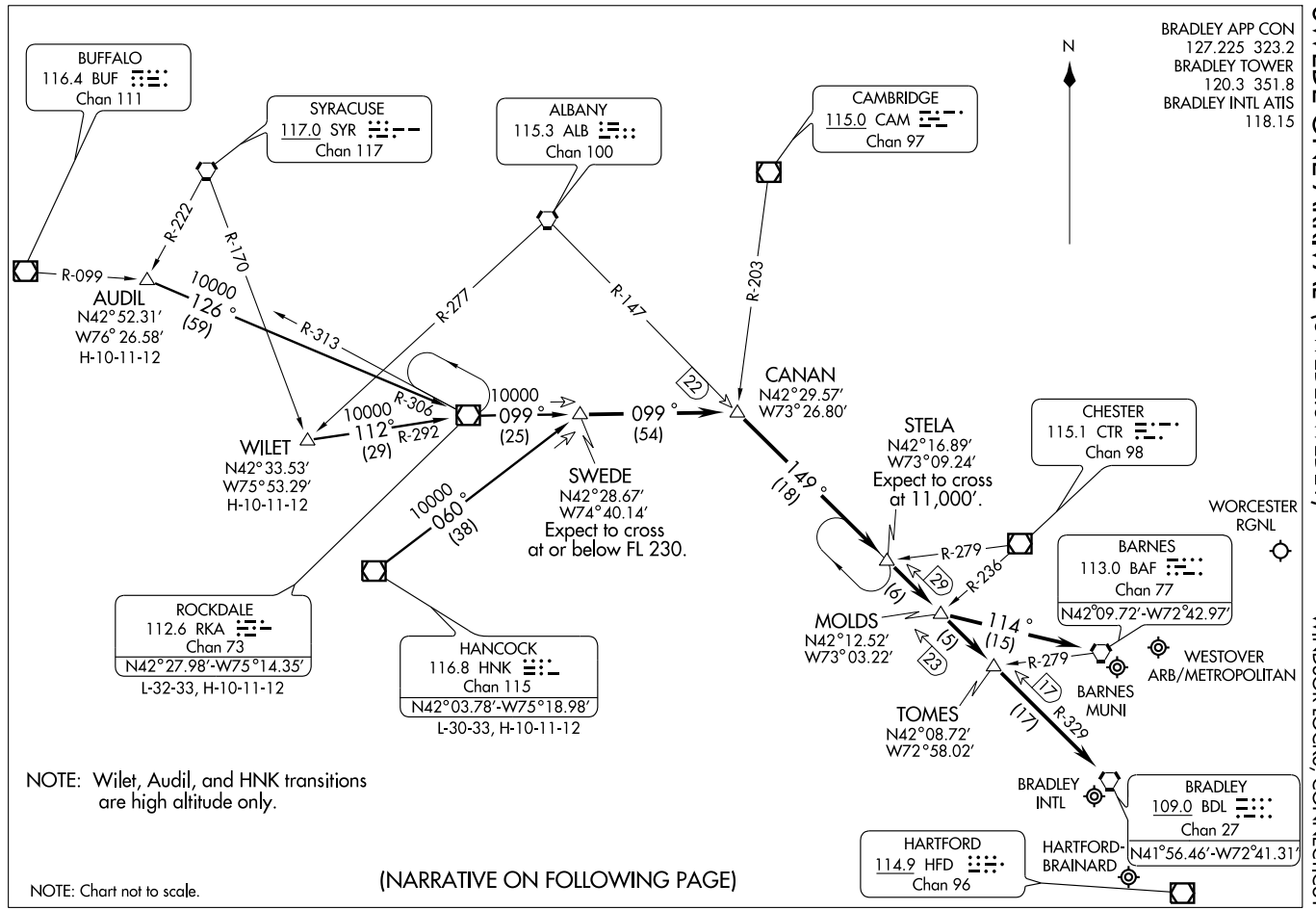
3500	HIGAM	TRK 329°	MISTR

HADUX
6 NM
Holding Pattern
149°
329°
2500
HOMEY
329°
*1 NM
to RW33
RW33
328°
* LNAV only
1800
GS 3.00°
TCH 59
1 NM
3.9 NM
6 NM

CATEGORY	A	B	C	D
LPV DA	460/50	289 (300-1)		
LNAV/VNAV DA	658-1¾	487 (500-1¾)		
LNAV MDA	560/40	389 (400-¾)		560/60 389 (400-1¼)
CIRCLING	680-1¾	507 (600-1¾)		1000-2¾ 827 (900-2¾)

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1. 14 JAN 2010 to 11 FEB 2010


07298
SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
ST-460 (FAA)
WINDSOR LOCKS, CONNECTICUT
BRADLEY APP CON
127.225 323.2
BRADLEY TOWER
120.3 351.8
BRADLEY INTL ATIS
118.15
N
BUFFALO
116.4 BUF
Chan 111
SYRACUSE
117.0 SYR
Chan 117
ALBANY
115.3 ALB
Chan 100
CAMBRIDGE
115.0 CAM
Chan 97
R-099
R-222
R-170
R-277
R-147
R-203
AUDIL
N42°52.31′
W76°26.58′
H-10-11-12
10000
126°
(59)
R-313
10000
R-306
112°
(29)
R-292
WILET
N42°33.53′
W75°53.29′
H-10-11-12
10000
099°
(25)
099°
(54)
22
CANAN
N42°29.57′
W73°26.80′
SWEDE
N42°28.67′
W74°40.14′
Expect to cross
at or below FL 230.
10000
060°
(38)
149°
(18)
STELA
N42°16.89′
W73°09.24′
Expect to cross
at 11,000′.
CHESTER
115.1 CTR
Chan 98
WORCESTER
RGNL
R-279
29
R-236
(6)
BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
MOLDS
N42°12.52′
W73°03.22′
114°
(15)
(5)
23
R-279
17
BARNES
MUNI
WESTOVER
ARB/METROPOLITAN
TOMES
N42°08.72′
W72°58.02′
(17)
R-329
ROCKDALE
112.6 RKA
Chan 73
N42°27.98′-W75°14.35′
L-32-33, H-10-11-12
HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
NOTE: Wilet, Audil, and HNK transitions
are high altitude only.
BRADLEY
INTL
BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
HARTFORD
114.9 HFD
Chan 96
HARTFORD-
BRAINARD
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

VORTAC BDL 109.0 Chan 27	APP CRS 056°	Rwy Idg 9509 TDZE 174 Apt Elev 174

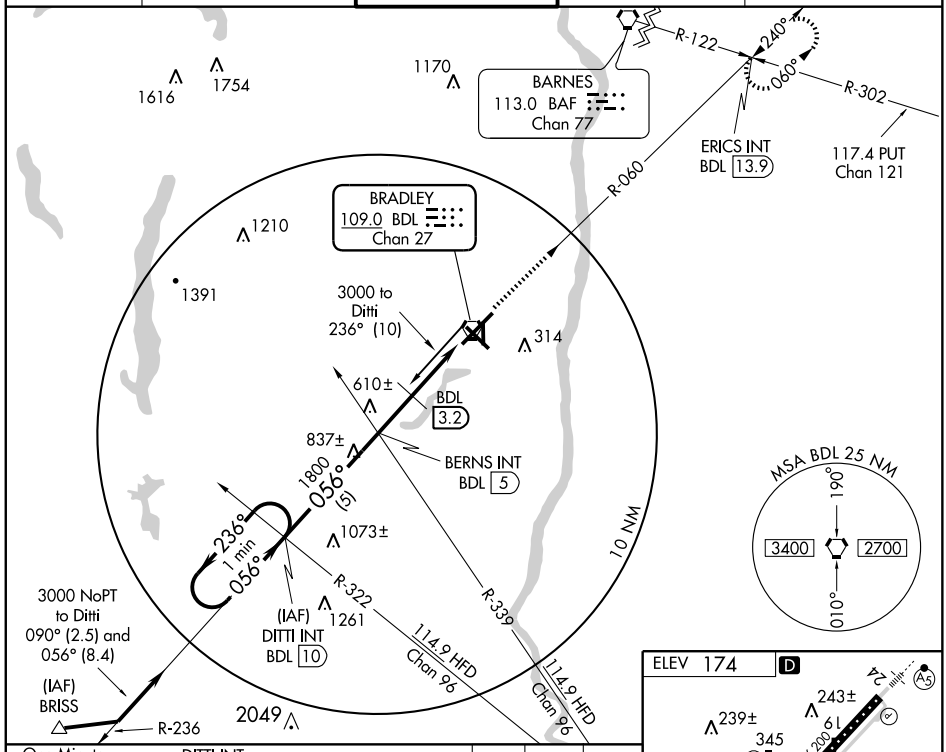
VOR or TACAN RWY 6

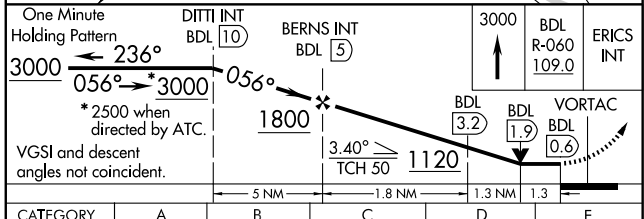
WINDSOR LOCKS / BRADLEY INTL (BDL)

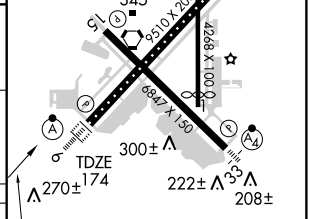
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







CATEGORY	A	B	C	D	E
S-6	1120/40 946 (1000-¾)		1120-2¼ 946 (1000-2¼)	1120-2½ 946 (1000-2½)	
CIRCLING	1120-1¼ 946 (1000-1¼)		1120-2¾ 946 (1000-2¾)	1120-3 946 (1000-3)	1380-3 1206(1300-3)
DME MINIMUMS					
S-6	640/24 466 (500-½)		640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)
CIRCLING	680-1 506 (600-1)		680-1½ 506 (600-1½)	1100-3 926 (1000-3)	1380-3 1206(1300-3)

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1. 14 JAN 2010 to 11 FEB 2010

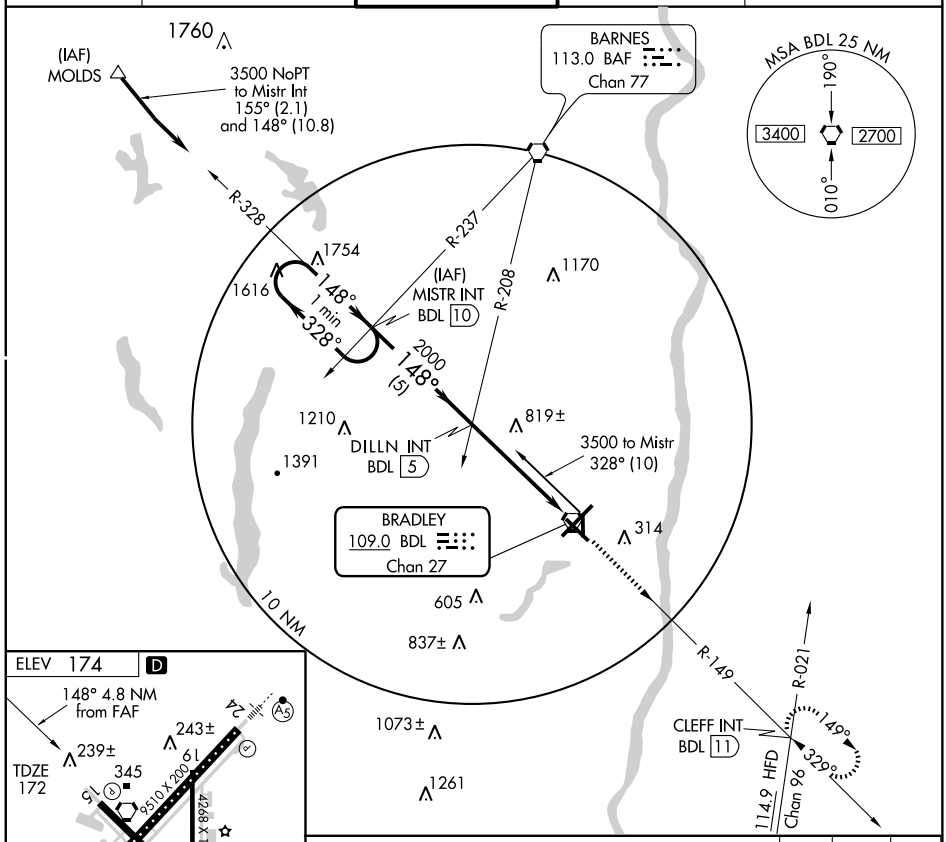
VORTAC BDL 109.0 Chan 27	APP CRS 148°	Rwy Idg 6847 TDZE 172 Apt Elev 174

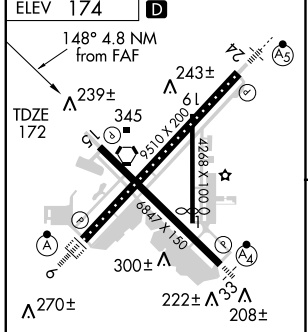
VOR or TACAN RWY 15

WINDSOR LOCKS / BRADLEY INTL (BDL)

MISSED APPROACH: Climb to 3000 via BDL R-149 to CLEFF Int/BDL 11 DME and hold.

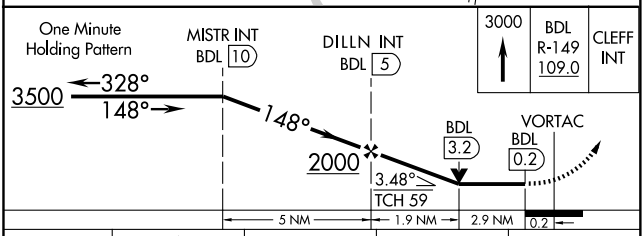
ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-15	1320-1¼ 1148 (1200-1¼)	1320-1½ 1148 (1200-1½)	1320-3	1148 (1200-3)
CIRCLING	1320-1¼ 1146 (1200-1¼)	1320-1½ 1146 (1200-1½)	1320-3	1146 (1200-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC BDL	APP CRS	Rwy Idg	9509
109.0	240°	TDZE	171
Chan 27		Apt Elev	174

VOR or TACAN RWY 24

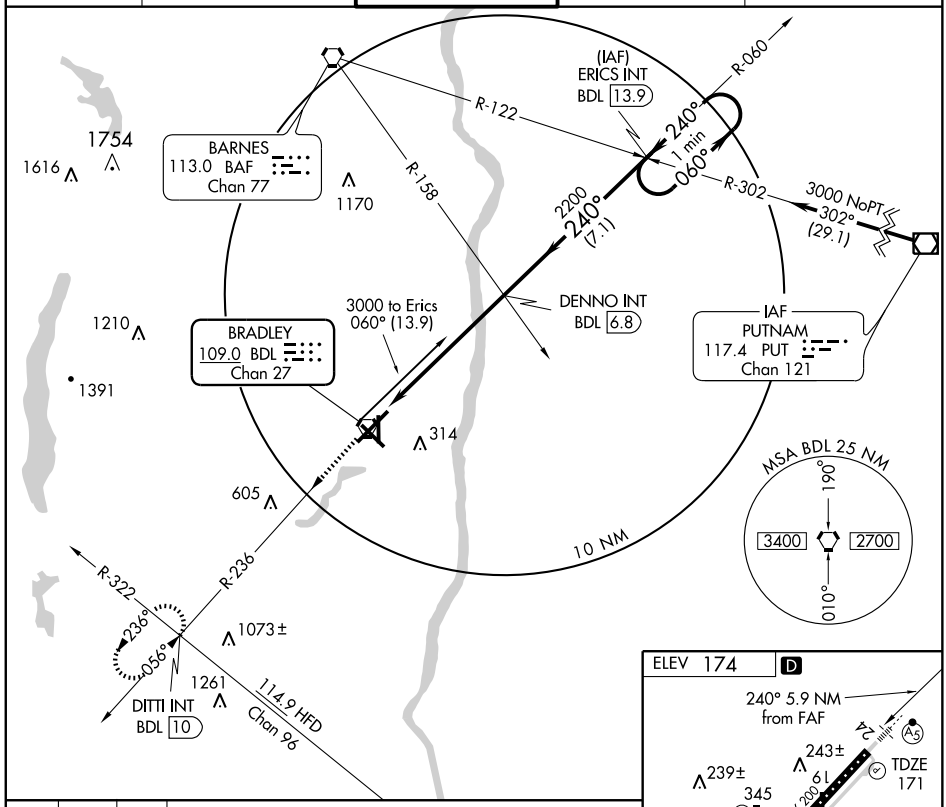
WINDSOR LOCKS / BRADLEY INTL (BDL)

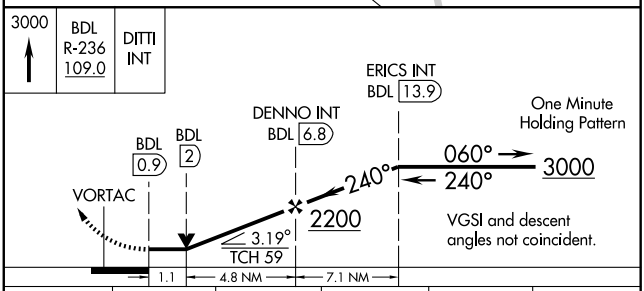
For inoperative MALSR increase S-24 CAT D and E RVR to 6000.

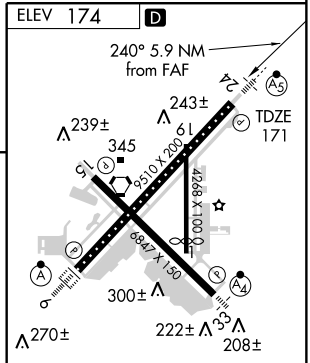
MALSR

MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI Int/BDL 10 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

CATEGORY	A	B	C	D	E
S-24	560/24 389 (400-½)			560/50 389 (400-1)	
CIRCLING	680-1 506 (600-1)		680-1½ 506 (600-1½)	1100-3 926 (1000-3)	1380-3 1206 (1300-3)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC BDL	APP CRS	Rwy Idg	6847
109.0	329°	TDZE	171
Chan 27		Apt Elev	173

VOR or TACAN RWY 33

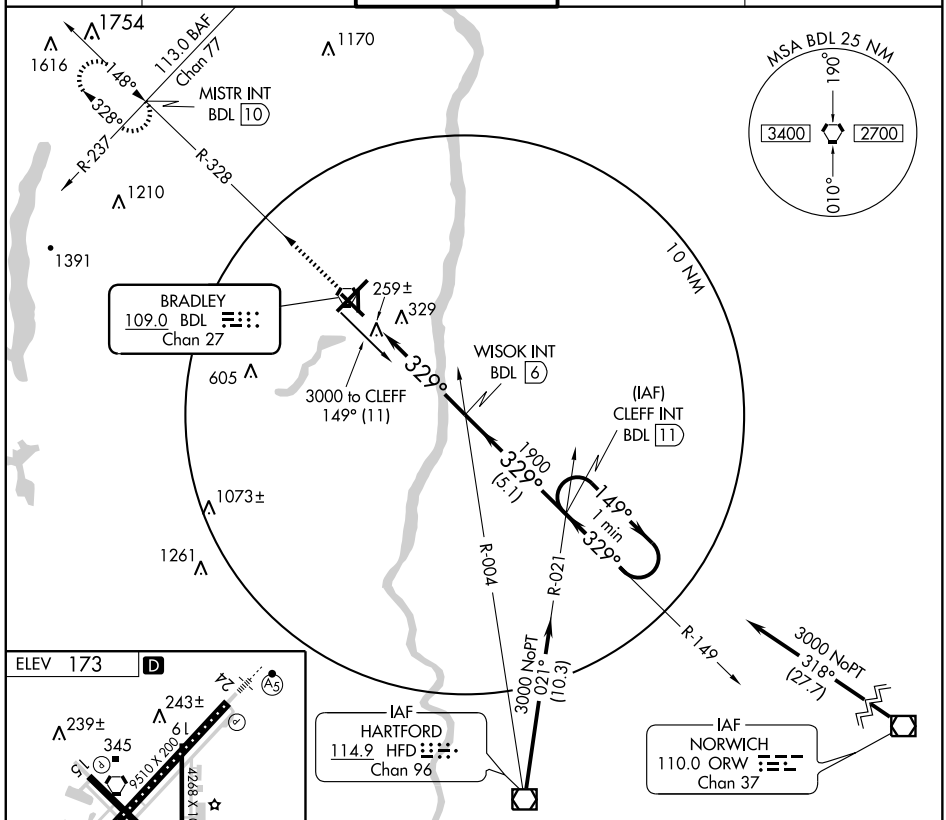
WINDSOR LOCKS / BRADLEY INTL (BDL)

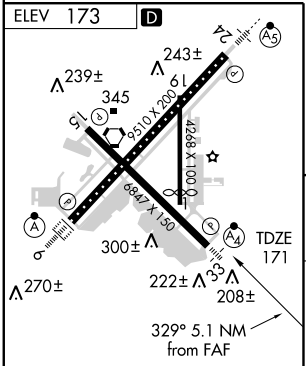
▼ Inoperative table does not apply to CAT C.
▲ Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3500 via BDL R-328 to MISTR Int/BDL 10 DME and hold.

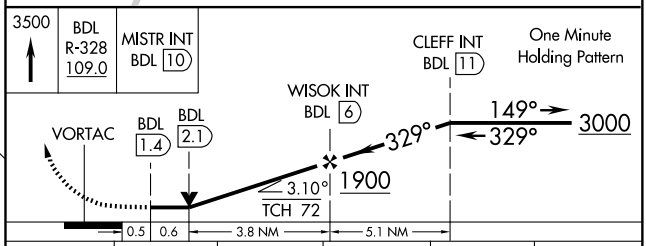
ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-33	600/40 429 (500-¾)		600/60 429 (500-1¼)	600-1½ 429 (500-1½)	
CIRCLING	680-1 507 (600-1)			1100-3 927 (1000-3)	1380-3 1207 (1300-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABERDEEN PROVING GROUND, MD
PHILLIPS AAF (KAPG) ..... **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

ABINGDON, VA
VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD
LEE ..... **RNAV (GPS)-A**
NA when local weather not available.

BALTIMORE, MD
BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1100-2;Category C,D 1100-3.

MARTIN STATE ..... **ILS or LOC Rwy 33[123]**
LOC Rwy 15[2]
VOR/DME or TACAN Z Rwy 15[4]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA
VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA
CHARLOTTESVILLE-
ALBEMARLE ..... **ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[34]
[1]NA when control tower closed.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 1000-3. LOC, Category C, 800-2¼; Category D, 1000-3.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD
COLLEGE PARK ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

CULPEPER, VA
CULPEPER RGNL ..... **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]
[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA
DANVILLE RGNL ..... **VOR Rwy 20**
Category C, 800-2¼; Category D, 800-2½.

DUBLIN, VA
NEW RIVER VALLEY ..... **VOR or GPS-A**
Category D, 800-2¼.

EASTON, MD
EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

NAME ALTERNATE MINIMUMS

EMPORIA, VA
EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

FELKER AAF (KFAF)
FORT EUSTIS, VA.....ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FREDERICK, MD
FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[12]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD
MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA
TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE
SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

HAGERSTOWN, MD
HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA
INGALLS FIELD ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.
Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.

LEESBURG, VA
LEESBURG EXECUTIVE .. **RNAV (GPS) Rwy 17**
LPV, Category D, 700-2.

NAME ALTERNATE MINIMUMS

LEONARDTOWN, MD
ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA
LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA
LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[12]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

MANASSAS, VA
MANASSAS RGNL/HARRY P DAVIS
FIELD ..... **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA
MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

MARTINSVILLE, VA
BLUE RIDGE ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Categories A,B, 1000-2; Categories C,D, 1000-3.

MELFA, VA
ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE
SUMMIT ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7[12]**
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 32[12]
VOR-A[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23

NA when local weather not available.

RICHLANDS, VA

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25

NA when local weather not available.

RICHMOND, VA

RICHMOND INTL ..... **ILS or LOC Rwy 16**

ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]

NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33[12]**
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]

NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5[1]**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.
[1]ILS, Category D, 700-2.

SUFFOLK, VA

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7

NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY ..... **VOR/DME or TACAN Rwy 10**

Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]

[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]

[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

WEST POINT, VA

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
VOR-A

NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 1[23]
VOR Rwy 27[3]

[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

WISE, VA

LONESOME PINE ..... **RNAV (GPS) Rwy 6[12]**
RNAV (GPS) Rwy 24[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/ 362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

NAME	TAKE-OFF MINIMUMS

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course. **Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before proceeding on course. **Rwy 28,** climb heading 285° to 900 before proceeding on course. **Rwy 33L,** climb heading 320° to 2000 before proceeding on course. **Rwy 33R,** climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4,** rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28,** tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R,** numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039°to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK

TAKE-OFF MINIMUMS: **Rwy 15**, 700-1. **Rwy 33**, 700-2.

DEPARTURE PROCEDURE: **All aircraft** climb in VBW holding pattern (SW, right turns, 035° inbound) to 4000 before proceeding on course.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 4,** 600-1 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 1900 before turning.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG 08045 (FAA)

NOTES: **Rwy 5,** Vehicle on road beginning 20' from departure end of runway, on centerline, up to 15' AGL/261' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

COLLEGE PARK, MD

COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD

CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA

DANVILLE RGNL

TAKE-OFF MINIMUMS: **Rwys 2, 31,** 300-1 or std. with a min. climb of 240' per NM to 1000.

DAVISON AAF (KDAA)

FORT BELVOIR, VA

. . . . . .Rwy 32, 300-1*

* Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)

DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

ORIG 07354 (FAA)

NOTE: **Rwy 3,** tree 1335' from departure end of runway, 277' right of centerline, 59' AGL/476' MSL. **Rwy 21,** vehicle on road 18' from departure end of runway, 495' left of centerline, 15' AGL/425' MSL. Tree 675' from departure end of runway, 315' right of centerline, 42' AGL/452' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD

FREDERICK MUNI

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA

SHANNON

TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.

NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD

POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.

NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA

FRONTROYAL-WARREN COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 409' per NM to 1100, or 2300-3 for climb in visual conditions. **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** climbing left turn via MRB R-216 to MRB VORTAC before proceeding on course, do not exceed 180 knots until MRB VORTAC; or for climb in visual conditions: cross Front Royal-Warren County Airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 148' from departure end of runway, 99' right of centerline, up to 100' AGL/939' MSL. Multiple trees beginning 182' from departure end of runway, 189' left of centerline, up to 100' AGL/854' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK

TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA

TWIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE

SUSSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA

GRUNDY MUNI

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD

HAGERSTOWN RGNL -RICHARD A. HENSON FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA

INGALLS FIELD

TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD

MARYLAND

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.

NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)
HAMPTON, VA
..... Orig 07354
..... **Rwy 8**, 500-3*
* Or standard with minimum climb of 240 ft/NM to 700.
NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.
TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE
LAUREL
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA
LAWRENCEVILLE/BRUNSWICK MUNI
TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.
NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA
LEESBURG EXECUTIVE (JYO)
AMDT 1 09183 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 900 before proceeding on course.
NOTE: **Rwy 17,** building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD
ST. MARY'S COUNTY RGNL
NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA
LOUISA COUNTY/FREEMAN FIELD (LKU)
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees beginning abeam departure end of runway, 369' right of centerline, up to 100' AGL/589' MSL. Trees beginning 226' from departure end of runway, 541' left of centerline, up to 100' AGL/559' MSL. Trees beginning 1200' from departure end of runway, left and right of centerline, up to 100'AGL/539'MSL. **Rwy 27,** trees beginning abeam departure end of runway, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 211' from departure end of runway, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 69' from departure end of runway, 513' left of centerline, up to 100' AGL/569' MSL. Trees beginning 586' from departure end of runway, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA
LURAY CAVERNS
TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3
DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA
FALWELL
TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.
NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG, VA (CON'T)

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 2A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2100. **Rwy 30**, 300-1 or std. with a min. climb of 370' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 12,** climb direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course. **Rwy 30,** climbing right turn direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course.

NOTE: **Rwy 12,** trees 38' from departure end of runway, 380' right of centerline, 82' AGL/941' MSL. Trees 316' from departure end of runway, 320' left of centerline, 56' AGL/956' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22' AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD

GARRETT COUNTY (2G4)

ORIG 08101 (FAA)

NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD

OCEAN CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

VIRGINIA BEACH, VA. 09351

TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)

PATUXENT RIVER, MD 09267

Rwy 6, Obstacle identification surface begins 15' above DER.

Rwy 14, Obstacle identification surface begins 35' above DER.

Rwy 20, Obstacle identification surface begins 20' above DER.

Rwy 24, Obstacle identification surface begins 15' above DER.

TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA

DINWIDDIE COUNTY (PTB)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.

NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD . . 07270

TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VA 09295

Diverse departures not authorized.

Rwy 2, 400-2½*

Rwy 20, 300-1¼**

* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.

** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.

DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.

TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

QUINTON, VA

NEW KENT COUNTY

NOTE: **Rwy 10,** trees beginning 358' from departure end of runway, 6' left of centerline, up to 100' AGL/169' MSL. Trees beginning 994' from departure end of runway, 602' right of centerline, up to 100' AGL/209' MSL. Trees beginning 1396' from departure end of runway, 389' left of centerline, up to 100' AGL/209' MSL. Trees beginning 3422' from departure end of runway, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 345' from departure end of runway, 296' right of centerline, up to 100' AGL/209' MSL. Trees beginning 367' from departure end of runway, 527' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2134' from departure end of runway, left and right of centerline, 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND INTL

NOTE: **Rwy 2,** cross departure end of runway at or above 30' AGL/195' MSL. **Rwy 7,** cross departure end of runway at or above 34' AGL/223' MSL. **Rwy 16,** cross departure end of runway at or above 22' AGL/183' MSL. **Rwy 20,** cross departure end of runway at or above 35' AGL/193' MSL. **Rwy 25,** cross departure end of runway at or above 20' AGL/176' MSL. **Rwy 34,** cross departure end of runway at or above 10' AGL/177' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 250' per NM to 1000. **Rwy 19,** 300-1 or std. with a min. climb of 370' per NM to 1000'

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 1000 before proceeding on course.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)

AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway, 105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)
ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)
ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)
AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL. **Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

WISE, VA

LONESOME PINE

TAKE-OFF MINIMUMS: **Rwy 24,** 1800-3 or std. with a min. climb of 400' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 6,** climb on runway heading to 3800 before proceeding on course.
Rwy 24, climb on runway heading to 4500 before proceeding on course.

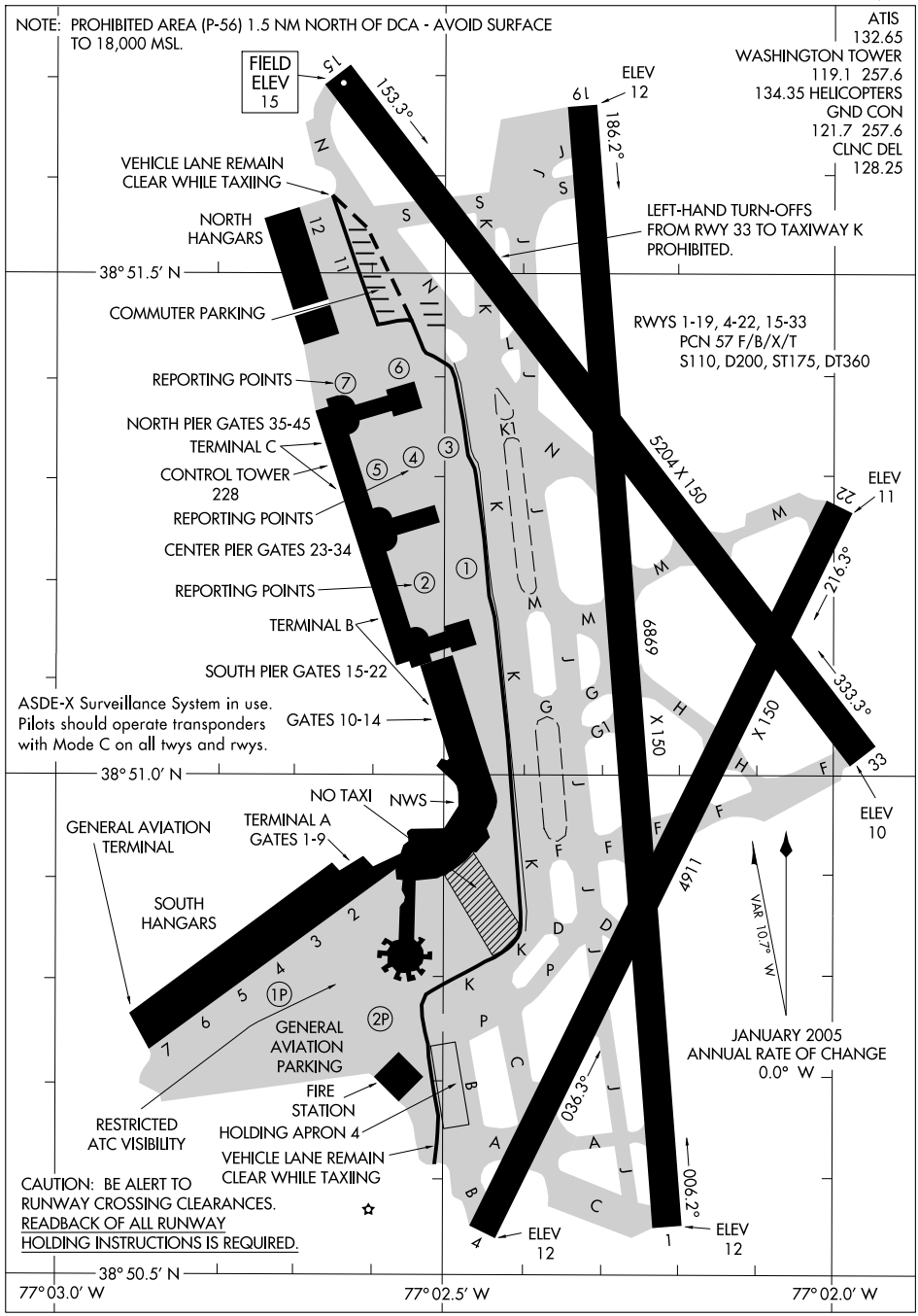
09351

AIRPORT DIAGRAM

WASHINGTON / RONALD REAGAN WASHINGTON NATIONAL (DCA)

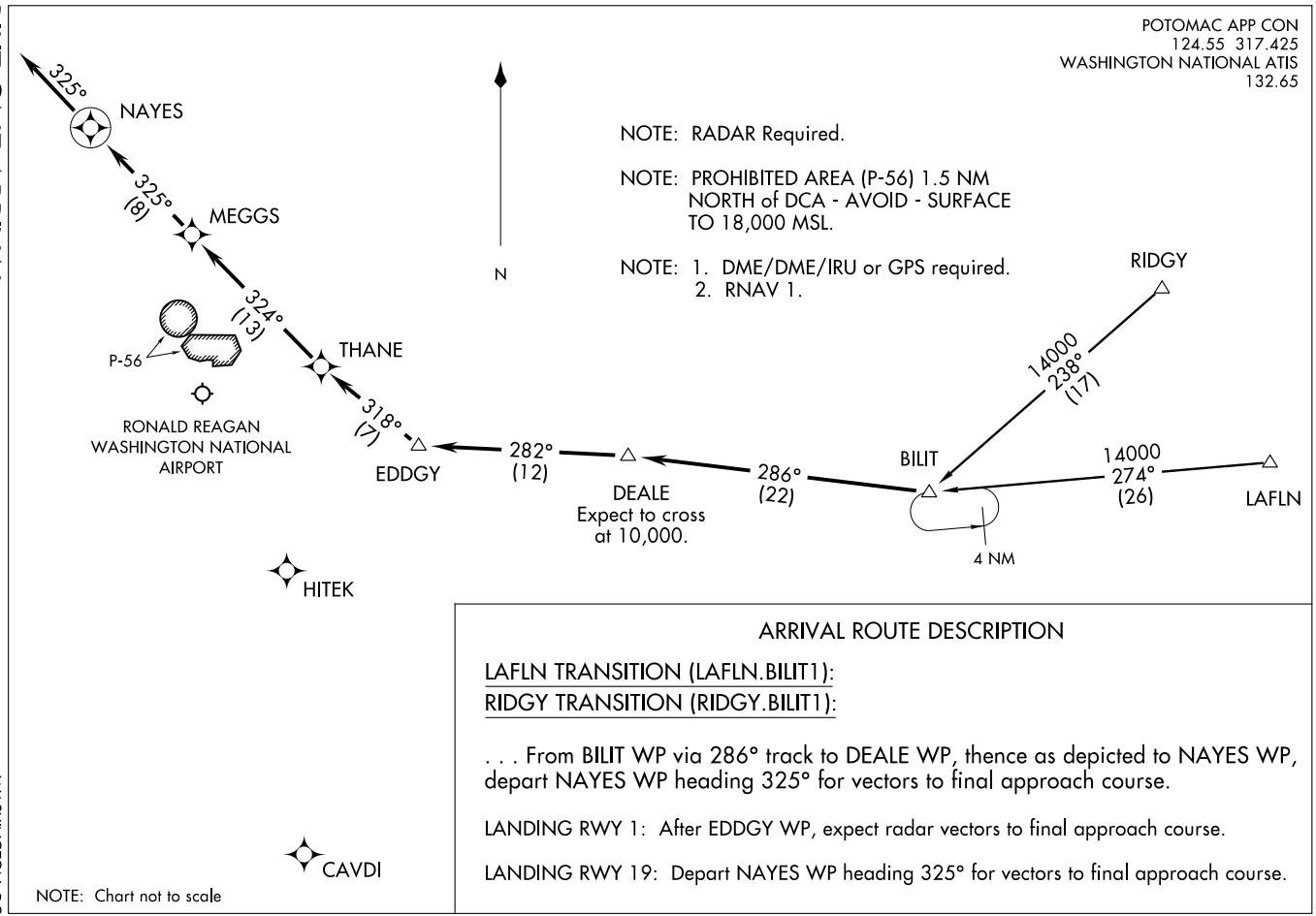
AL-443 (FAA)

WASHINGTON, D.C.



NE-3, 14 JAN 2010 to 11 FEB 2010

POTOMAC APP CON
124.55 317.425
WASHINGTON NATIONAL ATIS
132.65



ARRIVAL ROUTE DESCRIPTION

LAFLN TRANSITION (LAFLN.BILIT1):
RIDGY TRANSITION (RIDGY.BILIT1):

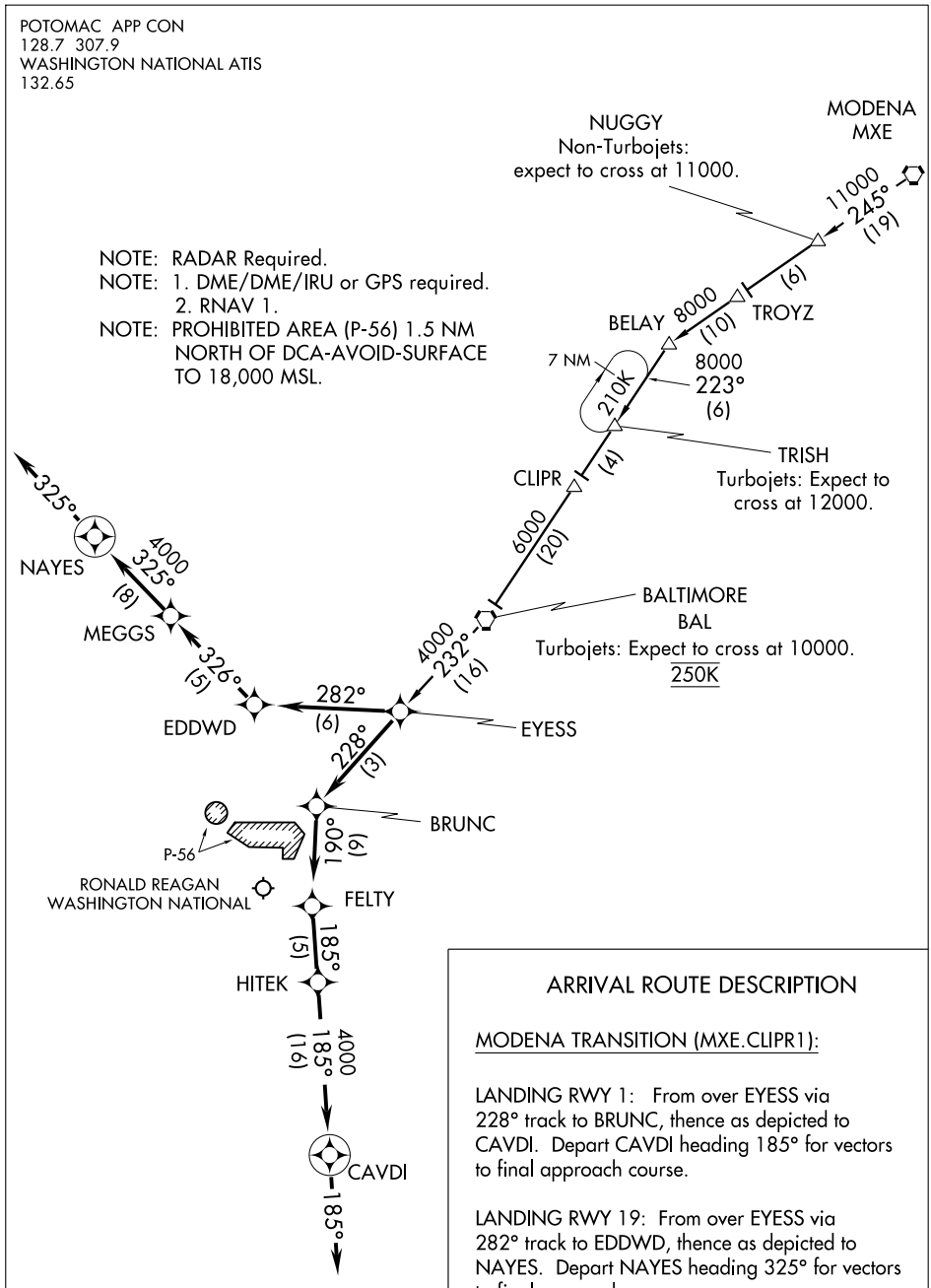
. . . From BILIT WP via 286° track to DEALE WP, thence as depicted to NAYES WP, depart NAYES WP heading 325° for vectors to final approach course.

LANDING RWY 1: After EDDGY WP, expect radar vectors to final approach course.

LANDING RWY 19: Depart NAYES WP heading 325° for vectors to final approach course.

POTOMAC APP CON
128.7 307.9
WASHINGTON NATIONAL ATIS
132.65

NOTE: RADAR Required.
NOTE: 1. DME/DME/IRU or GPS required.
2. RNAV 1.
NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA-AVOID-SURFACE TO 18,000 MSL.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

MODENA TRANSITION (MXE.CLIPR1):

LANDING RWY 1: From over EYESS via 228° track to BRUNC, thence as depicted to CAVDI. Depart CAVDI heading 185° for vectors to final approach course.

LANDING RWY 19: From over EYESS via 282° track to EDDWD, thence as depicted to NAYES. Depart NAYES heading 325° for vectors to final approach course..

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DCA	APP CRS	Rwy Idg 6869
109.9	007°	TDZE 15
Chan 36		Apt Elev 16

COPTER ILS or LOC RWY 1

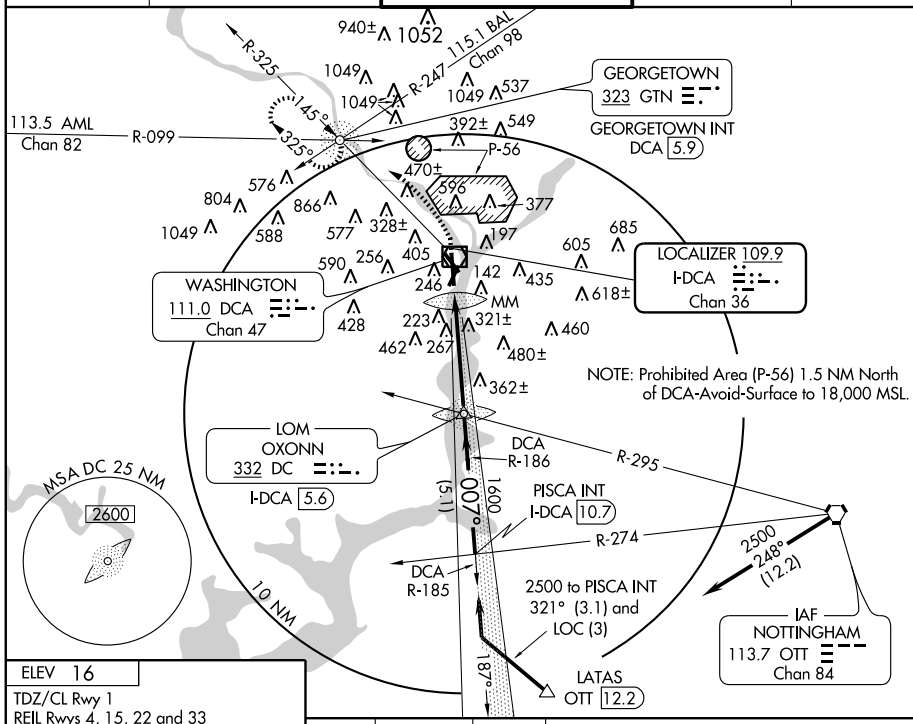
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

NA — Use I-DCA DME when on the LOC course. Radio altimeter required.

ALSF-2

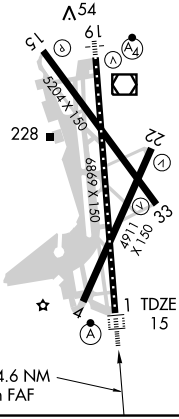
MISSED APPROACH: Climb to 500, then climbing left turn to 2100 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

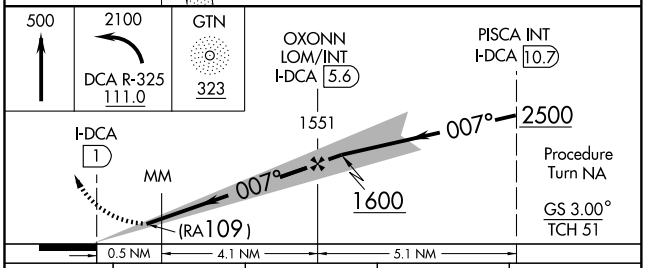
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25



ELEV 16

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

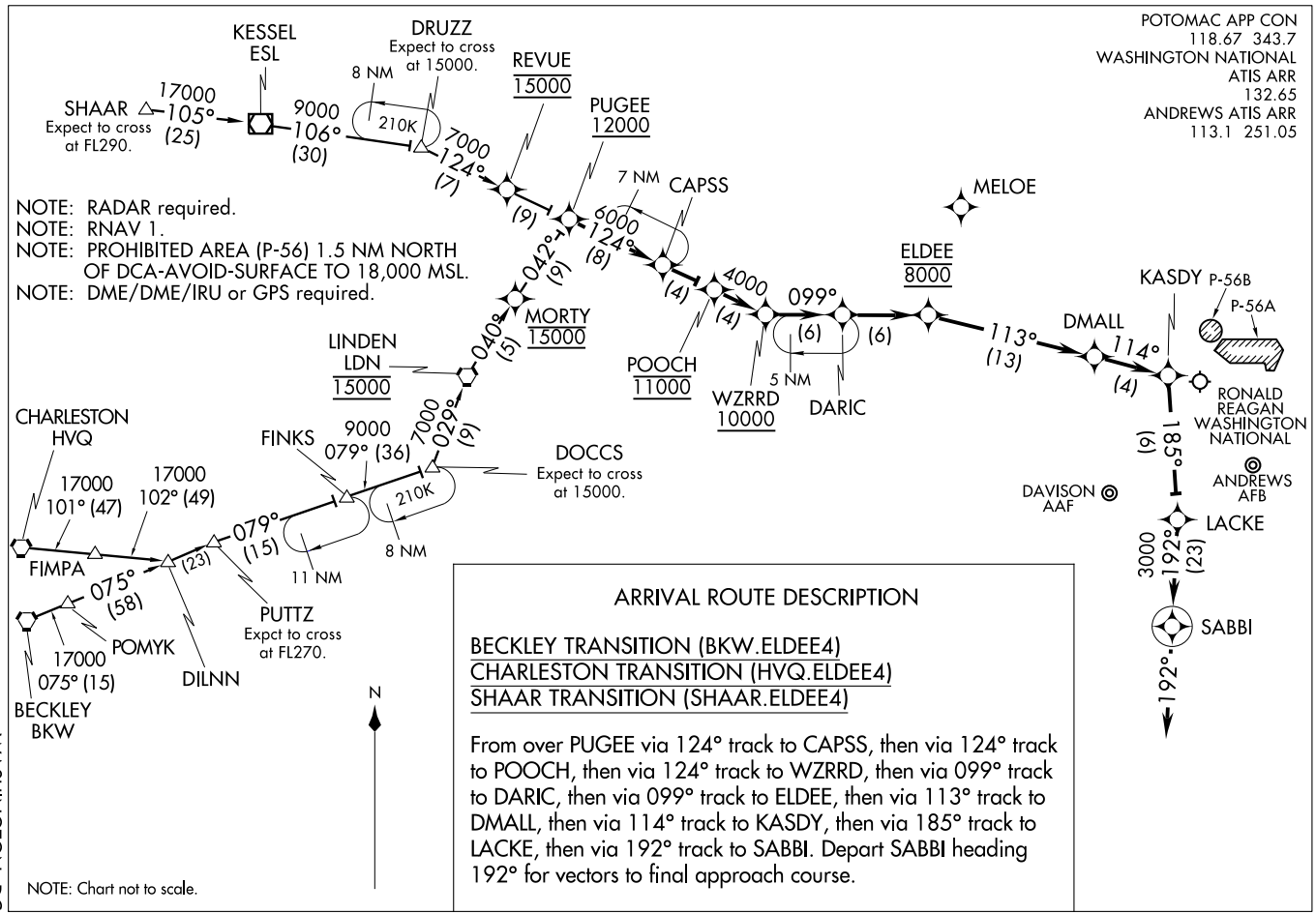




CATEGORY	COPTER	B	C	D
S-ILS 1	115/16 100 (100-¼)	NA		
S-LOC 1	480/24 465 (500-½)	NA		
CIRCLING	NA			

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 14 JAN 2010 to 11 FEB 2010



ELDEE FOUR ARRIVAL (RNAV) (ELDEE.ELDEE4) 09015

ST-443 (FAA)

WASHINGTON, DC

LOC/DME I-DCA	APP CRS	Rwy Idg	6869
109.9	007°	TDZE	15
Chan 36		Apt Elev	16

ILS RWY 1

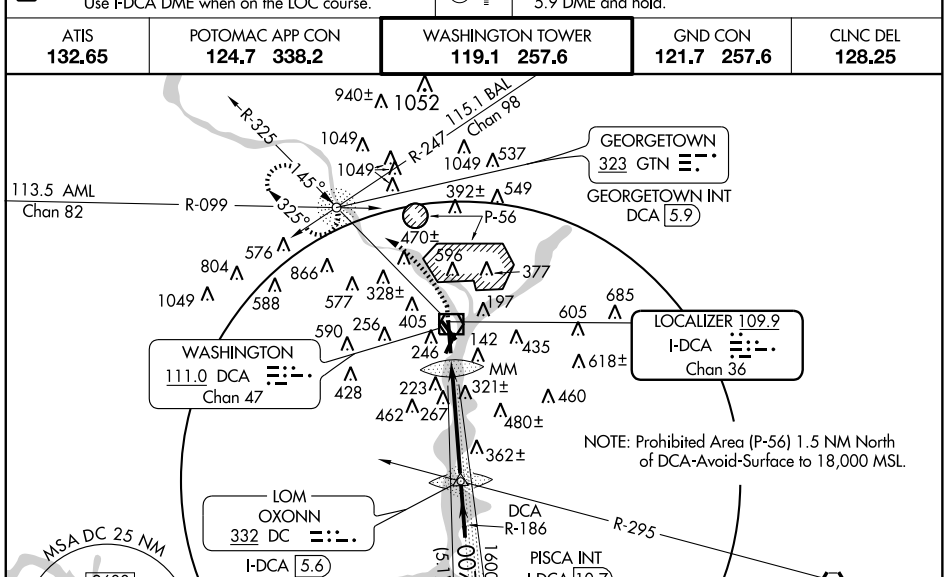
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

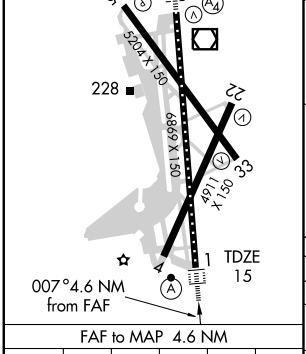
Circling Cat C and D not authorized northeast of Rwy 15-33.
Use I-DCA DME when on the LOC course.

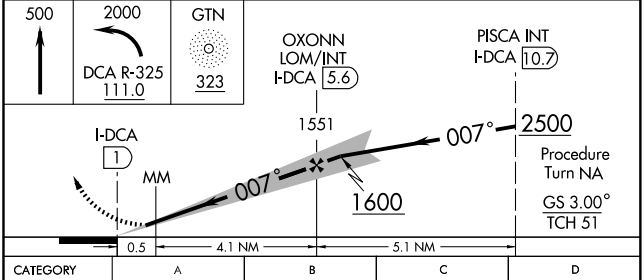
ALSF-2

MISSED APPROACH: Climb to 500, then climbing left turn to 2000 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25







CATEGORY	A	B	C	D
S-ILS 1	215/18 200 (200-½)			
S-LOC 1	480/24 465 (500-½)		480/40 465 (500-¾)	480/50 465 (500-1)
CIRCLING	620-1 604 (700-1)	660-1 644 (700-1)	660-1¾ 644 (700-1¾)	700-2¼ 684 (700-2¼)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DCA	APP CRS	Rwy Idg	6869
109.9	007°	TDZE	15
Chan 36		Apt Elev	16

ILS RWY 1 (CAT II)

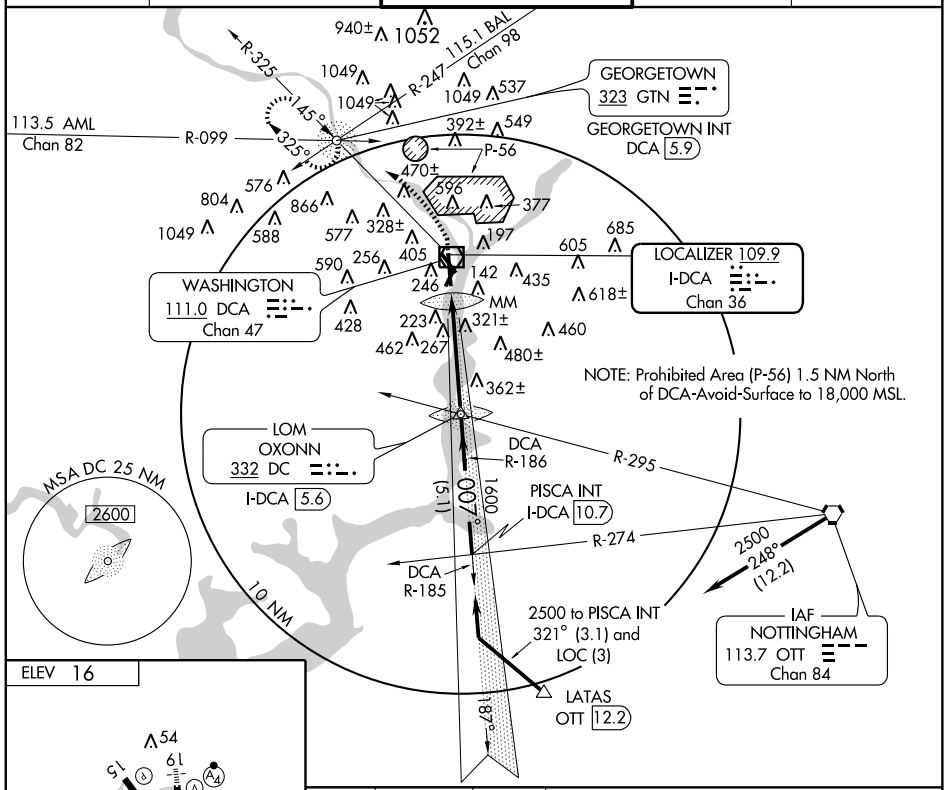
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Use I-DCA DME when on the LOC course.

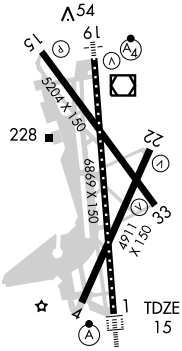
ALSF-2

MISSED APPROACH: Climb to 500, then climbing left turn to 2000 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

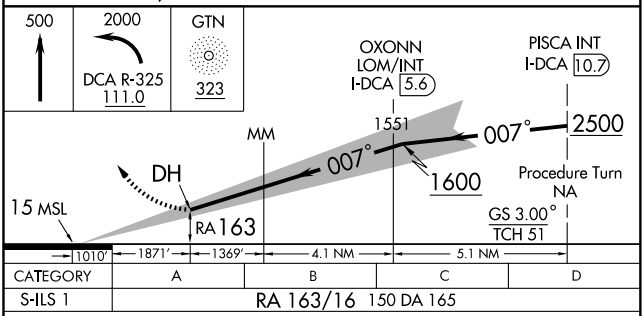
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25



ELEV 16



TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22



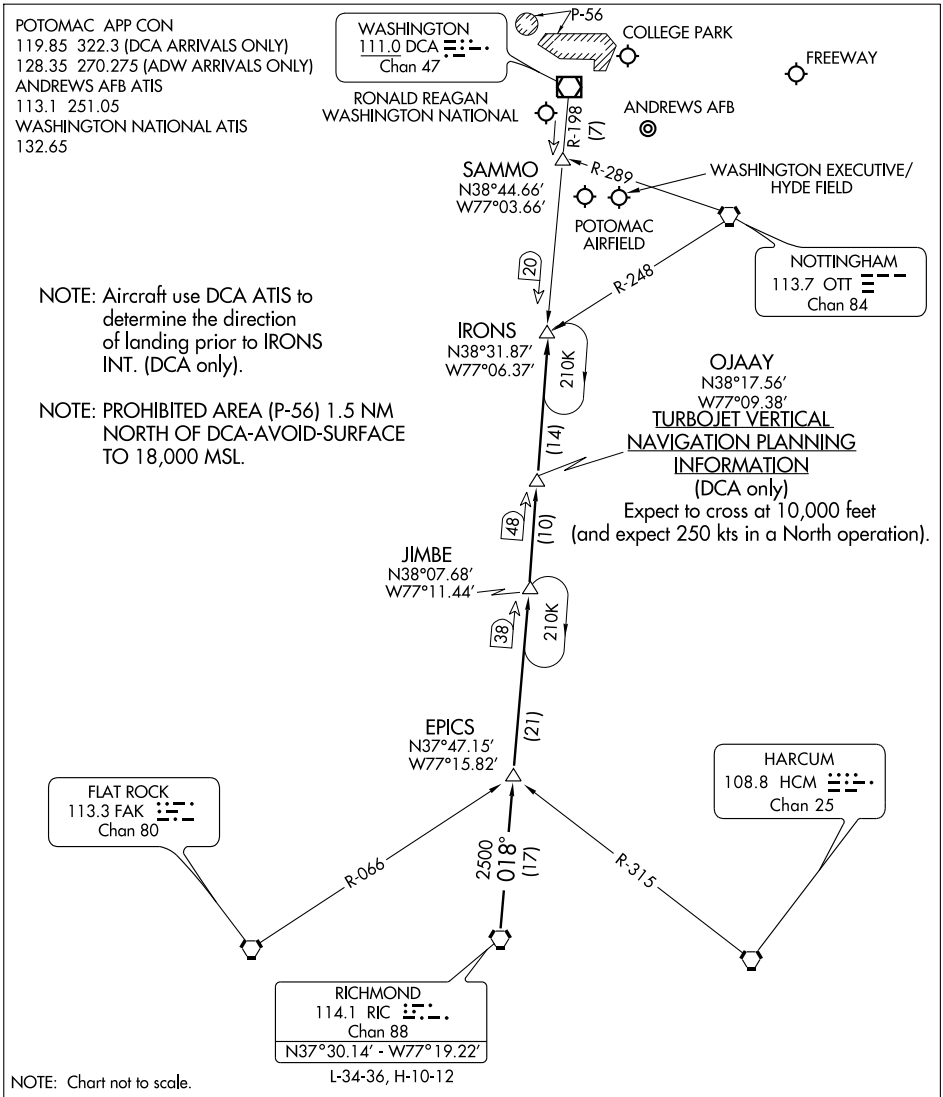
CATEGORY	A	B	C	D
S-ILS 1	RA 163/16 150 DA 165			

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 14 JAN 2010 to 11 FEB 2010

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

LOC/DME I-VWH	APP CRS	Rwy Idg 6869
108.5	145°	TDZE 14
Chan 22		Apt Elev 16

LDA/DME RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

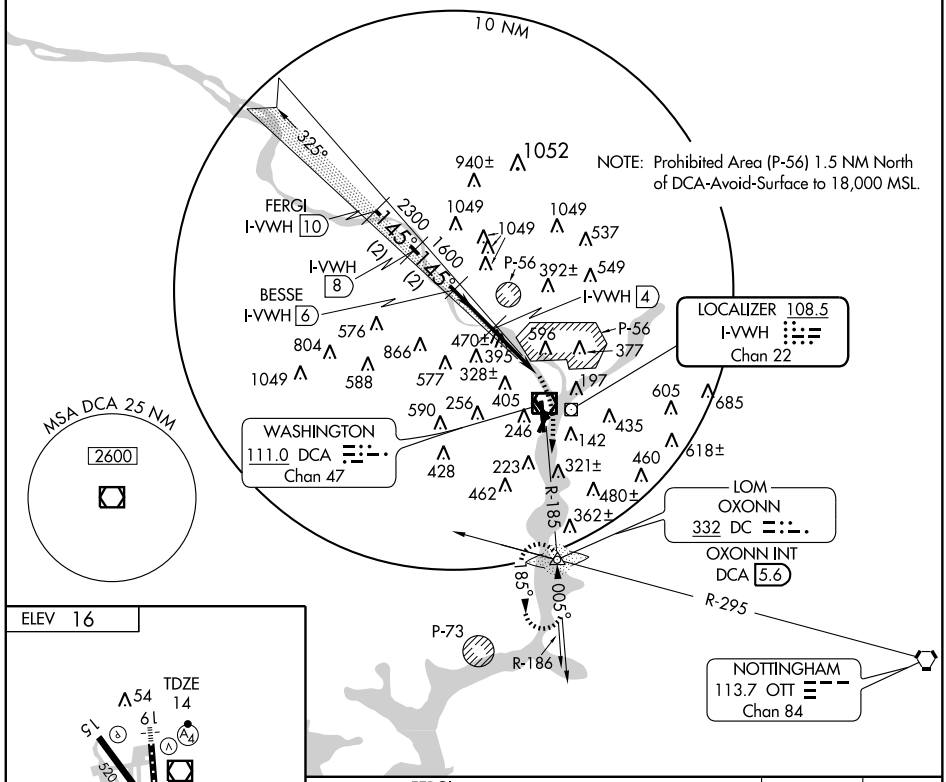
Inoperative table does not apply.
Circling Cats C and D not authorized northeast of Rwy 15-33.

MALSF

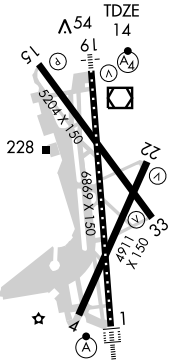
MISSED APPROACH: Climbing right turn to 1800 via DCA R-185 to OXONN LOM/Int/DCA 5.6 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

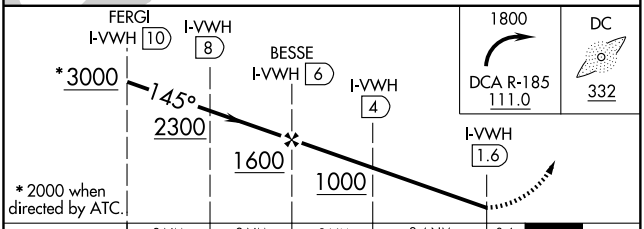
RADAR REQUIRED



ELEV 16



TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

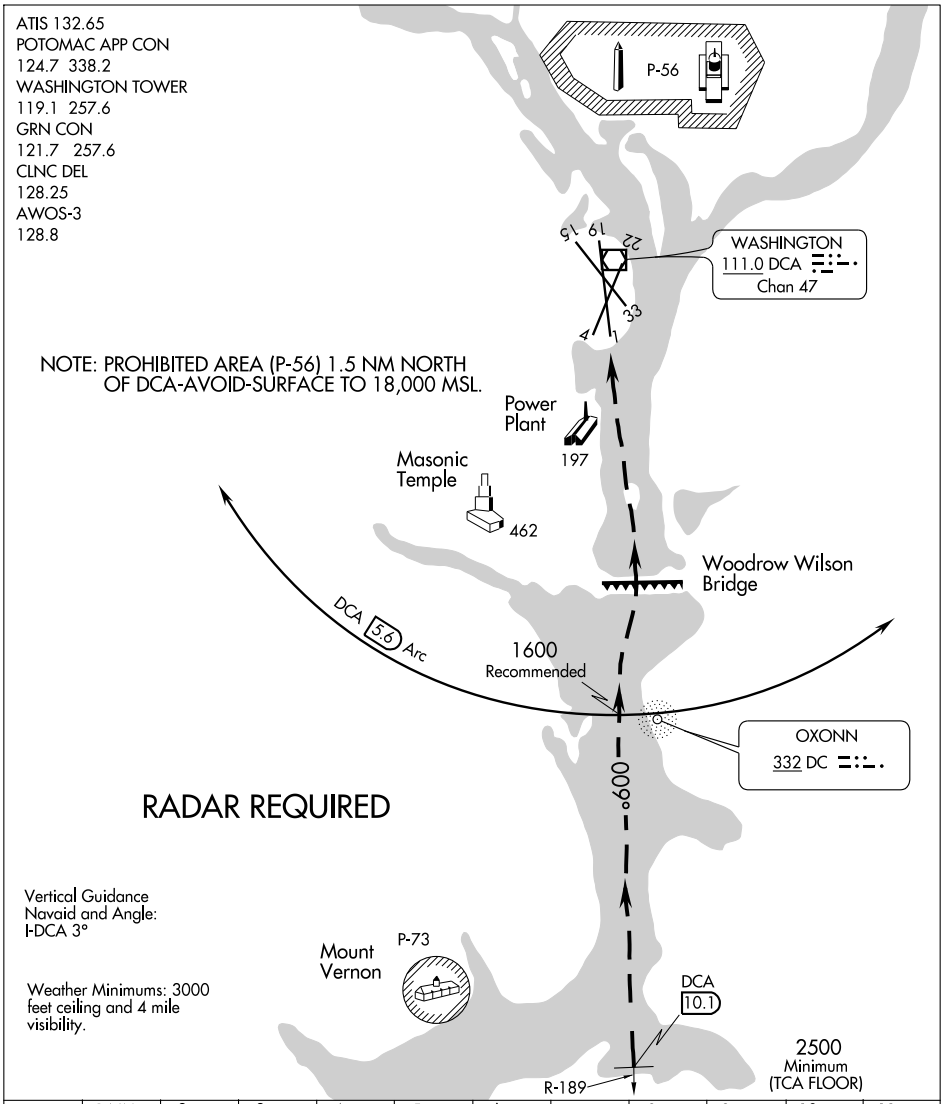


CATEGORY	A	B	C	D
S-LDA 19	720/60 706 (800-1¼)		720-2 706 (800-2)	720-2¼ 706 (800-2¼)
CIRCLING	720-1¼ 704 (800-1¼)		720-2 704 (800-2)	720-2¼ 704 (800-2¼)

NE-3, 14 JAN 2010 to 11 FEB 2010

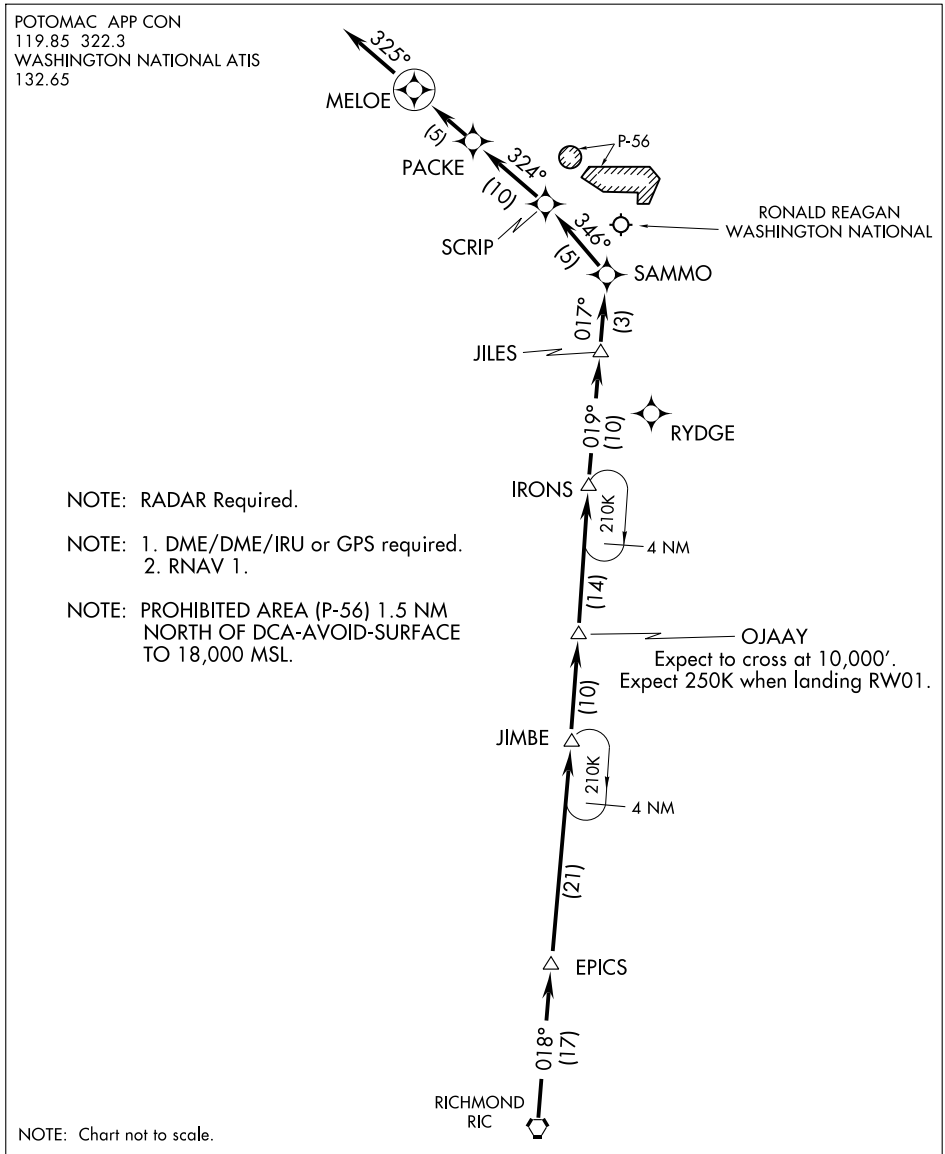
MOUNT VERNON VISUAL RUNWAY 1

ATIS 132.65
POTOMAC APP CON
124.7 338.2
WASHINGTON TOWER
119.1 257.6
GRN CON
121.7 257.6
CLNC DEL
128.25
AWOS-3
128.8



Aircraft may proceed via DCA VOR/DME R-189 (009° inbound) to DCA 5.6 DME, then follow the Potomac River to the airport.

OJAAY ONE ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

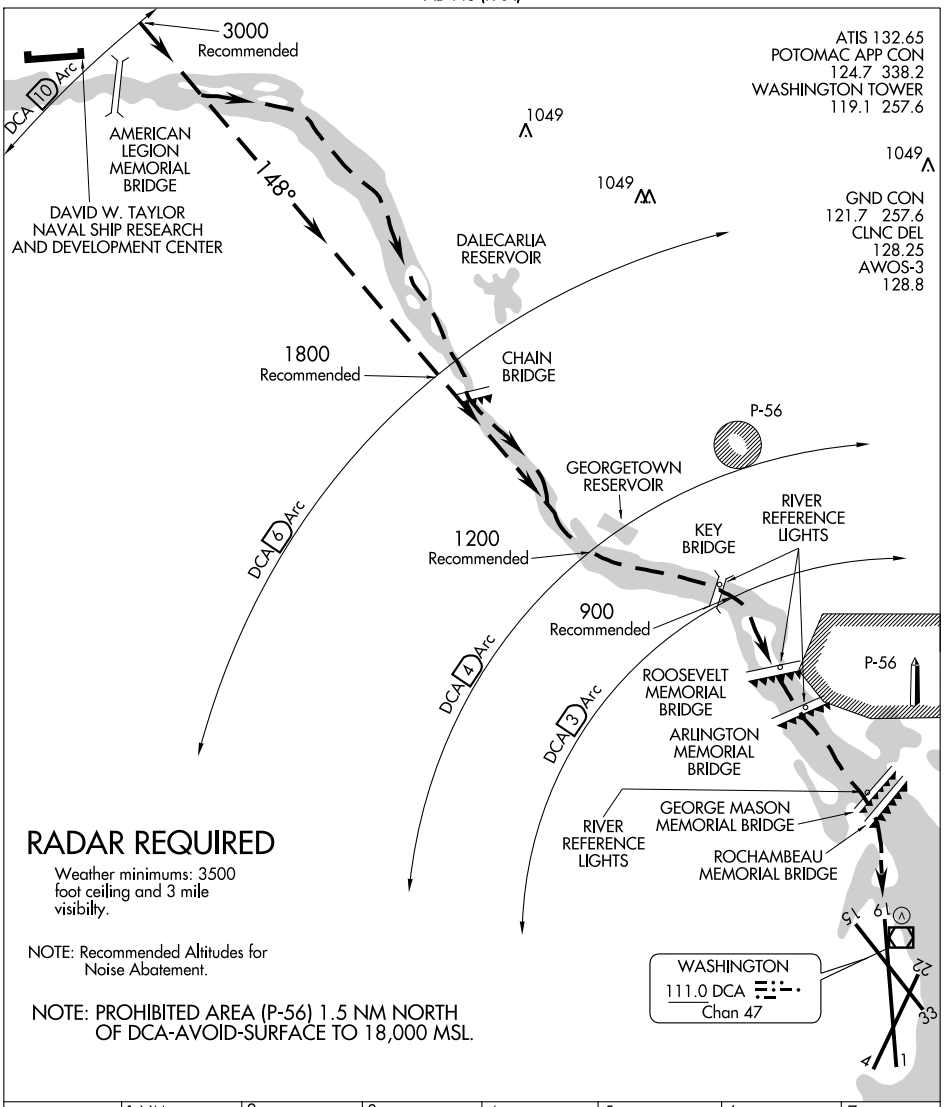
From RIC VORTAC via 018° track to EPICS WP, thence as depicted to MELOE WP, depart MELOE WP heading 325° for vectors to final approach course.

LANDING RWY 1: After IRONS, expect radar vectors to final approach course.

LANDING RWY 19: Depart MELOE WP heading 325° for vectors to final approach

RIVER VISUAL RWY 19

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)
AL-443 (FAA)
WASHINGTON, DC



RIVER VISUAL RWY 19

Aircraft may visually follow the river to the airport, or may proceed via the DCA VOR/DME R-328 (148° inbound) or via the Rosslyn LDA Rwy 19 Approach to abeam Georgetown Reservoir or the DCA 4 NM DME fix, then follow the river to the airport.

NOTE: Clearance for visual approach does not authorize penetration of P-56.

WAAS	APP CRS	Rwy Idg	5204
CH 90123	332°	TDZE	13
W33A		Apt Elev	15

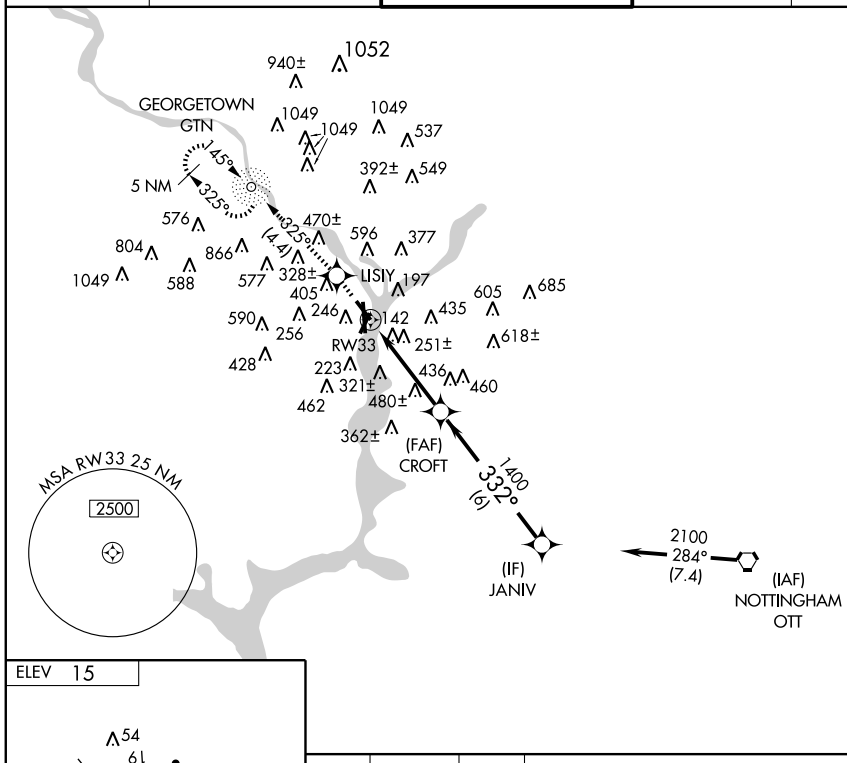
RNAV (GPS) RWY 33

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

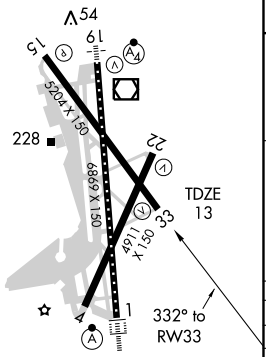
Circling NA for Cats C and D northeast of Rwy 15-33.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct LISIY and via 325° track to GTN NDB and hold.

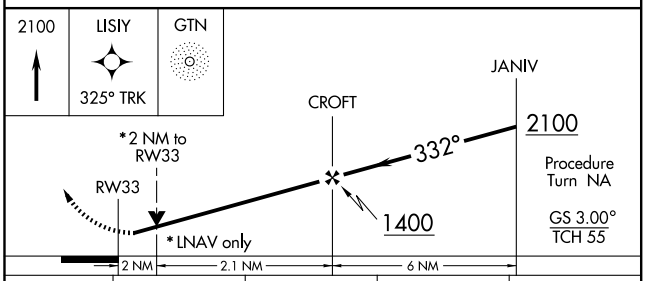
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25



ELEV 15



TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22



CATEGORY	A	B	C	D
LPV DA	269-¾ 256 (300-¾)			
LNAV/ VNAV DA	760-2½ 747 (800-2½)			
LNAV MDA	700-1 687 (700-1)		700-2 687 (700-2)	700-2¼ 687 (700-2¼)
CIRCLING	760-2½ 745 (800-2½)			

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6869
005°	TDZE	14
	Apt Elev	15

RNAV (RNP) RWY 1

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 40°C (104°F). Missed approach requires RNP less than 1.0. For inoperative ALSF, increase RNP 0.30 visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 2100 via left turn to FIVUD, and 325° track to HESLO, and 325° track to GTN NDB and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

MISSED APCH FIX

145° 5 NM 325°

GEORGETOWN GTN

RADAR REQUIRED

P-56B 392± 576 804 866 328± 325° (3.3) 470± HESLO P-56A 596 377 596 1049 588 577 FIVUD MAX 185 KIAS 685 325° (1.3) 405 (2.2) 197 435 605 590 256 246 RW01 618± 428 83± 223 321± 460 462 480± (4.6) 362± (FAF) OXONN DC P-73 005° (9.1) 1600 1049

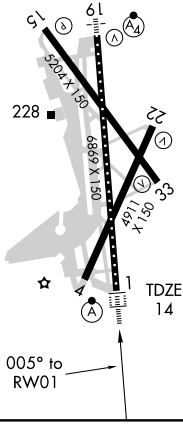
NOTE: PROHIBITED AREA (P56) 1.5 NM NORTH OF DCA - AVOID SURFACE TO 18,000 MSL.

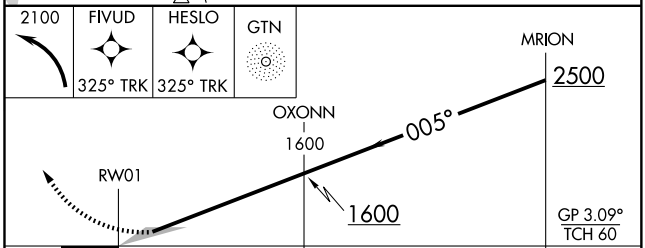
(IF) MRION 2500 036° (3.6) LITNE 3500 036° (5.4) (IAF) IRONS

MSA RW01 25 NM 2300

ELEV 15

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22





CATEGORY	A	B	C	D
RNP 0.30 DA	386/40 372 (400-¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED.

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6869
184°	TDZE	13
	Apt Elev	15

RNAV (RNP) RWY 19

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

NA — RF, GPS, and RADAR REQUIRED. For uncompensated Baro-VNAV systems, Procedure NA below -11°C (12°F) or above 49°C (120°F). Inoperative table does not apply. When East Side VGSI inop, Procedure NA.

MALSF

MISSED APPROACH: Climbing right turn to 1800 direct OXONN and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

(IAF) RAYEE 7000 — 3000 130° (8) — RAYEE: Procedure NA V8 NW Bnd

KIVEY 3800 — 2500 145° (2.6)

MAX 240 KIAS — KUBEY 3000 — 2500 (5.8)

2500 260° (8.8) — BELTS: Procedure NA V265 N Bnd

(IAF) BELTS 6900

3100 262° (15.1)

BALTIMORE BAL 10000

1052

940±

BAL VORTAC: Procedure NA V44-214 SE Bnd; V268 SE Bnd

CUKLI 4000 — 3000 (2.7)

LICIP 3500 — 2500 (2.1)

NOTE: Prohibited Area (P-56) 1.5 NM North of DCA - Avoid Surface to 18,000 MSL.

(IF) HIXIT 2500 — 2000 145° (3.3)

3100 080° (9.9)

(IAF) ARMEL AML 8000

(FAF) JTSON — 145° (1.5)

P-56

SETOC — (0.9) — FONVI — (0.9)

470± — JUBOL — (1.5) — 144°

MSA RW19 25 NM — 2600

1049 1049 1049 1049 1049 537 549 392± 576 866 804 588 577 328± 596 377 63± 405 (0.6) 197 256 246 590 142 428

WIRSO — FIROP

RW19 — 184° (0.5)

ELEV 15

184° to RW19

TDZE 13

5204 X 150 — 6869 X 150 — 4911 X 150

228 — 15 — 6 — 24 — 33 — 4 — 1

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22, and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 22

MISSED APCH FIX

OXONN — 185° — 5000

HIXIT — 2500 — Procedure Turn NA — GP 3.00° TCH 50

JTSON — 2000 — 145°

SETOC — 1510 — 145°

FONVI — 1218

JUBOL — 933

WIRSO — 424

FIROP — 234

RW19 — 184° — 144°

2000

1800 — OXONN

3.3 NM — 1.5 — 0.9 — 0.9 — 1.6 — 0.6 — 0.5

CATEGORY	A	B	C	D
RNP 0.11 DA	475-1½ 462 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ASO	APP CRS	Rwy Idg	6869
109.9	147°	TDZE	14
Chan 36		Apt Elev	16

ROSSLYN LDA RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Glide slope provided by standard glide slope equipment. Inoperative table does not apply.
Circling Cats C and D not authorized northeast Rwy 15-33.

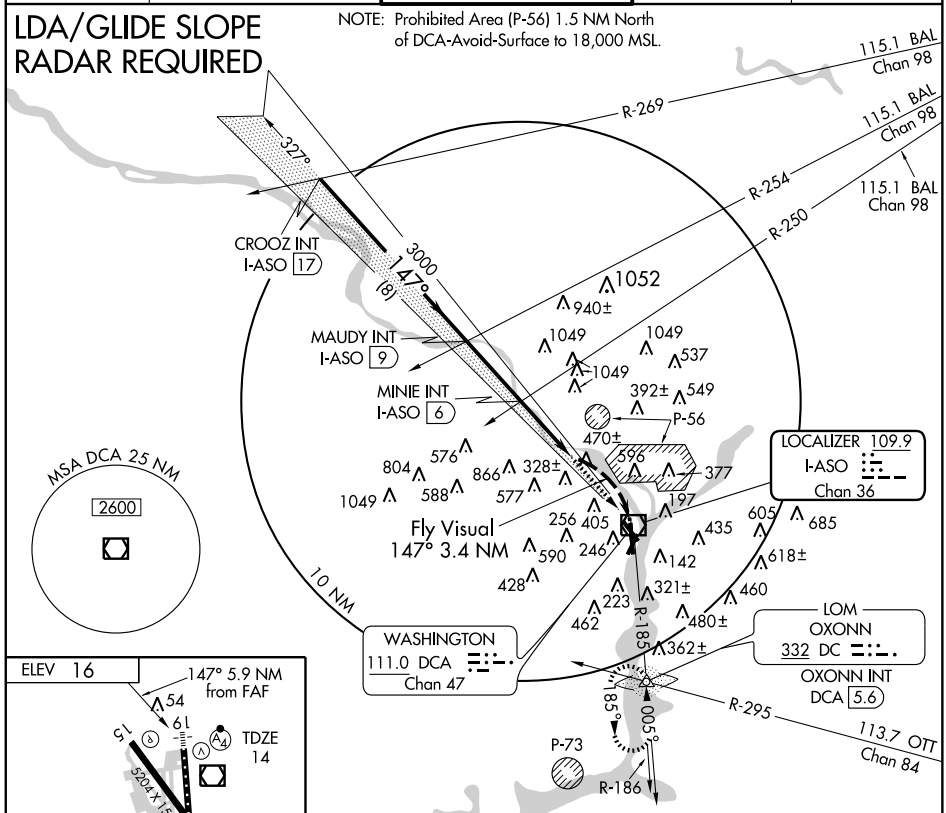
MALSF

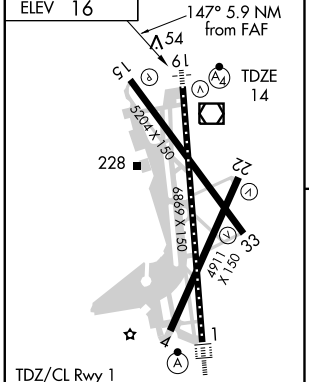
MISSED APPROACH: Climb to 1800 direct DCA VOR/DME and R-185 to OXONN LOM/Int/DCA 5.6 DME and hold.

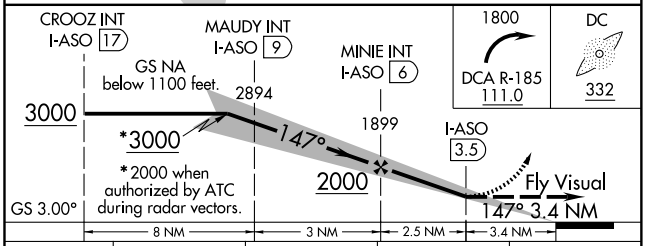
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

LDA/GLIDE SLOPE
RADAR REQUIRED

NOTE: Prohibited Area (P-56) 1.5 NM North of DCA-Avoid-Surface to 18,000 MSL.







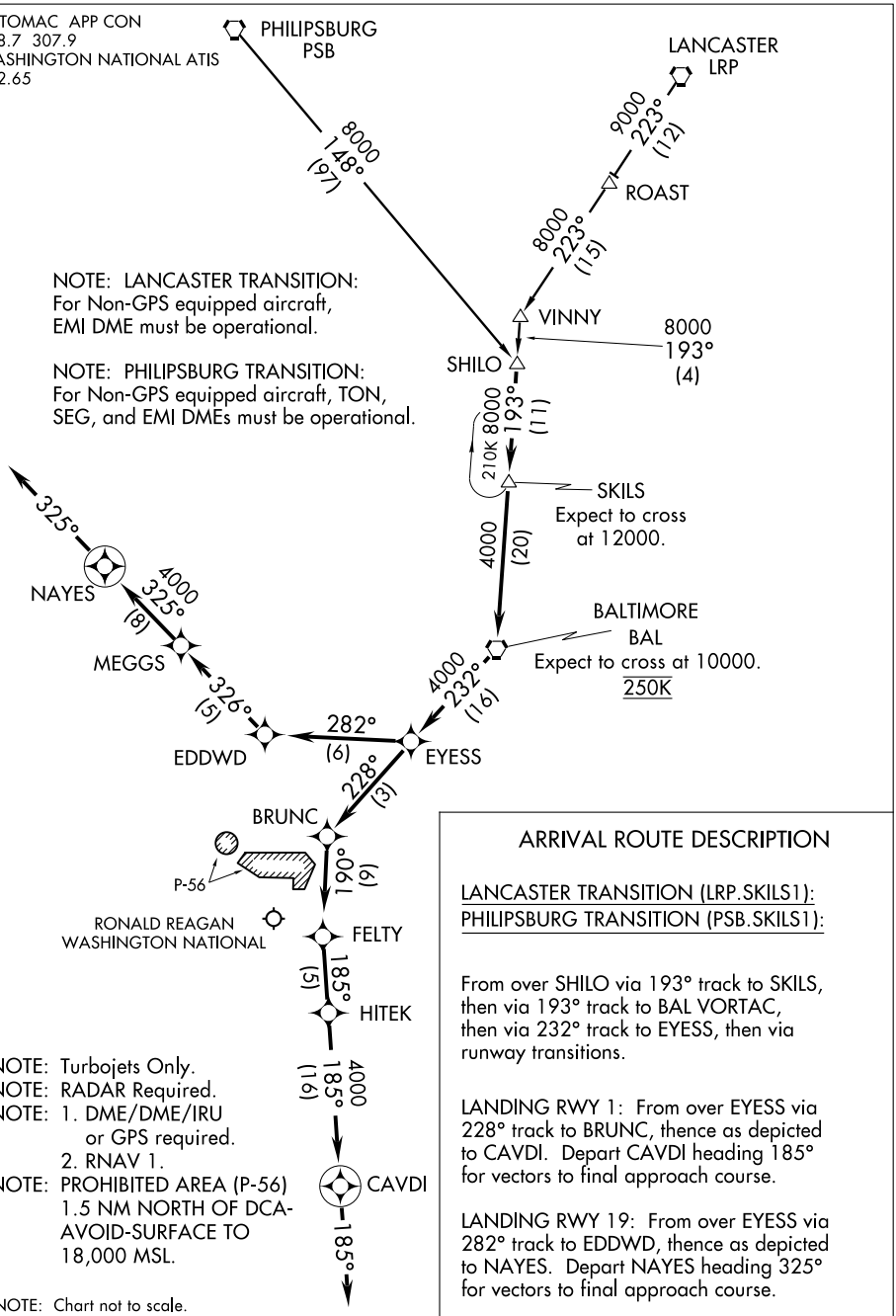
FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

CATEGORY	A	B	C	D
S-LDA/GS 19		1100-3	1086 (1100-3)	
S-LDA 19		1100-3	1086 (1100-3)	
CIRCLING		1100-3	1084 (1100-3)	

NE-3, 14 JAN 2010 to 11 FEB 2010

SKILS ONE ARRIVAL (RNAV)

POTOMAC APP CON
128.7 307.9
WASHINGTON NATIONAL ATIS
132.65



NOTE: Turbojets Only.
NOTE: RADAR Required.
NOTE: 1. DME/DME/IRU
or GPS required.
2. RNAV 1.
NOTE: PROHIBITED AREA (P-56)
1.5 NM NORTH OF DCA-
AVOID-SURFACE TO
18,000 MSL.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.SKILS1):
PHILIPSBURG TRANSITION (PSB.SKILS1):

From over SHILO via 193° track to SKILS, then via 193° track to BAL VORTAC, then via 232° track to EYESS, then via runway transitions.

LANDING RWY 1: From over EYESS via 228° track to BRUNC, thence as depicted to CAVDI. Depart CAVDI heading 185° for vectors to final approach course.

LANDING RWY 19: From over EYESS via 282° track to EDDWD, thence as depicted to NAYES. Depart NAYES heading 325° for vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME DCA	APP CRS	Rwy Idg	5204
111.0	144°	TDZE	16
Chan 47		Apt Elev	16

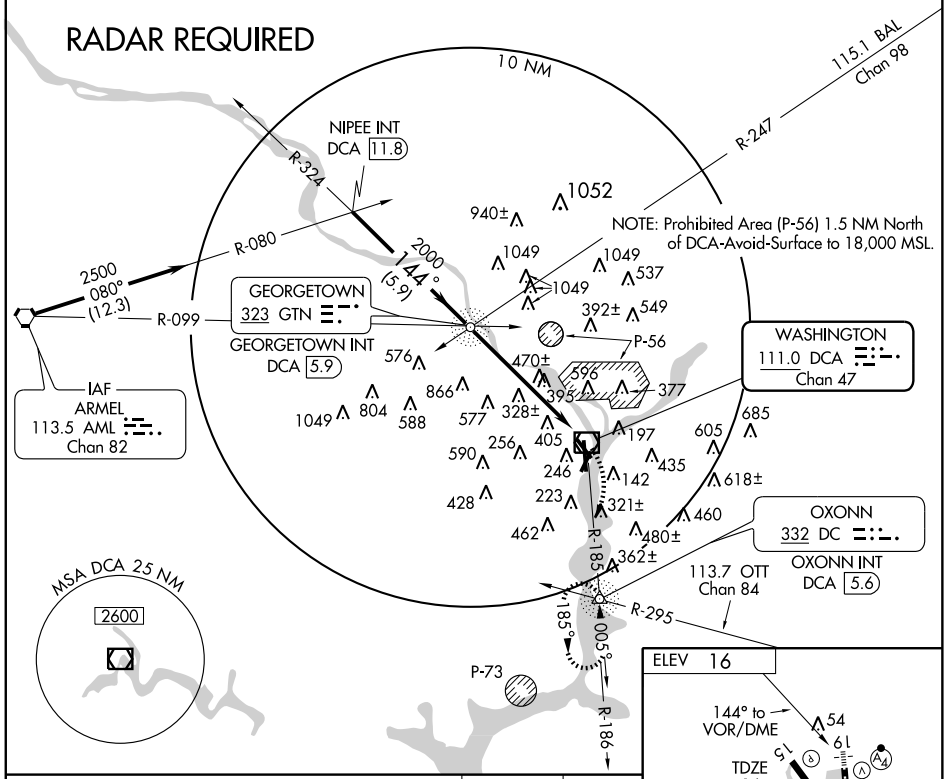
VOR/DME or GPS RWY 15

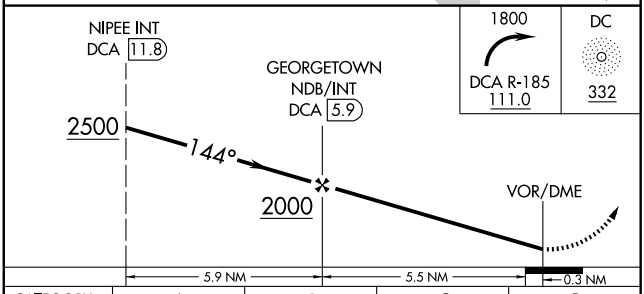
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Circling Cat C and D not authorized northeast of Rwy 15-33.

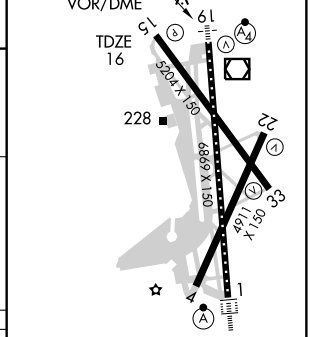
MISSED APPROACH: Climbing right turn to 1800 via DCA R-185 to OXONN NDB/Int/DCA 5.6 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25





CATEGORY	A	B	C	D
S-15	920-1¼	904 (1000-1¼)	920-2¾ 904 (1000-2¾)	920-3 904 (1000-3)
CIRCLING	920-1¼	904 (1000-1¼)	920-2¾ 904 (1000-2¾)	920-3 904 (1000-3)



TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME DCA	APP CRS	Rwy Idg	6869
111.0	155°	TDZE	13
Chan 47		Apt Elev	15

VOR/DME or GPS RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

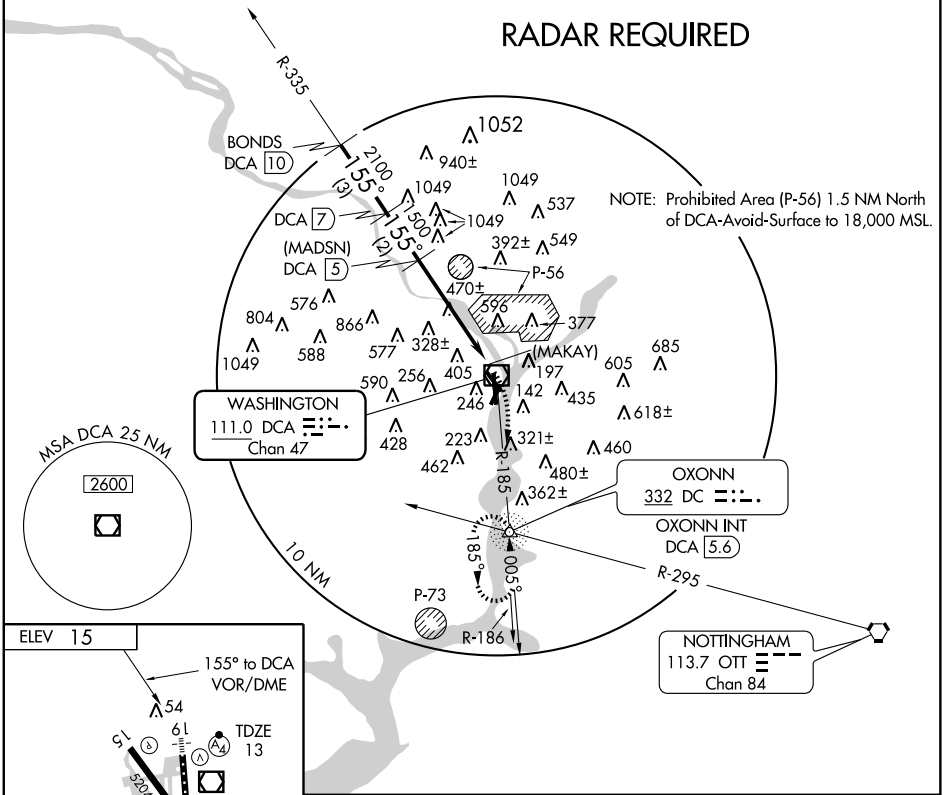
Inoperative table does not apply.
Circling Cats C and D not authorized northeast Rwy 15-33.

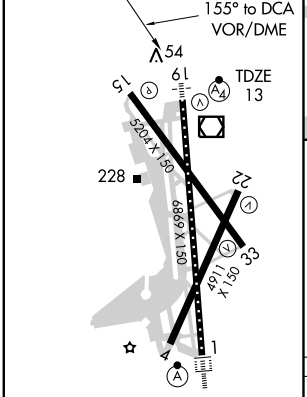
MALSF

MISSED APPROACH: Climbing right turn to1800 via DCA R-185 to OXONN INT/NDB/DCA 5.6 DME and hold.

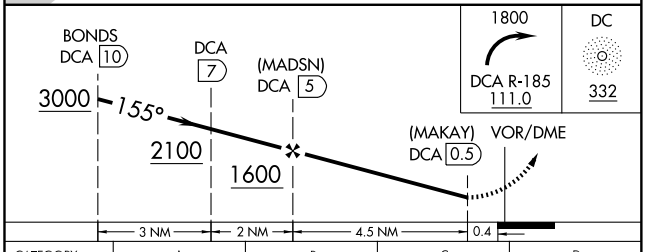
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

RADAR REQUIRED





TDZ/CL Rwy 1
MIRL Rwy 4-22
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33



CATEGORY	A	B	C	D
S-19	980/60 967 (1000-1¼)	980-1½ 967 (1000-1½)	980-3	967 (1000-3)
CIRCLING	980-1¼ 965 (1000-1¼)	980-1½ 965 (1000-1½)	980-3	965 (1000-3)

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME DCA	APP CRS	Rwy Idg	6869
111.0 Chan 47	006°	TDZE	14
		Apt Elev	15

VOR RWY 1

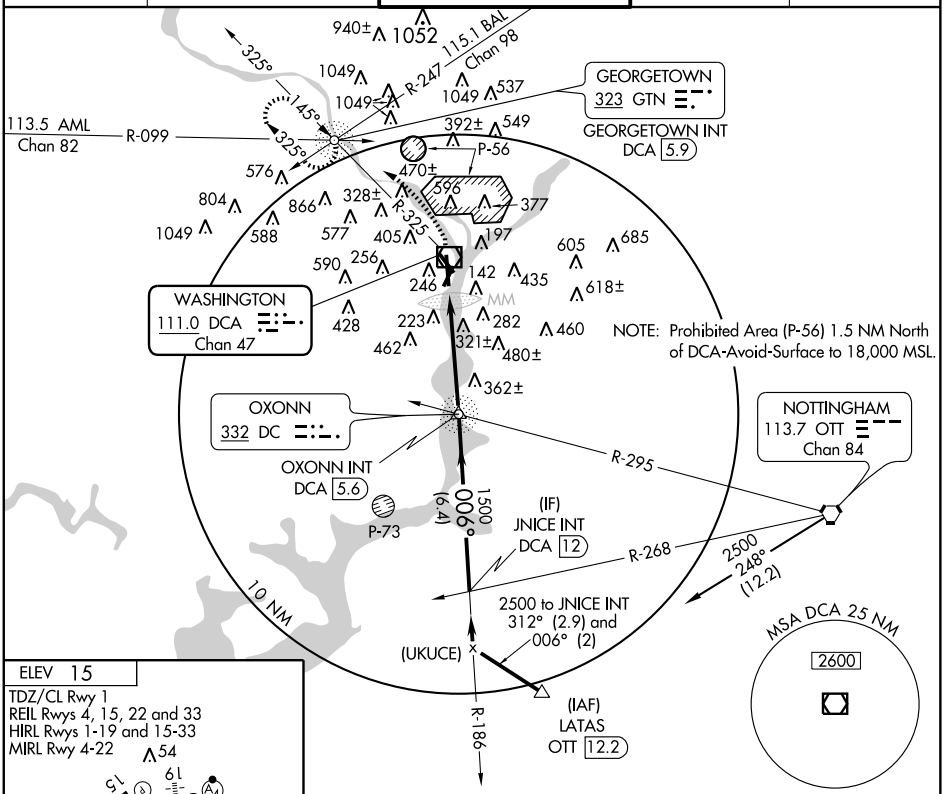
WASHINGTON/
RONALD REAGAN WASHINGTON NATIONAL (DCA)

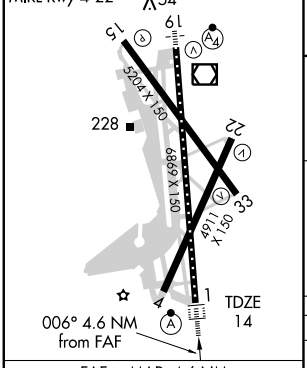
Circling NA NE of Rwy 15-33.

ALSF-2

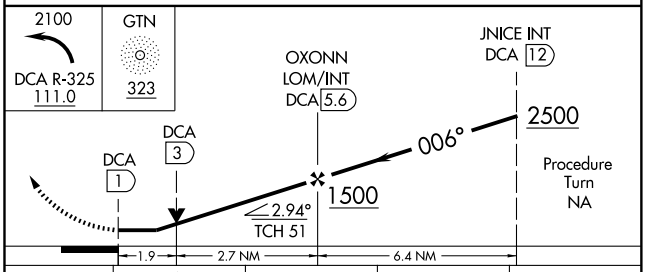
MISSED APPROACH: Climbing left turn to 2100 via DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25





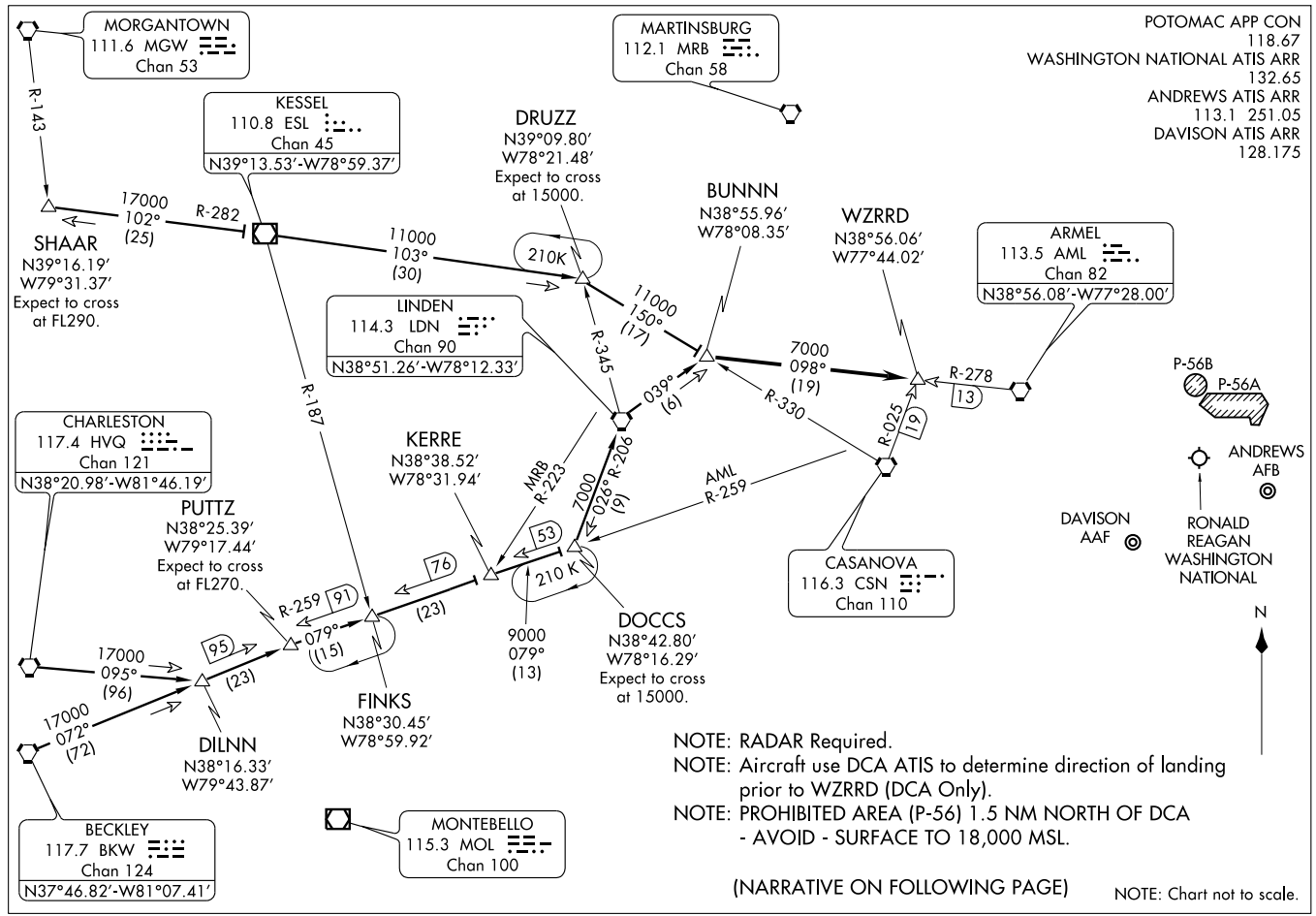
FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-1	680/24	666 (700-½)	680/60 666 (700-1)	680 - 1½ 666 (700-1½)
CIRCLING	720 - 1	705 (800-1)	720 - 2 705 (800-2)	760 - 2¼ 745 (800-2¼)

NE-3, 14 JAN 2010 to 11 FEB 2010

WZRRD TWO ARRIVAL



NOTE: RADAR Required.

NOTE: Aircraft use DCA ATIS to determine direction of landing prior to WZRRD (DCA Only).

NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA - AVOID - SURFACE TO 18,000 MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WZRRD TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)

WASHINGTON, DC

ATIS
134.85
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
128.425 348.6 (Rwys 1L/19R, 12/30)
GND CON
121.9 317.8 (EAST)
132.45 348.6 (WEST)
CLNC DEL
135.7 317.8
MIDFIELD RAMP CON
129.55

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.

VAR 10.4°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°W

38°58′ N
38°57′ N
38°56′N
38°55′ N

77°29′ W
77°28′ W
77°27′ W

ELEV 277
ELEV 269
ELEV 310
ELEV 296
ELEV 286
ELEV 288
ELEV 284
ELEV 293
ELEV 312
ELEV 295

19R
19L
1L
1C
12
30
16L
16C
1R

9400 X 150
11501 X 150
10501 X 150
11500 X 150

191.1°
191.0°
011.1°
011.0°
121.0°
301.0°

0.3% DOWN
0.4% UP

CARGO RAMP
GENERAL AVIATION TERMINAL AND RAMP
U.S. CUSTOMS
SEE INSET
CONTROL TOWER 632
HOLD BLOCK
FIELD ELEV 312
RAMP TOWER
MIDFIELD TERMINAL RAMP
R RAMP

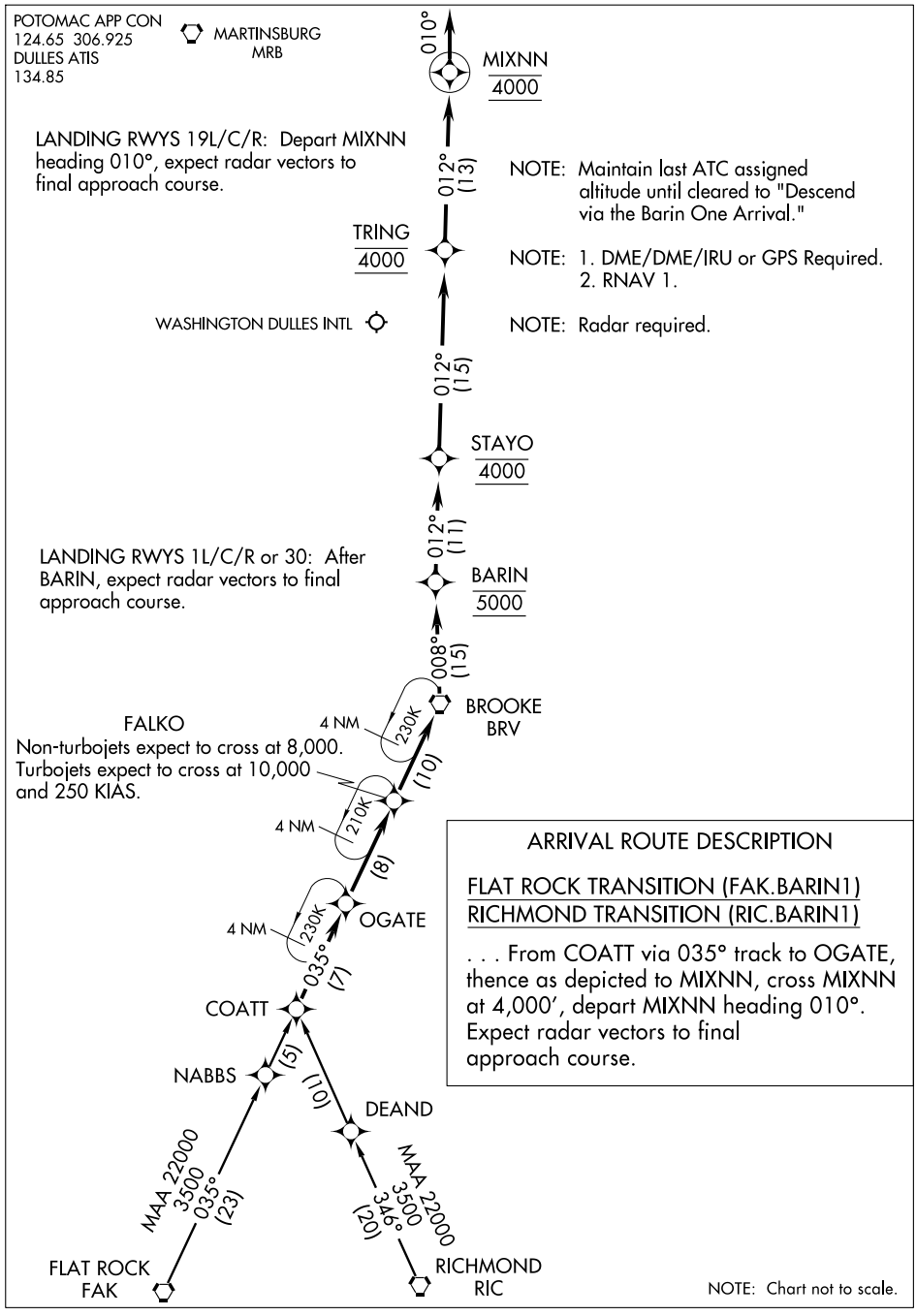
RWYS 1R-19L, 1C-19C, 1L-19R, 12-30
PCN 81 R/C/W/T
S200, D250, ST175, DT450, DDT875

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 14 JAN 2010 to 11 FEB 2010

BARIN ONE ARRIVAL (RNAV)

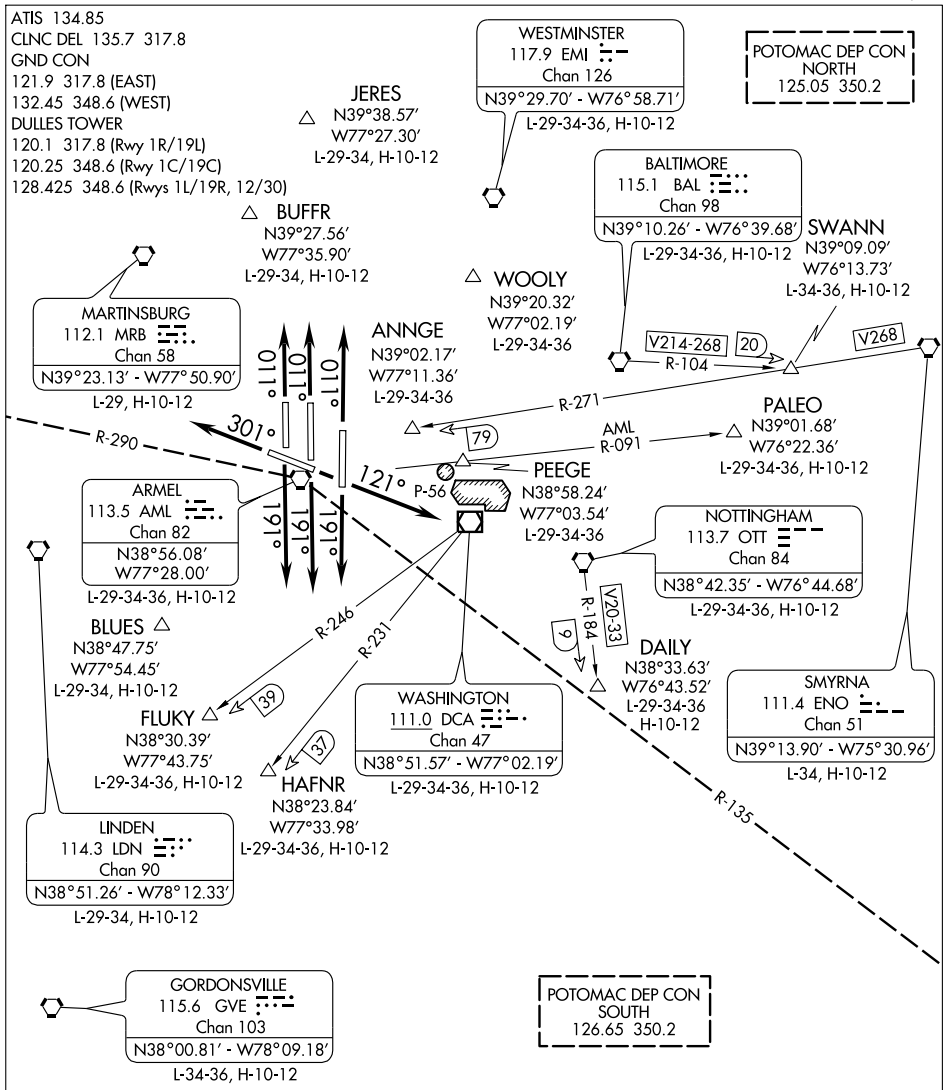
WASHINGTON DULLES INTL
WASHINGTON, DC



NE-3, 14 JAN 2010 to 11 FEB 2010

CAPITAL SEVEN DEPARTURE

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



TAKE-OFF MINIMUMS

Rwys 1C, 1R, 1L, 12, 19C, 19R, 19L, 30: STANDARD.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1C, 1L, 1R: Climb heading 011° or as assigned, Thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 121° or as assigned, Thence. . . .
TAKE-OFF RUNWAYS 19C, 19L, 19R: Climb heading 191° or as assigned, Thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 301° or as assigned, Thence. . . .

. . . .Expect radar vectors to filed/assigned route or depicted fix. Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first Navaid/Fix/Route is located, or as assigned.

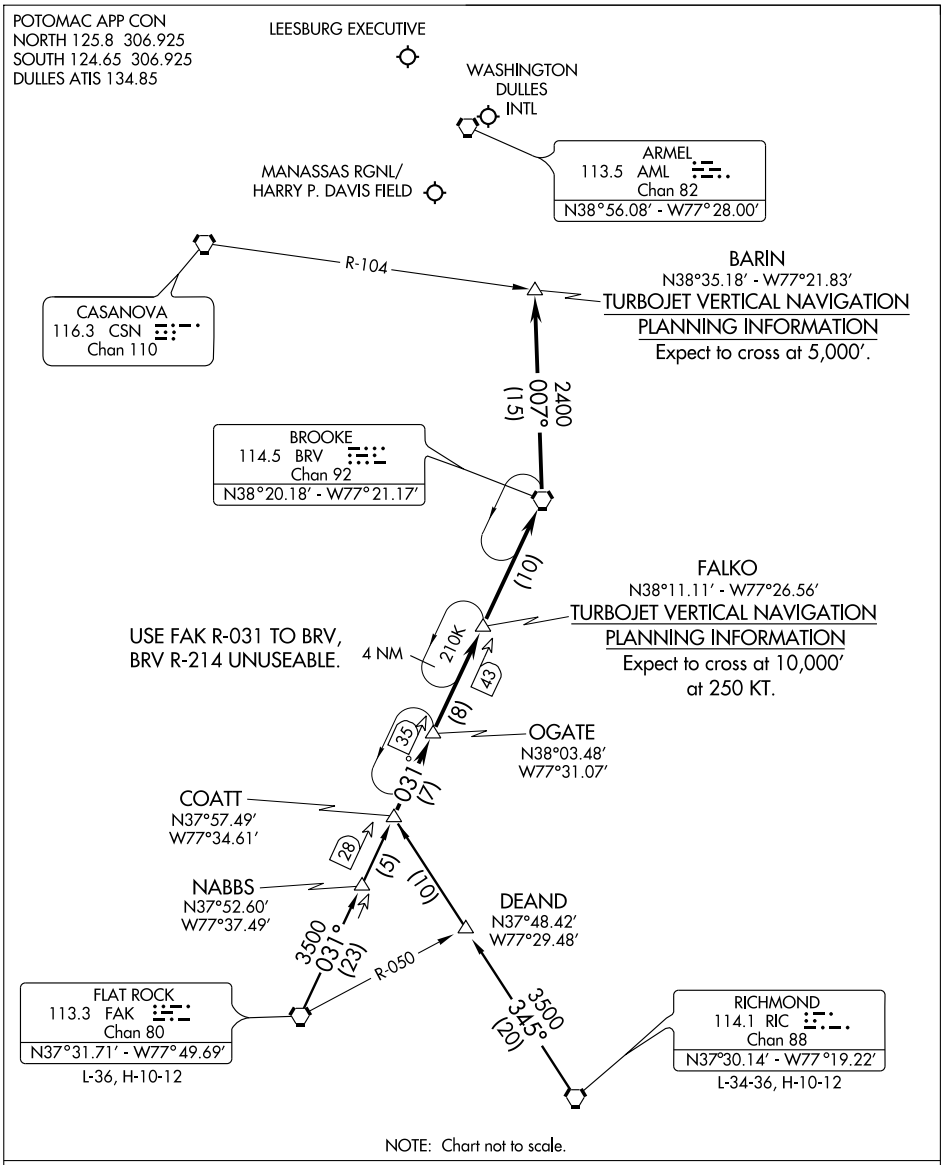
TAKE-OFF OBSTACLES

Rwy 1C: Tree 2814′ from DER, 1030′ left of centerline, 86′ AGL/345′ MSL.
Rwy 1R: Post 12′ from DER, 223′ right of centerline, 8′ AGL/294′ MSL.
Rwy 1L: Tower 1918′ from DER, 680′ left of centerline, 56′ AGL/330′ MSL
Rwy 12: Tree 520′ from DER, 604′ left of centerline, 28′ AGL/307′ MSL.
Rwy 30: Trees beginning 161′ from DER, 520′ left of centerline, up to 57′ AGL/396′ MSL.
Trees beginning 532′ from DER, 600′ right of centerline, up to 64′ AGL/383′ MSL.

NE-3, 14 JAN 2010 to 11 FEB 2010

COATT FOUR ARRIVAL

WASHINGTON, DC



NOTE: Chart not to scale.

FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-AJU	APP CRS	Rwy Idg / TDZE / Apt Elev
109.3	121°	10501 / 310 / 312

CONVERGING ILS RWY 12

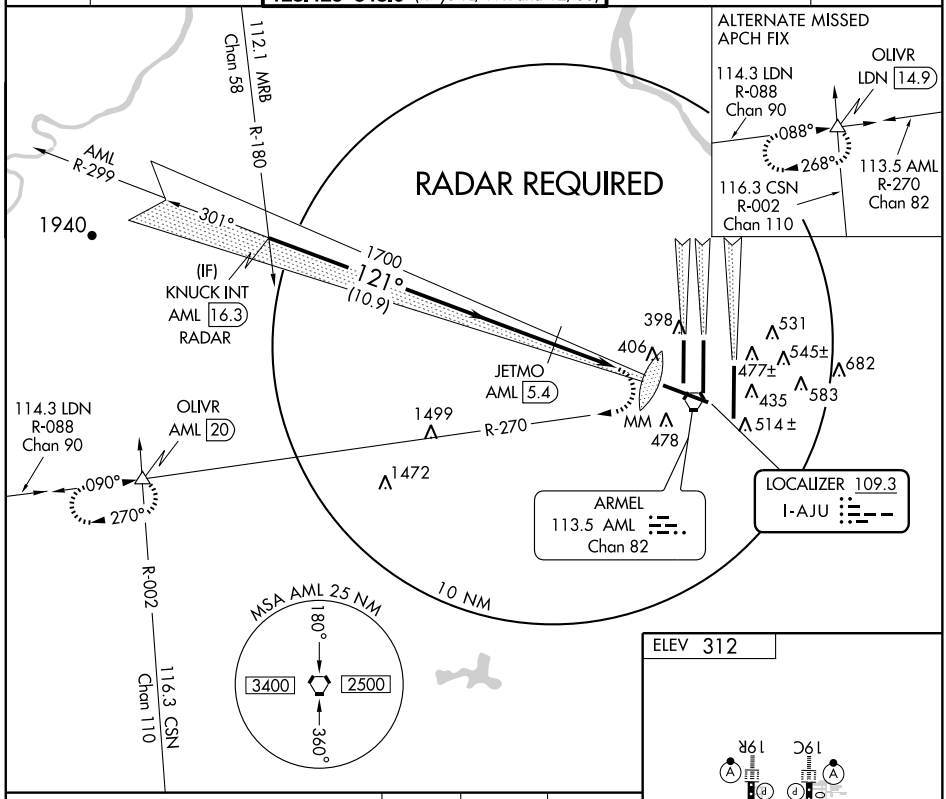
WASHINGTON DULLES INTL (IAD)

For inoperative MALSR, increase S-ILS 12 all Cats. visibility to 2. Simultaneous converging approaches authorized with Rwys 19L or 19C or 19R.

MALSR

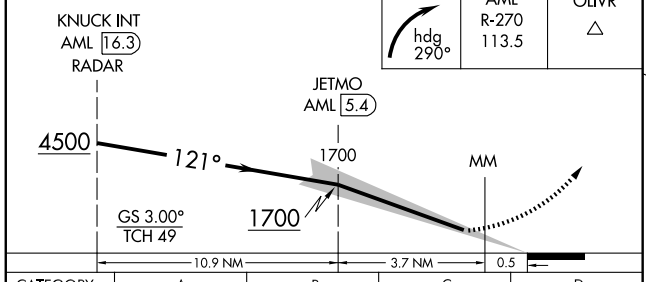
MISSED APPROACH: Climbing right turn to 5000 via heading 290° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

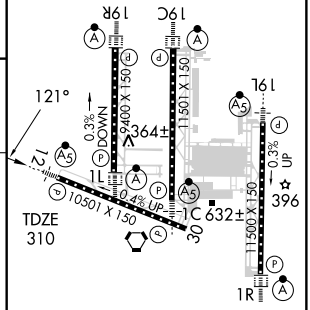


VGSI and ILS glidepath not coincident.

5000 hdg 290°	AML R-270 113.5	OLIVR △



CATEGORY	A	B	C	D
S-ILS 12	910-1½ 600 (600-1½)			



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-DLX	APP CRS	Rwy Idg	11501
111.3	191°	TDZE	272
		Apt Elev	312

CONVERGING ILS RWY 19C

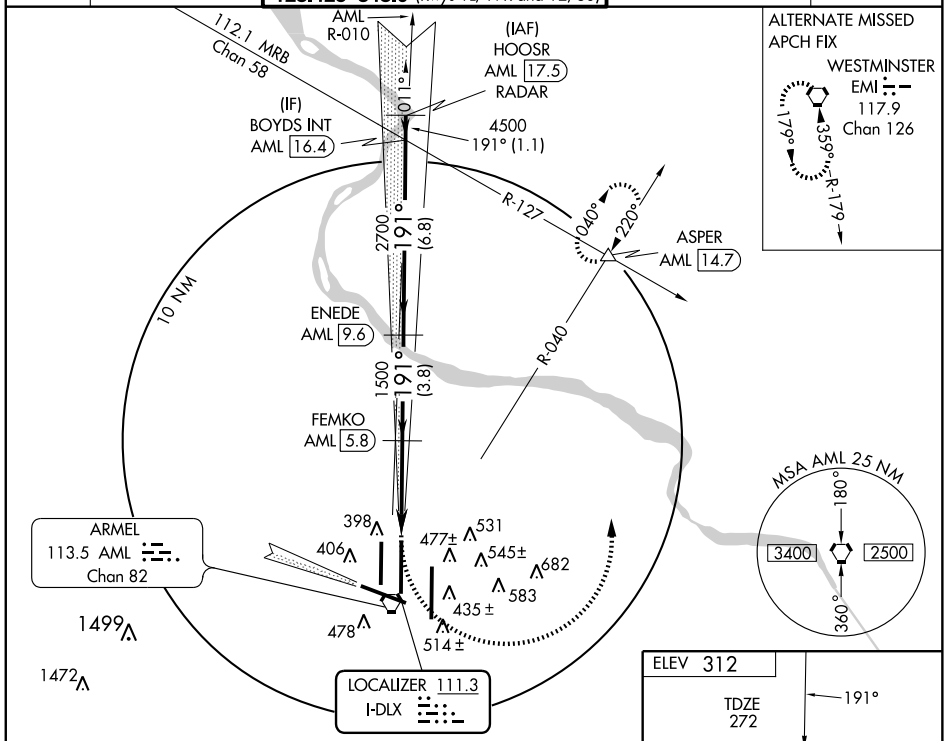
WASHINGTON DULLES INTL (IAD)

Simultaneous converging approaches authorized with Rwy 12.
NA For inoperative ALSF-2, increase S-ILS 19C all Cats visibility to 2.

ALSF-2

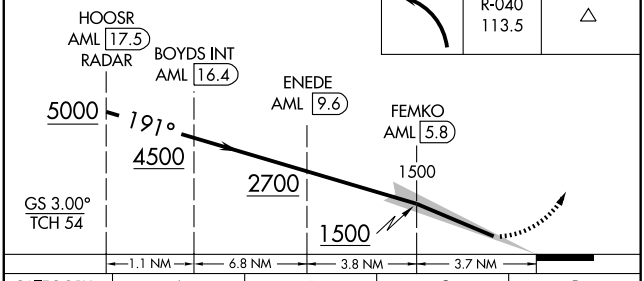
MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

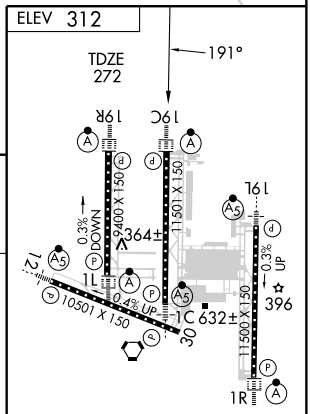


RADAR REQUIRED

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 19C	872-1½ 600 (600-1½)			



TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SGC	APP CRS	Rwy Idg	11500
110.1	191°	TDZE	302
Chan 38		Apt Elev	312

CONVERGING ILS RWY 19L

WASHINGTON DULLES INTL (IAD)

Simultaneous converging approaches authorized with Rwy 12.
NA For inoperative MALSR, increase S-ILS 19L all Cats visibility to 2 miles.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

RADAR REQUIRED

112.1 MRB R-127 Chan 58

3000 191° (2)

011°

(IAF) DADEY I-SGC 18.7 RADAR

(IF) IZUMI INT I-SGC 16.7

040° 220°

ASPER AML 14.7

10 NM

1700

191° (10.4)

R-040

R-014

AML R-023

DOMSE INT I-SGC 6.3

MSA AML 25 NM

180°

3400 2500

360°

398 406 478 1499 1472

531 545± 682 477± 435± 583 514±

ARMEL 113.5 AML Chan 82

LOCALIZER 110.1 I-SGC Chan 38

ALTERNATE MISSED APCH FIX

WESTMINSTER EMI 117.9 Chan 126

179° 359° R-179

ELEV 312

191°

TDZE 302

19R 19C 16L 1L 12 30 1C 632± 396 1R

3400 X 150 11501 X 150 10501 X 150 11500 X 150

0.3% DOWN 0.4% UP 0.3% UP

3364±

3000 | AML R-040 113.5 | ASPER

DADEY I-SGC 18.7 RADAR — IZUMI INT I-SGC 16.7 — DOMSE INT I-SGC 6.3

3000 — 191° — 3000 — 1700 — 1700

GS 3.00° TCH 55

VGSI and ILS glidepath not coincident.

2 NM — 10.4 NM — 4.2 NM

CATEGORY	A	B	C	D
S-ILS 19L	902-1½	600 (600-1½)		

TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44(Y)		Apt Elev	312

CONVERGING ILS RWY 19R

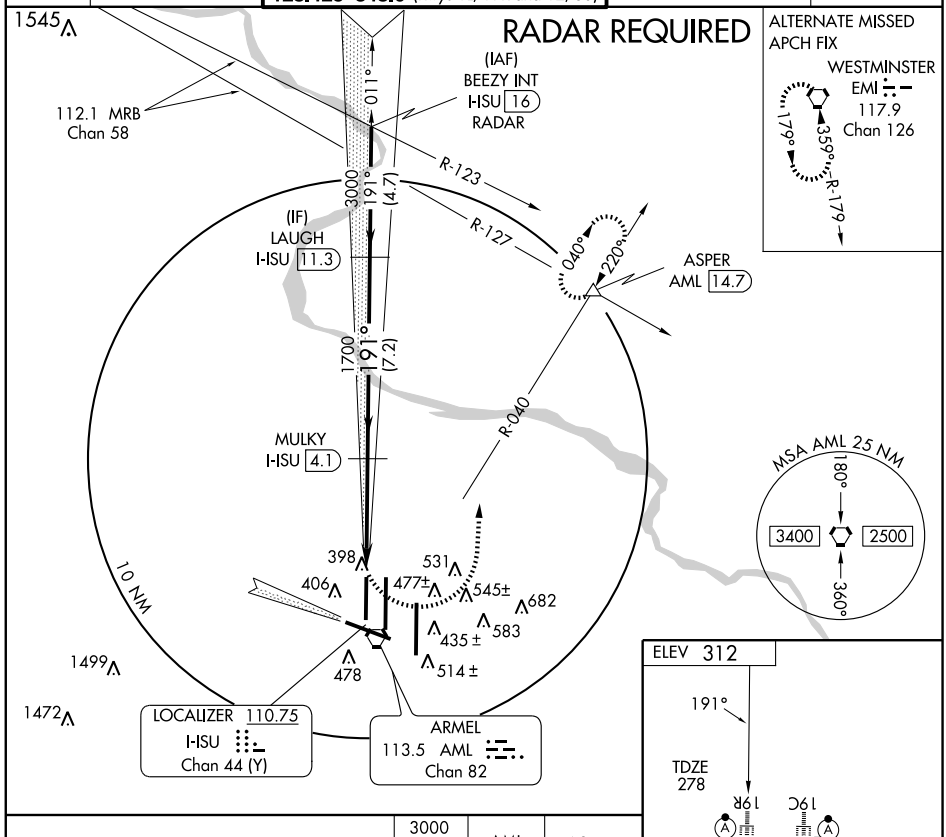
WASHINGTON DULLES INTL (IAD)

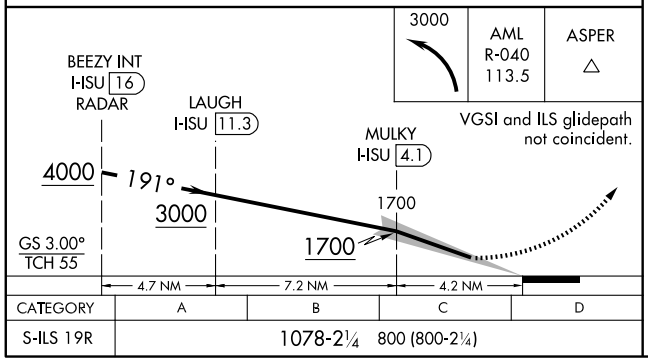
Simultaneous converging approaches authorized with Rwy 12. For inoperative ALSF-2, increase S-ILS 19R all Cats visibility to 2¾ miles.

ALSF-2

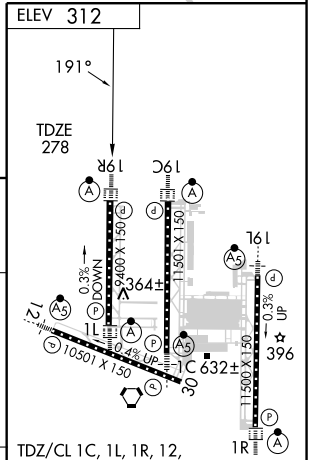
MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8





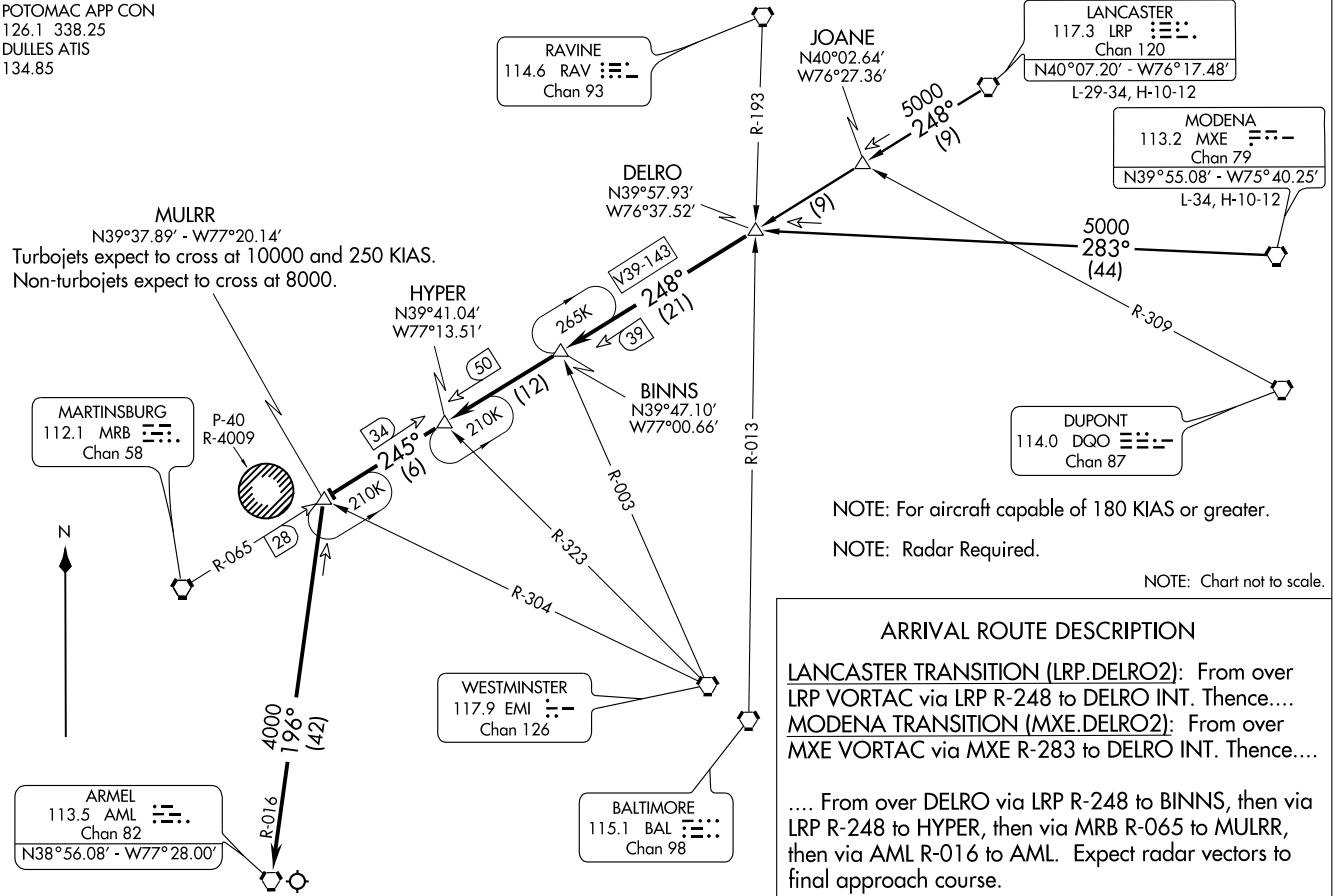
CATEGORY	A	B	C	D
S-ILS 19R	1078-2¼	800 (800-2¼)		



TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 14 JAN 2010 to 11 FEB 2010

DELRO TWO ARRIVAL



NOTE: For aircraft capable of 180 KIAS or greater.

NOTE: Radar Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.DELRO2): From over LRP VORTAC via LRP R-248 to DELRO INT. Thence....

MODENA TRANSITION (MXE.DELRO2): From over MXE VORTAC via MXE R-283 to DELRO INT. Thence....

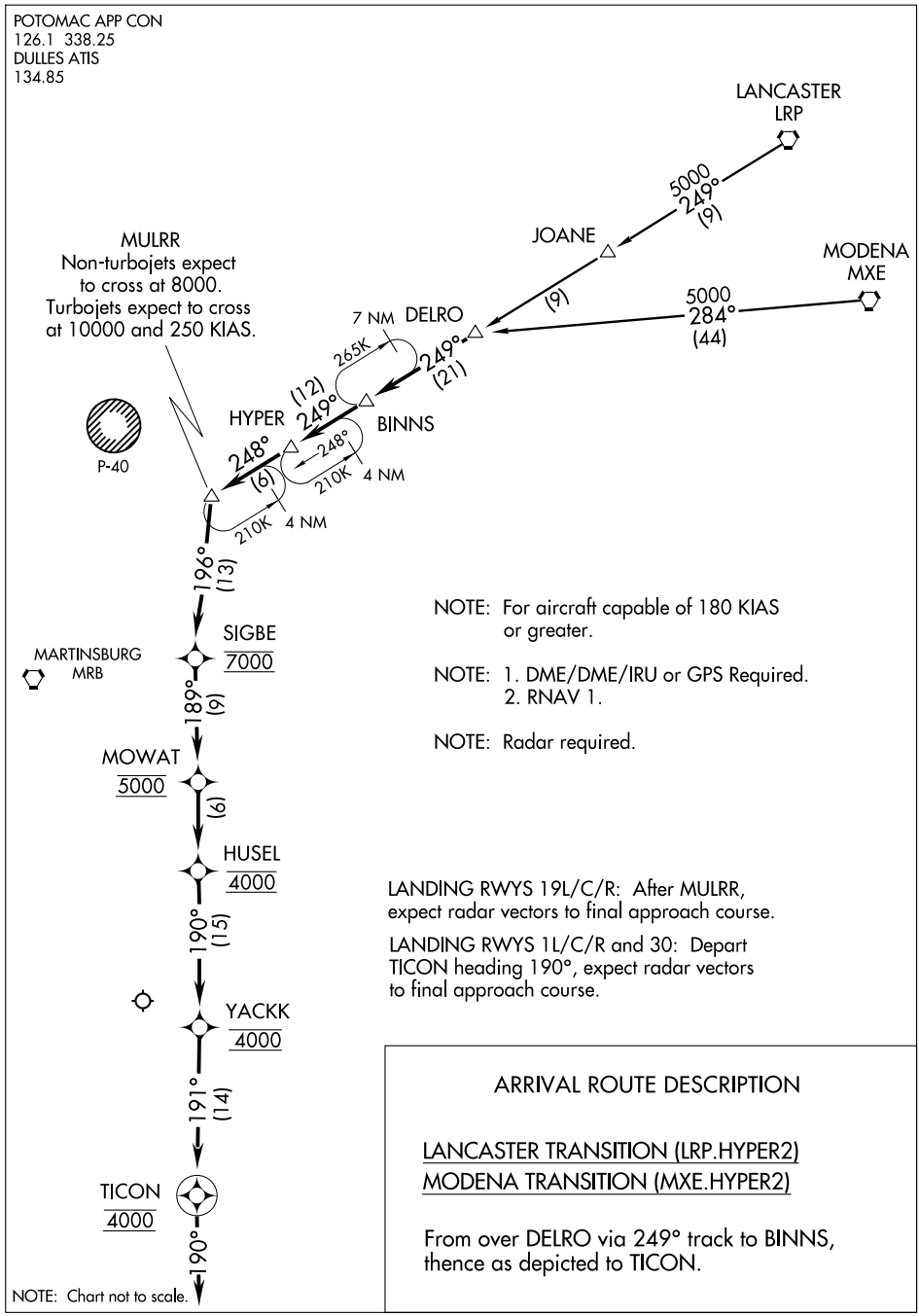
.... From over DELRO via LRP R-248 to BINNS, then via LRP R-248 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. Expect radar vectors to final approach course.

(HYPER.HYPER2) 09015 ST-5100 (FAA)

HYPER TWO ARRIVAL (RNAV)

WASHINGTON DULLES INTL
WASHINGTON, DC

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85



NOTE: For aircraft capable of 180 KIAS or greater.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Radar required.

LANDING RWYS 19L/C/R: After MULRR, expect radar vectors to final approach course.

LANDING RWYS 1L/C/R and 30: Depart TICON heading 190°, expect radar vectors to final approach course.

ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.HYPER2)
MODENA TRANSITION (MXE.HYPER2)

From over DELRO via 249° track to BINNS, thence as depicted to TICON.

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-OSZ	APP CRS	Rwy ldg	11501
111.3	011°	TDZE	286
		Apt Elev	312

ILS or LOC/DME RWY 1C

WASHINGTON DULLES INTL (IAD)

DME Required. DME from AML VORTAC. Simultaneous reception of I-OSZ and AML DME required. Simultaneous approach authorized with Rwy 1R or 1L. LOC procedure NA during simultaneous operations. For inoperative ALSF-2, increase S-LOC Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 via heading 011° and FDK VOR R-200 to FDK VOR and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
MARTINSBURG
MRB
112.1
Chan 58
289°
109°

LOCALIZER 111.3
I-OSZ

MISSED APCH FIX
FREDERICK
FDK
109.0
220°-R-040
040°
R-200

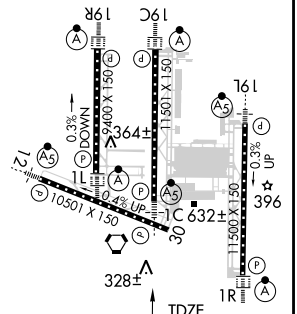
ARMEL
113.5 AML
Chan 82

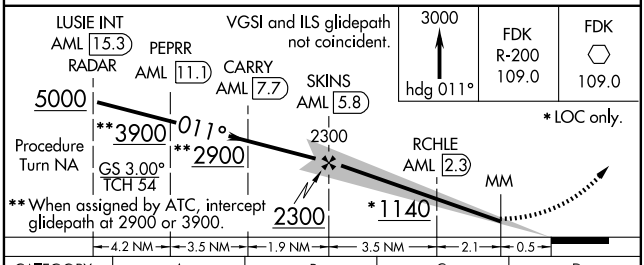
398
406
477±
531
545±
435±
682
583
MM
478
514±
1499
1472
RCHLE
AML 2.3
419±
10 NM
SKINS
AML 5.8
2300
011° (1.9)
CARRY
AML 7.7
** 2900
011°
(3.5)
(IF)
PEPRR
AML 11.1
**3900
011°
(4.2)
R-089
(IAF)
LUSIE INT
AML 15.3
RADAR
191°
AML
R-187
5000
089°
(19)

CASANOVA
116.3 CSN
Chan 110

MSA AML 25 NM
180°
3400
2500
360°

ELEV 312
TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys





VGSI and ILS glidepath not coincident.

3000 hdg 011°	FDK R-200 109.0	FDK 109.0

*LOC only.

CATEGORY	A	B	C	D
S-ILS 1C	486/18 200 (200-½)			
S-LOC 1C	580/24 294 (300-½)			580/40 294 (300-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OIU	APP CRS	Rwy Idg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS or LOC/DME RWY 1L

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1R or 1C.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
114.3 LDN
R-088
Chan 90
088°
268°
R-002
116.3 CSN
Chan 110

MISSED APCH FIX
OLIVR
AML 20
R-270
113.5 AML
Chan 82
090°
270°
R-002
116.3 CSN
Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

(IAF)
CINNA INT
I-OIU 17.5
RADAR

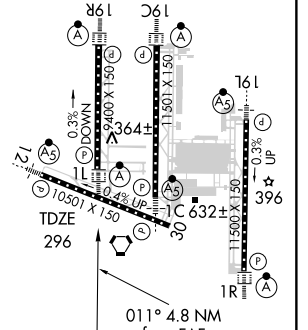
CASANOVA
116.3 CSN
Chan 110

AML
R-190

R-270
R-088
011°
191°
10 NM
1499
1472
398
406
531
477±
545±
435±
682
583
514±
478
444±
IM
1900
3000
*2900
(3.1)
(3.5)
(4.4)
4000
088°
(18.3)

MSA AML 25 NM
180°
3400
2500
360°

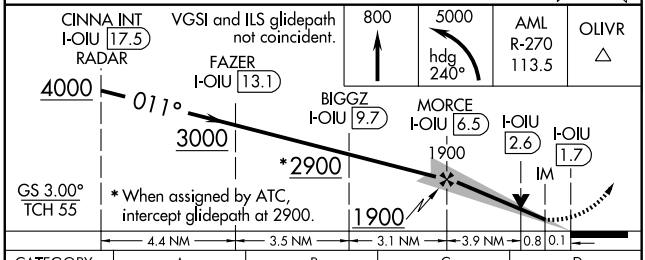
ELEV 312



011° 4.8 NM from FAF

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 1L	496/18 200 (200-½)			
S-LOC 1L	660/24 364 (400-½)			660/40 364 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-AJU	APP CRS	Rwy Idg	10501
109.3	121°	TDZE	310
		Apt Elev	312

ILS or LOC/DME RWY 12

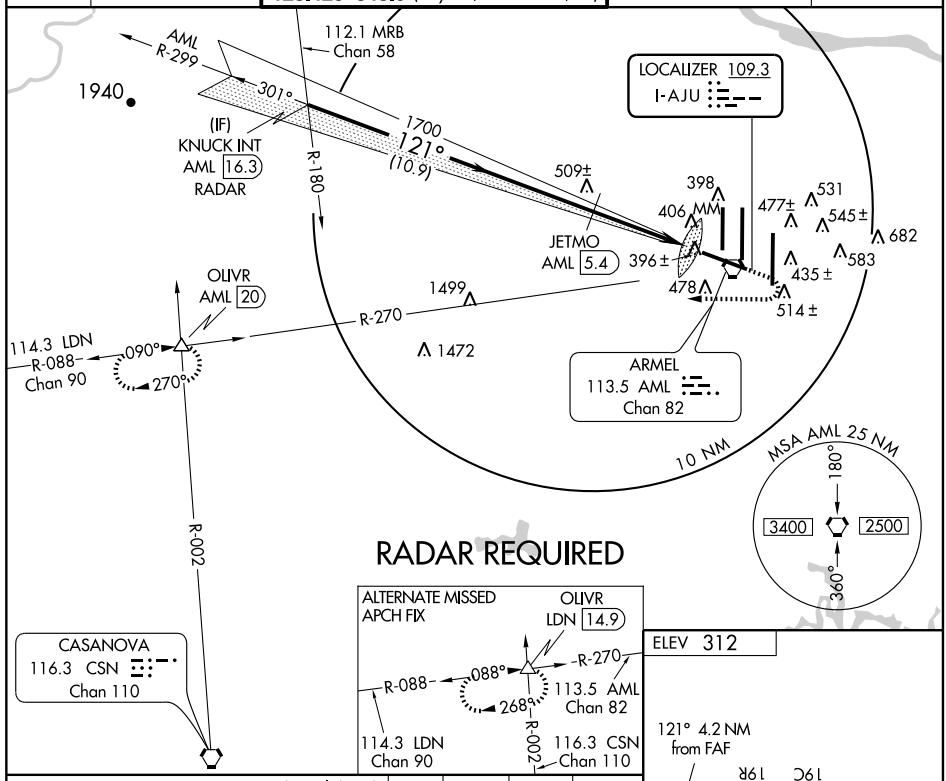
WASHINGTON DULLES INTL (IAD)

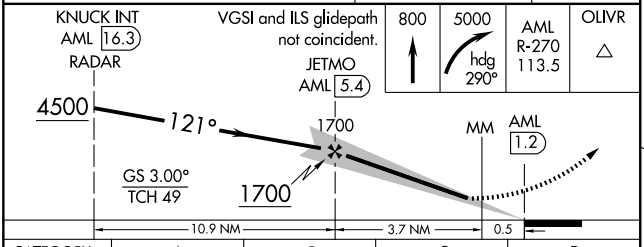
DME from AML VORTAC. Simultaneous reception of I-AJU and AML DME required.

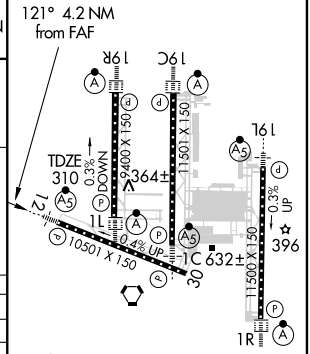
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via heading 290° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8







CATEGORY	A	B	C	D
S-ILS 12	510/18 200 (200-½)			
S-LOC 12	660/24 350 (400-½)			660/40 350 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-DLX	APP CRS	Rwy Idg / TDZE / Apt Elev
111.3	191°	11501 / 272 / 312

ILS or LOC/DME RWY 19C

WASHINGTON DULLES INTL (IAD)

DME from AML VORTAC.
Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MARTINSBURG 112.1 MRB Chan 58

AML R-010 011°

(IAF) HOOSR AML 17.5 MRB 20.6 RADAR

5000 124° (20.6)

4500 191° (1.1)

BOYDS AML 16.4

*3700 191° (3.7)

(IF) ARKAY AML 12.7

*2700 191° (3.1)

ENEDE AML 9.6

1500 191° (3.8)

FEMKO AML 5.8

DME or RADAR REQUIRED

1713

ALTERNATE MISSED APCH FIX

052° R-052 232°

CASANOVA CSN 116.3 Chan 110

10 NM

MSA AML 25 NM

180° 3400 2500 360°

ARMEL 113.5 AML Chan 82

405±

398 IM 531 545± 682 583 406 477± 435± 478 514±

MISSED APCH FIX

113.5 AML Chan 82

200° 187° R-083

116.3 CSN Chan 110

R-187

ERACE INT AML 13.3

LOCALIZER 111.3 I-DLX

ELEV 312

191° 3.7 NM from FAF

TDZE 272

19R 19C 16L 1L 1C 1R 12 30

9,000 X 150 11,501 X 150 11,500 X 150 10,501 X 150

0.3% DOWN 0.4% UP 0.3% UP

364± 632± 396

VGSI and ILS glidepath not coincident.

HOOSR AML 17.5 RADAR BOYDS AML 16.4 ARKAY AML 12.7 ENEDE AML 9.6 FEMKO AML 5.8

5000 191° 4500 *3700 *2700 1500

GS 3.00° TCH 54

3000 191° AML R-187 113.5 ERACE INT AML 13.3

*When assigned by ATC, intercept glidepath at 2700 or 3700.

IM AML 2.2

1.1 NM 3.7 NM 3.1 NM 3.8 NM 3.5 NM 0.2

CATEGORY	A	B	C	D
S-ILS 19C	472/18 200 (200-½)			
S-LOC 19C	660/24 388 (400-½)			660/40 388 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

ILS or LOC/DME RWY 19R

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19L.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
R-002
R-088
114.3 LDN
Chan 90
088°
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

117.9 EMI
Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

011°
R-244
R-123
3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

MULKY
I-ISU 4.1

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
3400
2500
360°

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

461
398
406
IM
531
545±
477±
682
435 ±
583
514 ±

ARMEL
113.5 AML
Chan 82

OLIVR
AML 20
R-002
R-270
1499
478
1472
114.3 LDN
Chan 90
R-088
090°
270°
CSN 116.3
Chan 110

ELEV 312
191° 4.3 NM from FAF

TDZE 278
19R
19C
19L
11501 X 150
7400 X 150
0.3% DOWN
364±
0.3% UP
0.4% UP
10501 X 150
11500 X 150
1L
1C
632±
396
1R
12
30

BEEZY INT
I-ISU 16
RADAR
4000
191°
3000
LAUGH
I-ISU 11.3
CLAYY
I-ISU 7.2
MULKY
I-ISU 4.1
I-ISU DME ANTENNA
I-ISU 1.0
IM
I-ISU 0.2
*2700
1700
GS 3.00°
TCH 55
* When assigned by ATC, intercept glidepath at 2700.
4.7 NM
4.1 NM
3.1 NM
3.1
1.1
0.1

VGSI and ILS glidepath not coincident.

800	5000	AML R-270 113.5	OLIVR △

CATEGORY	A	B	C	D
S-ILS 19R	478/18 200 (200-½)			
S-LOC 19R	720/24 442 (500-½)		720/40 442 (500-¾)	720/50 442 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IAD	APP CRS	Rwy Idg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

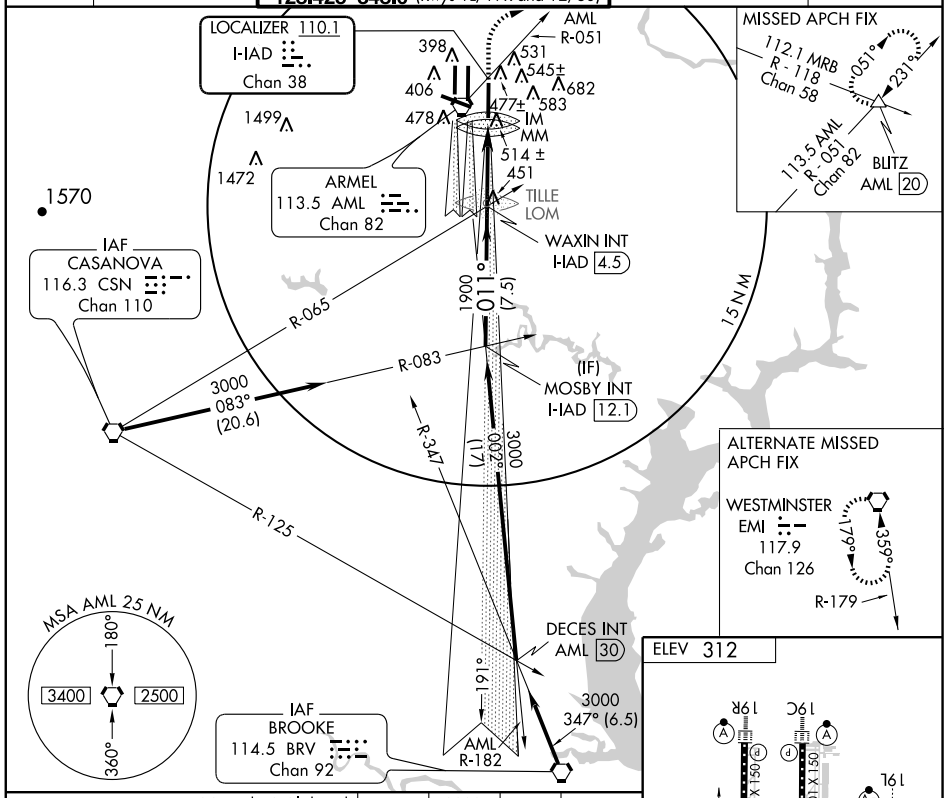
ILS or LOC RWY 1R
WASHINGTON DULLES INTL (IAD)

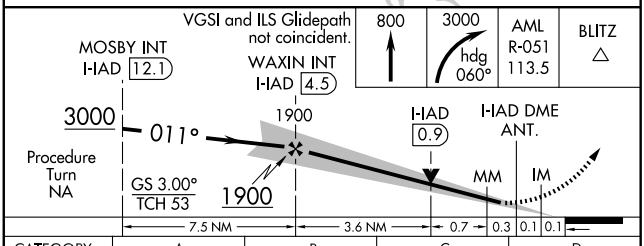
Simultaneous approach authorized with Rwy 1C or 1L. LOC procedure NA during simultaneous operations.

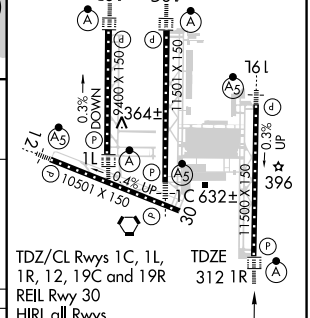
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8







CATEGORY	A	B	C	D
S-ILS 1R	512/18 200 (200-½)			
S-LOC 1R	760/24 448 (500-½)		760/40 448 (500-¾)	760/50 448 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SGC	APP CRS	Rwy Idg 11500
110.1 Chan 38	191°	TDZE 302
		Apt Elev 312

ILS or LOC RWY 19L

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19R.
LOC procedure NA during simultaneous operations.
*1800 RVR authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 010° and AML Vortac R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

1590

IAF MARTINSBURG 112.1 MRB Chan 58

3000 127° (22.4)

011°

(IAF) DADEY I-SGC 18.7 RADAR

3000 191° (2)

(IF) IZUMI INT I-SGC 16.7

Procedure NA for arrivals at MRB VORTAC via airway radials 088 CW 137.

R-127

040°

220°

AML R-014

ASPER AML 14.7

AML R-040

1700

191°

(10.4)

AML R-023

DOMSE INT I-SGC 6.3

430

398

406

531

545±

682

477±

583

435±

514±

478

1499

1472

ARMEL 113.5 AML Chan 82

LOCALIZER 110.1 I-SGC Chan 38

10 NM

ALTERNATE MISSED APCH FIX

109 FDK

176°

356°

115.1 BAL Chan 98

R-278

R-176

ASPER

MSA AML 25 NM

180°

3400

2500

360°

ELEV 312

191° 4.2 NM from FAF

19R 19C TDZE 302 19L

12 1L 1C 30 1R

9400 X 150

11501 X 150

10501 X 150

11500 X 150

0.3% DOWN

0.4% UP

0.3% UP

364±

632±

396

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

VGSI and ILS glidepath not coincident.

800	3000 hdg 010°	AML R-040 113.5	ASPER △

DADEY I-SGC 18.7 RADAR

IZUMI INT I-SGC 16.7

DOMSE INT I-SGC 6.3

I-SGC 3.3

I-SGC 2.1

3000 191°

3000

Procedure Turn NA

GS 3.00° TCH 55

1700

1700

2 NM 10.4 NM 3 NM 1.2 NM

CATEGORY	A	B	C	D
S-ILS 19L	* 502/24 200 (200-½)			
S-LOC 19L	740/24 438 (500-½)		740/40 438 (500-¾)	740/50 438 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OIU	APP CRS	Rwy Idg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS RWY 1L (CAT II)

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1R or 1C.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
114.3 LDN
R-088
Chan 90
088°
268°
116.3 CSN
R-002
Chan 110

MISSED APCH FIX

OLIVR
AML 20
113.5 AML
R-270
Chan 82
090°
270°
116.3 CSN
R-002
Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

(IAF)
CINNA INT
I-OIU 17.5
RADAR

CASANOVA
116.3 CSN
Chan 110

4000
088°
(18.3)

R-088

AML
R-190

191°

011°

1900 (3.1)

*2900 (3.5)

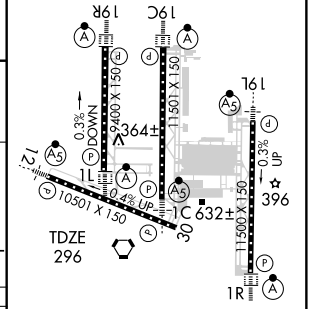
3000 (4.4)

10 NM

MSA AML 25 NM
180°
3400
2500
360°

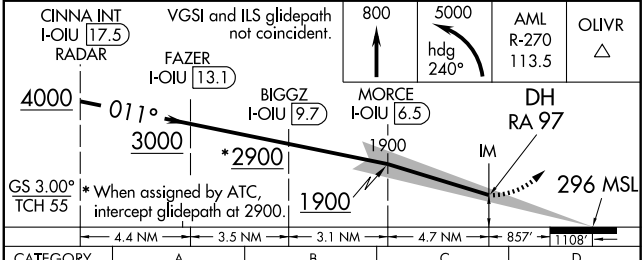
398
406
477±
531
545±
435±
682
583
IM
478
514±
444±
1499
R-270
1472

ELEV 312



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 1L	RA 97/12		100 DA 396	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OIU	APP CRS	Rwy Idg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS RWY 1L (CAT III)

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1R or 1C.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
114.3 LDN
R-088
Chan 90
088°
268°
116.3 CSN
R-002
Chan 110

MISSED APCH FIX

OLIVR
AML 20
R-270
113.5 AML
Chan 82
090°
270°
116.3 CSN
R-002
Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

(IAF)
CINNA INT
I-OIU 17.5
RADAR

CASANOVA
116.3 CSN
Chan 110

4000
088°
(18.3)

R-088

AML
R-190

191°

011°

1900

3000

*2900

(3.1)

(3.5)

(4.4)

10 NM

R-270

1499

1472

398

406

478

444±

477±

531

545±

435±

682

583

514±

IM

MSA AML 25 NM
180°
3400
2500
360°

ELEV 312

DME or RADAR REQUIRED

CINNA INT
I-OIU 17.5
RADAR

FAZER
I-OIU 13.1

BIGGZ
I-OIU 9.7

MORCE
I-OIU 6.5

4000
011°
3000
*2900
1900
IM
396
296 MSL

800
5000
hdg 240°
AML R-270 113.5
OLIVR

VGSI and ILS glidepath not coincident.

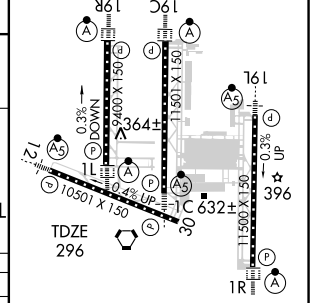
GS 3.00°
TCH 55

* When assigned by ATC, intercept glidepath at 2900.

4.4 NM — 3.5 NM — 3.1 NM — 4.7 NM — 859' — 1108'

CATEGORY	A	B	C	D
S-ILS 1L		CAT IIIa	RVR 07	
S-ILS 1L		CAT IIIb	RVR 06	
S-ILS 1L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IAD	APP CRS	Rwy Idg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

ILS RWY 1R (CAT II)

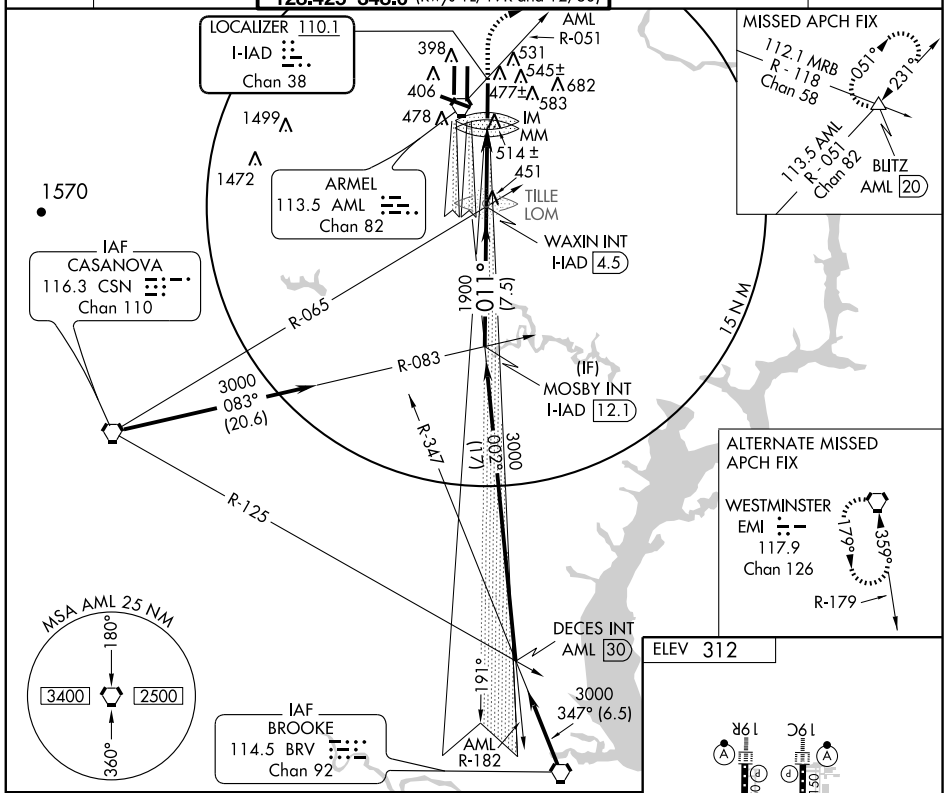
WASHINGTON DULLES INTL (IAD)

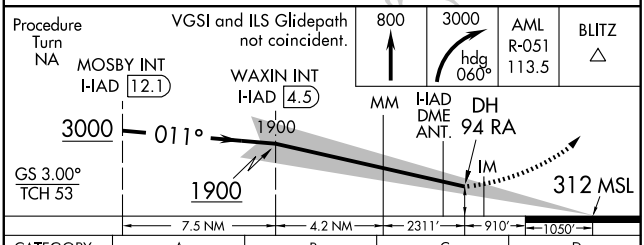
Simultaneous approach authorized with Rwy 1C or 1L.

ALSF-2

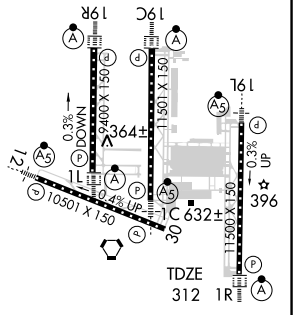
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8





CATEGORY	A	B	C	D
S-ILS 1R	RA 94/12		100 DA 412	



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IAD	APP CRS	Rwy Idg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

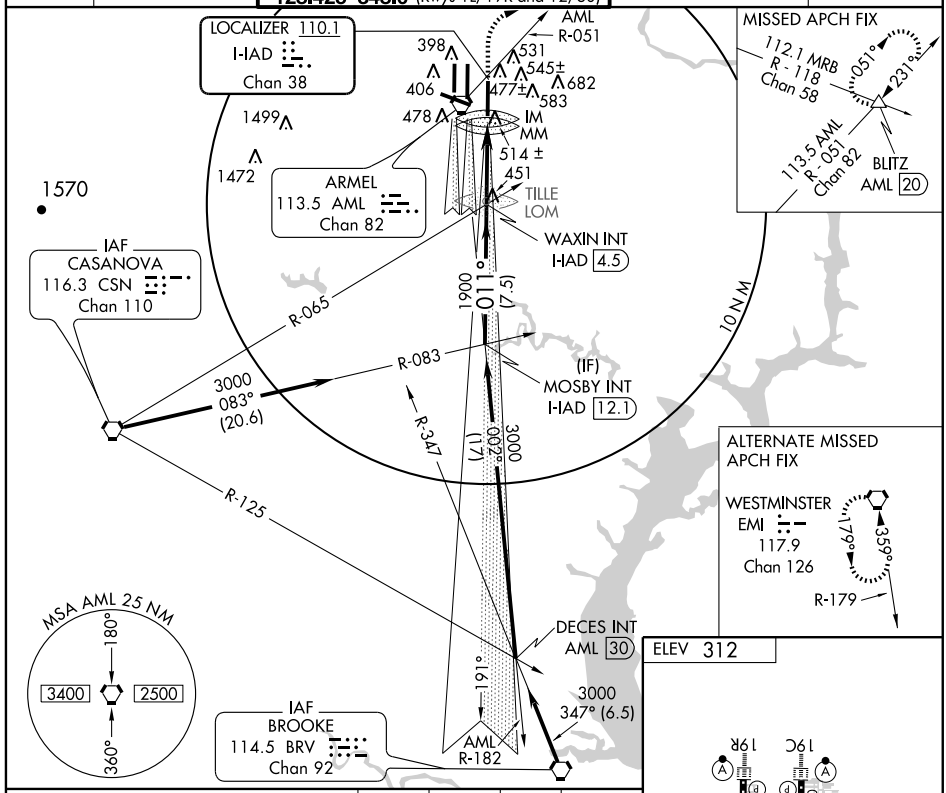
ILS RWY 1R (CAT III)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1C or 1L.

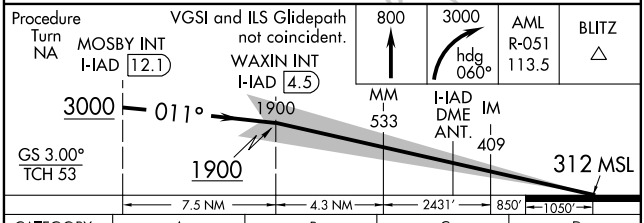
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

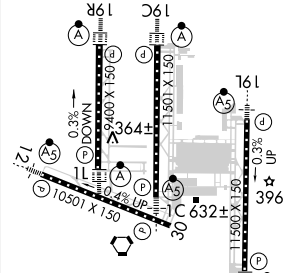


ELEV 312



CATEGORY	A	B	C	D
S-ILS 1R		CAT IIIa	RVR 07	
S-ILS 1R		CAT IIIb	RVR 06	
S-ILS 1R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-DLX	APP CRS	Rwy Idg 11501
111.3	191°	TDZE 272
		Apt Elev 312

ILS RWY 19C (CAT II)
WASHINGTON DULLES INTL (IAD)

DME from AML VORTAC.
Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MARTINSBURG
112.1 MRB
Chan 58

AML R-010
011°
(IAF)
HOOSR
AML 17.5
MRB 20.6
RADAR

5000
124° (20.6)
4500
191° (1.1)

DME or RADAR REQUIRED

BOYDS
AML 16.4
*3700
191°
(3.7)

(IF)
ARKAY
AML 12.7

*2700
191°
(3.1)

ENEDE
AML 9.6

1500
191°
(3.8)

FEMKO
AML 5.8

10 NM

1713

ALTERNATE MISSED APCH FIX
052°
232°
R-052
CASANOVA
CSN
116.3
Chan 110

405±
ARMEL
113.5 AML
Chan 82
398
IM 531
406
545±
477±
682
435±
583
478
514±

MSA AML 25 NM
180°
3400
2500
360°

MISSED APCH FIX
007°
187°
113.5 AML
Chan 82
116.3 CSN
Chan 110
R-083
R-187
ERACE INT
AML 13.3

LOCALIZER 111.3
I-DLX

R-187

ELEV 312

TDZE 272

VGSI and ILS glidepath not coincident.

HOOSR AML 17.5 RADAR
BOYDS AML 16.4
ARKAY AML 12.7
ENEDE AML 9.6
FEMKO AML 5.8

5000
191°
4500
*3700
*2700
1500
GS 3.00°
TCH 54
DH RA 108
IM
272 MSL

* When assigned by ATC, intercept glidepath at 2700 or 3700.

3000
hdg 191°
AML R-187 113.5
ERACE AML 13.3

1.1 NM | 3.7 NM | 3.1 NM | 3.8 NM | 3.5 NM | 941' | 1030'

CATEGORY	A	B	C	D
S-ILS 19C	RA 108/12 100 DA 372			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

19R 19C
TDZE 272
11501 X 150
9400 X 150
0.3% DOWN
364±
12
1L
0.4% UP
10501 X 150
1C 632±
30
11500 X 150
0.3% UP
396
19L
1R

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-DLX	APP CRS	Rwy Idg 11501
111.3	191°	TDZE 272
		Apt Elev 312

ILS RWY 19C (CAT III)
WASHINGTON DULLES INTL (IAD)

DME from AML VORTAC.
Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MARTINSBURG
112.1 MRB
Chan 58

AML R-010 011°

(IAF) HOOSR
AML 17.5
MRB 20.6
RADAR

5000
124° (20.6)

4500
191° (1.1)

BOYDS
AML 16.4

*3700 191° (3.7)

(IF) ARKAY
AML 12.7

*2700 191° (3.1)

ENEDE
AML 9.6

1500 191° (3.8)

FEMKO
AML 5.8

405±

ARMEL
113.5 AML
Chan 82

398 IM 531

406 545± 682

477± 583

435 ±

478 514 ±

1713

DME or RADAR REQUIRED

10 NM

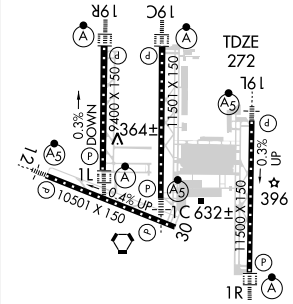
ALTERNATE MISSED APCH FIX
052° 232° R-052
CASANOVA
CSN
116.3
Chan 110

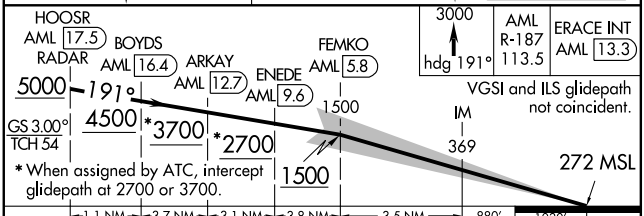
MSA AML 25 NM
180°
3400 2500
360°

MISSED APCH FIX
007° 187° R-083
116.3 CSN
Chan 110
R-187
113.5 AML
Chan 82
ERACE INT
AML 13.3

LOCALIZER 111.3
I-DLX
R-187

ELEV 312





3000 hdg 191° | AML R-187 113.5 | ERACE INT AML 13.3

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 19C		CAT IIIa	RVR 07	
S-ILS 19C		CAT IIIb	RVR 06	
S-ILS 19C		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

ILS RWY 19R (CAT II)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
R-002
R-088
114.3 LDN
Chan 90
088°
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)
011°
117.9 EMI
Chan 126
(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR
R-244
R-123
3000
191°
(4.7)
(IF)
LAUGH
I-ISU 11.3
10 NM
*2700
191°
(4.1)
CLAYY
I-ISU 7.2
1700
191°
(3.1)
MULKY
I-ISU 4.1

DME or RADAR REQUIRED

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

1940

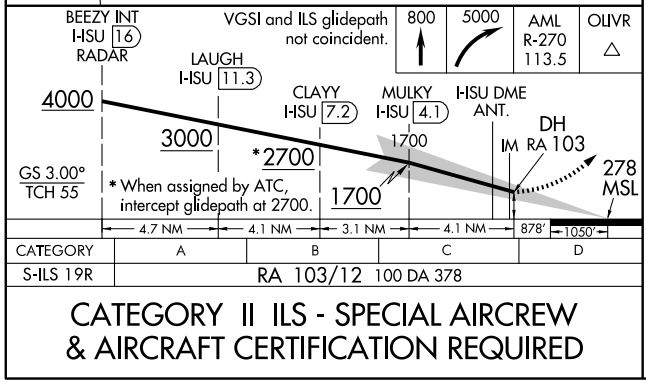
MSA AML 25 NM
180°
3400
2500
360°

461
398
406
IM
531
545±
477±
682
583
435±
514±

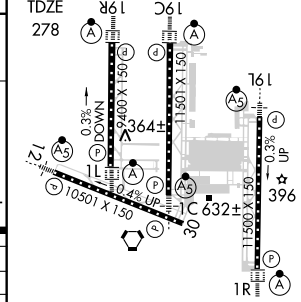
ARMEL
113.5 AML
Chan 82

OLIVR
AML 20
R-002
R-270
1499
478
R-088
114.3 LDN
Chan 90
090°
270°
CSN 116.3
Chan 110
1472

ELEV 312



CATEGORY	A	B	C	D
S-ILS 19R	RA 103/12 100 DA 378			



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

ILS RWY 19R (CAT III)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
R-002
114.3 LDN
Chan 90
088°
R-088
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

011°
117.9 EMI
Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

R-244
R-123

3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

MULKY
I-ISU 4.1

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
3400
2500
360°

461
398
406
IM
531
545±
477±
682
583
435±
514±

ARMEL
113.5 AML
Chan 82

OLIVR
AML 20
R-002
R-270
1499
478
1472
114.3 LDN
Chan 90
R-088
090°
270°
CSN 116.3
Chan 110

ELEV 312

TDZE
278
19R
19C
12
30
1L
1C
1R
19L
5400 X 150
11501 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

BEEZY INT
I-ISU 16
RADAR

LAUGH
I-ISU 11.3

CLAYY
I-ISU 7.2

MULKY
I-ISU 4.1

I-ISU DME ANTENNA

IM

VGSI and ILS glidepath not coincident.

800	5000	AML R-270 113.5	OLIVR
↑	↗		△

4000
3000
*2700
1700
1700
378
278 MSL

GS 3.00°
TCH 55

* When assigned by ATC, intercept glidepath at 2700.

4.7 NM | 4.1 NM | 3.1 NM | 4.1 NM | 883′ | 1050′

CATEGORY	A	B	C	D
S-ILS 19R		CAT IIIa	RVR 07	
S-ILS 19R		CAT IIIb	RVR 06	
S-ILS 19R		CAT IIIc	NA	

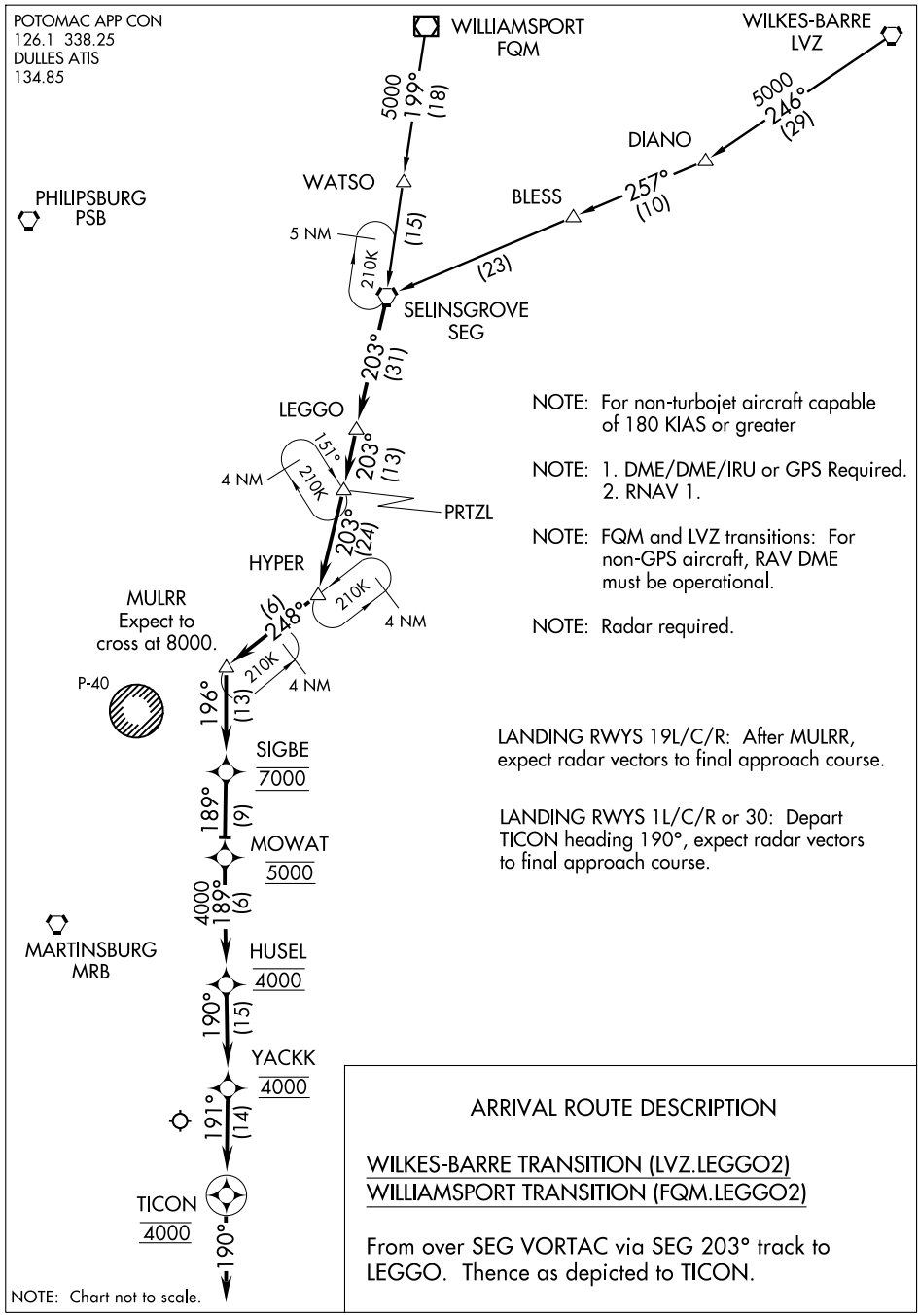
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 14 JAN 2010 to 11 FEB 2010

(LEGGO.LEGGO2) 09015 ST-5100 (FAA)

LEGGO TWO ARRIVAL (RNAV)

WASHINGTON DULLES INTL
WASHINGTON, DC



NOTE: For non-turbojet aircraft capable of 180 KIAS or greater

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: FQM and LVZ transitions: For non-GPS aircraft, RAV DME must be operational.

NOTE: Radar required.

LANDING RWYS 19L/C/R: After MULRR, expect radar vectors to final approach course.

LANDING RWYS 1L/C/R or 30: Depart TICON heading 190°, expect radar vectors to final approach course.

ARRIVAL ROUTE DESCRIPTION

WILKES-BARRE TRANSITION (LVZ.LEGGO2)
WILLIAMSPORT TRANSITION (FQM.LEGGO2)

From over SEG VORTAC via SEG 203° track to LEGGO. Thence as depicted to TICON.

NE-3, 14 JAN 2010 to 11 FEB 2010

PHILIPSBURG TWO ARRIVAL

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

PHILIPSBURG
115.5 PSB
Chan 102
N40°54.98′ - W77°59.56′
L-30, H-10-12

5000
151°
(65)

SELINSGROVE
110.4 SEG
Chan 41

R-201

44

210K

PRTZL
N40°04.34′
W77°06.40′

HYPER
N39°41.04′
W77°13.51′

201°
(24)

LANCASTER
117.3 LRP
Chan 120

R-248

50

210K

MARTINSBURG
112.1 MRB
Chan 58

34

V39-143

245°
(6)

210K

P-40
R-4009

R-065

28

R-323

R-304

WESTMINSTER
117.9 EMI
Chan 126

MULRR
N39°37.89′ - W77°20.14′
Expect to cross at
10000 at 250 KIAS.

4000
196°
(42)

NOTE: For turbojet aircraft only.
NOTE: Radar required.

NOTE: Chart not to scale.

R-016

ARMEL
113.5 AML
Chan 82
N38°56.08′ - W77°28.00′

ARRIVAL ROUTE DESCRIPTION

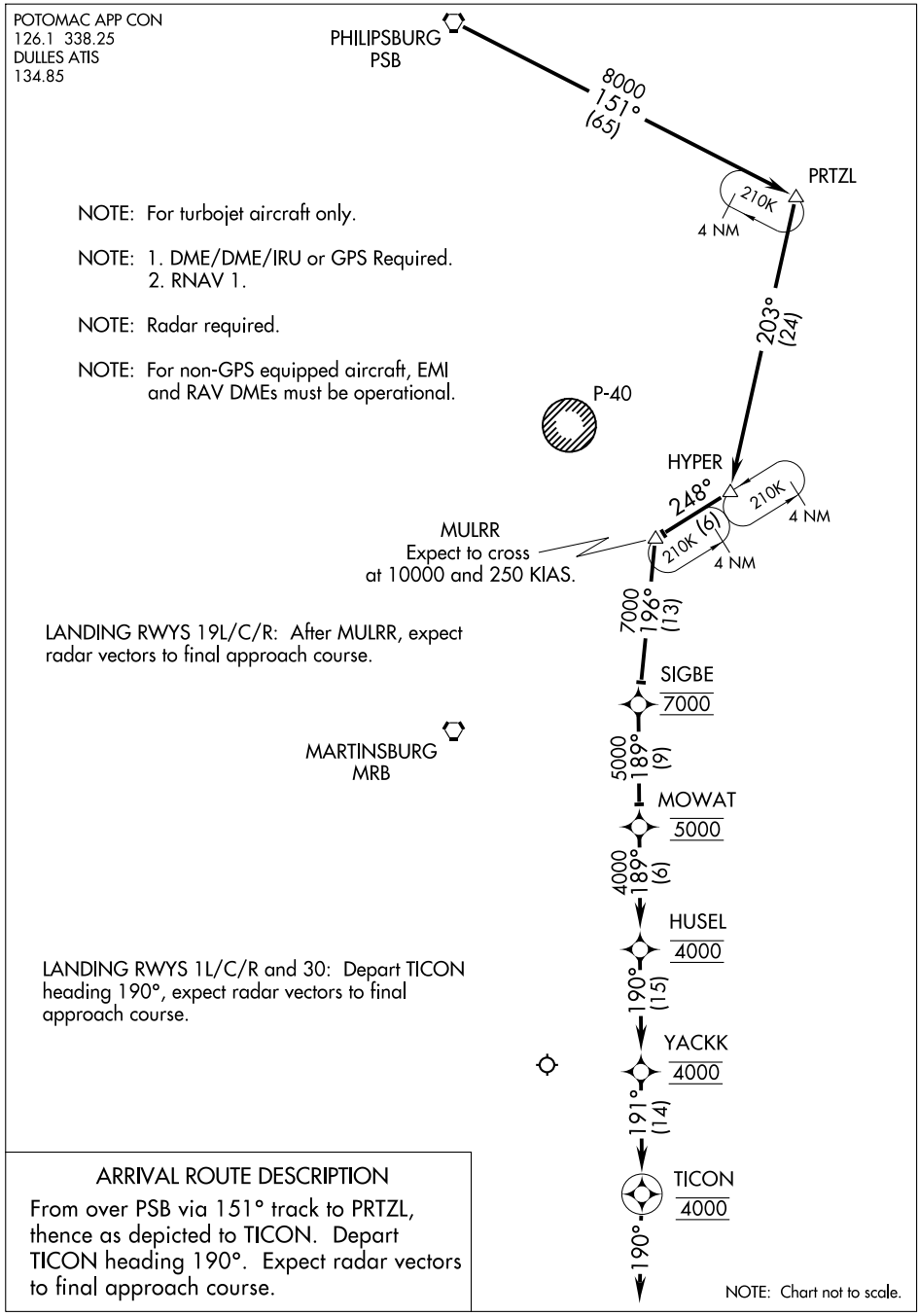
From over PSB via R-151 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML.
Expect radar vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

(PRTZL.PRTZL3) 09015 ST-5100 (FAA)

PRTZL THREE ARRIVAL (RNAV)

WASHINGTON DULLES INTL
WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

From over PSB via 151° track to PRTZL, thence as depicted to TICON. Depart TICON heading 190°. Expect radar vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	9400
CH 99309	011°	TDZE	296
W01D		Apt Elev	312

RNAV (GPS) RWY 1L

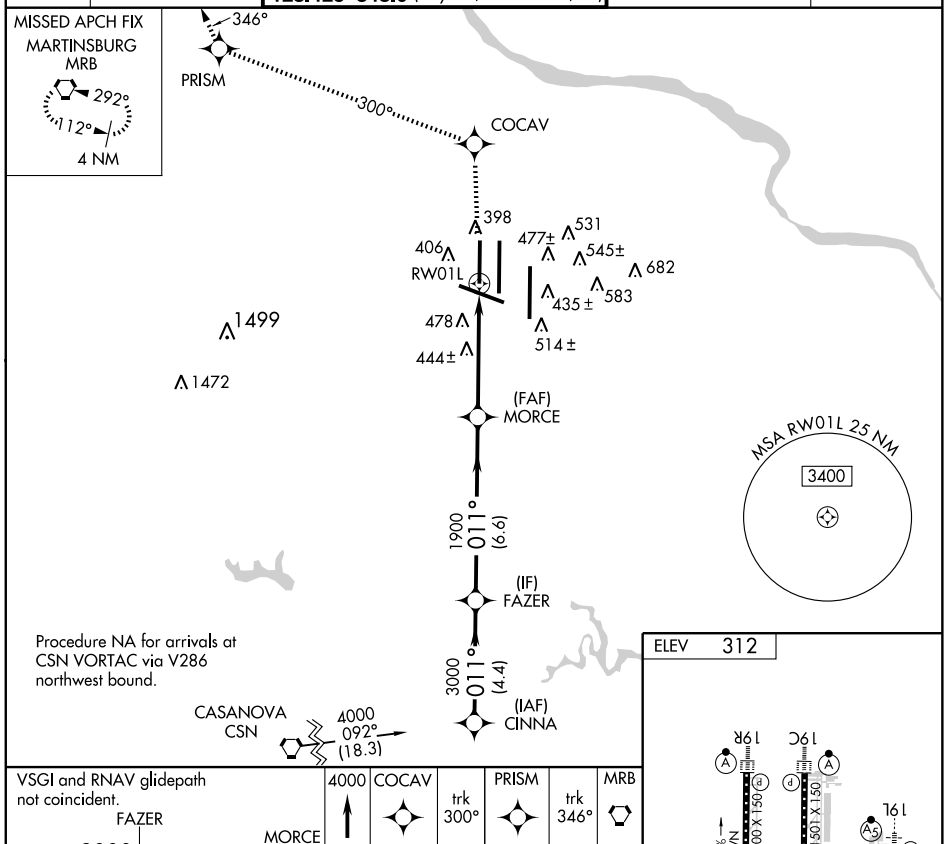
WASHINGTON DULLES INTL (IAD)

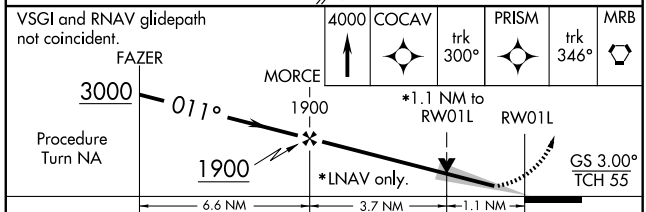
For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

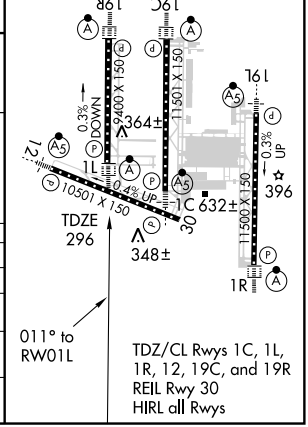
MISSED APPROACH: Climb to 4000 direct COCAV and via 300° track to PRISM and via 346° track to MRB VORTAC and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8





CATEGORY	A	B	C	D
LPV DA	496/24 200 (200-½)			
LNAV/VNAV DA	828/60 532 (600- 1¼)			
LNAV MDA	720/24 424 (500-½)		720/40 424 (500-1)	720/50 424 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)



NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10501
CH 86310	121°	TDZE	310
W12A		Apt Elev	312

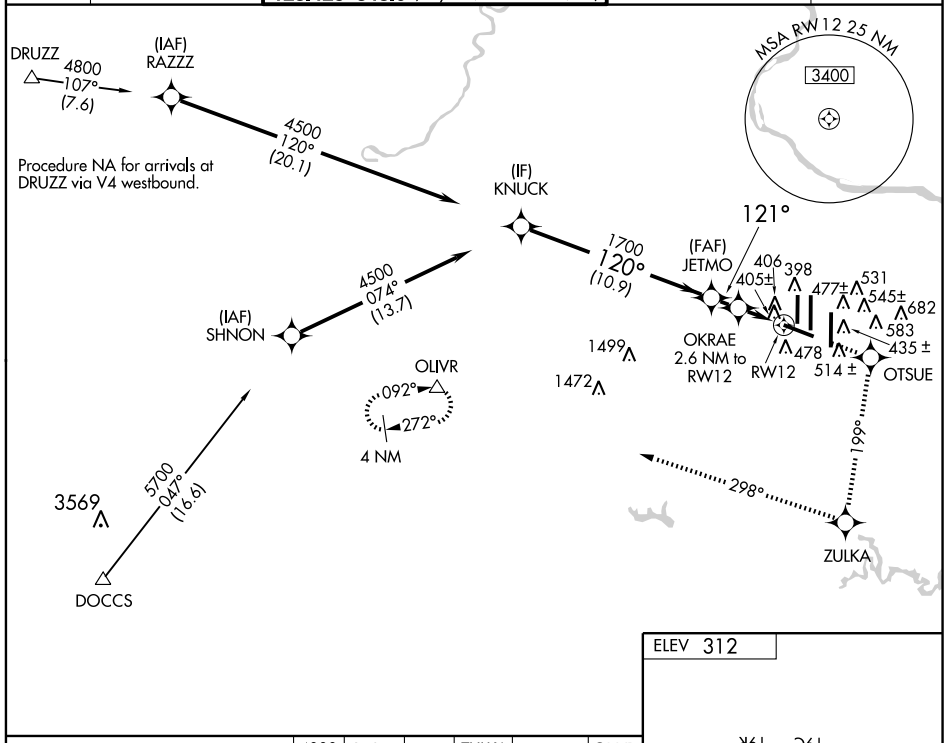
RNAV (GPS) RWY 12
WASHINGTON DULLES INTL (IAD)

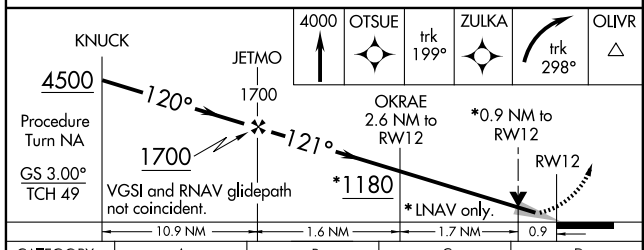
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

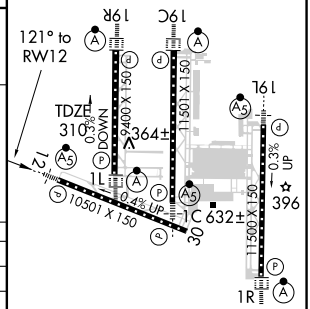
MISSED APPROACH: Climb to 4000 direct OTSUE and via 199° track to ZULKA and right turn via 298° track to OLIVR and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8





CATEGORY	A	B	C	D
LPV DA	510/24 200 (200-½)			
LNAV/VNAV DA	729/50 419 (500-1)			
LNAV MDA	660/24 350 (400-½)			660/50 350 (400-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9400
CH 86709	191°	TDZE	278
W19D		Apt Elev	312

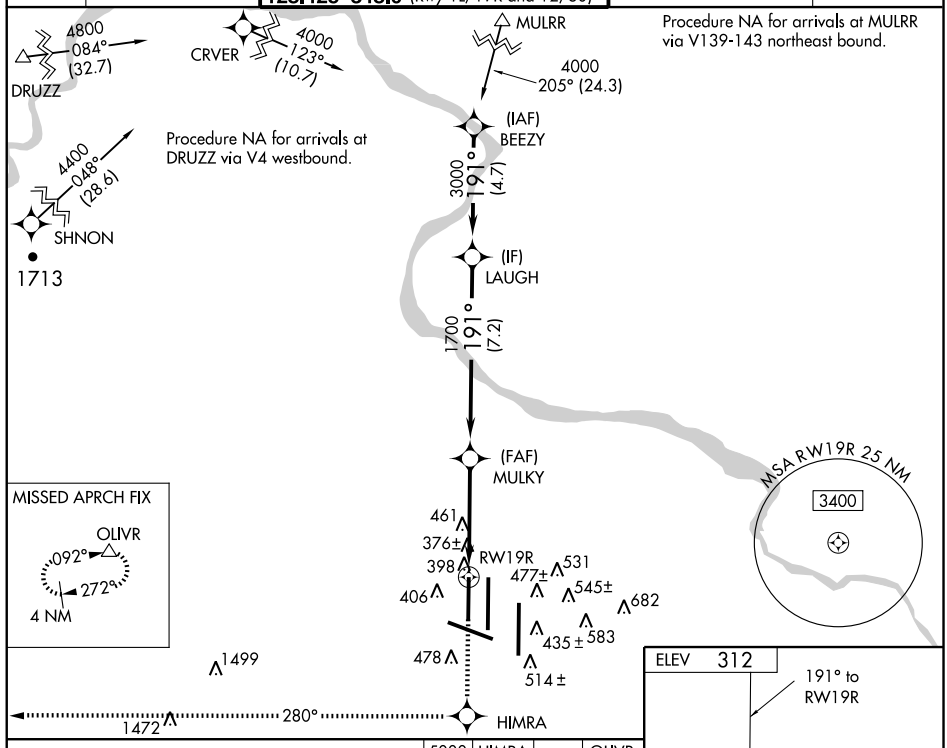
RNAV (GPS) RWY 19R
WASHINGTON DULLES INTL (IAD)

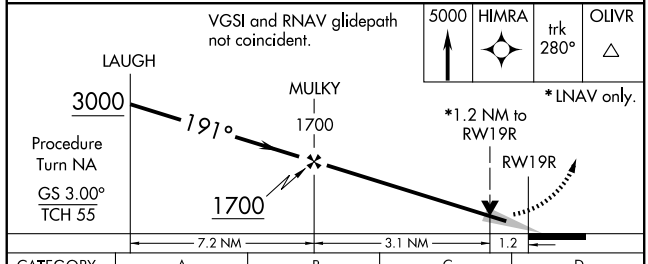
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

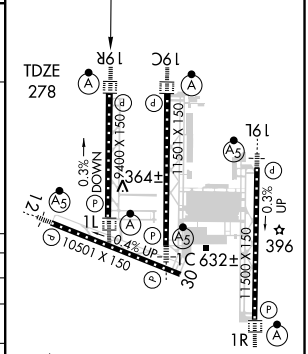
ALSF-2

MISSED APPROACH: Climb to 5000 direct HIMRA and via 280° track to OLIVR and hold, continue climb-in-hold TO 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8







CATEGORY	A	B	C	D
LPV DA	478/24		200 (200-½)	
LNAV/VNAV DA	714/50		436 (500-1)	
LNAV MDA	720/24	442 (500-½)	720/40 442 (500-¾)	720/50 442 (500-1)
CIRCLING	940-1	628 (700-1)	940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	11501
CH 97509	011°	TDZE	286
W01B		Apt Elev	312

RNAV (GPS) Y RWY 1C

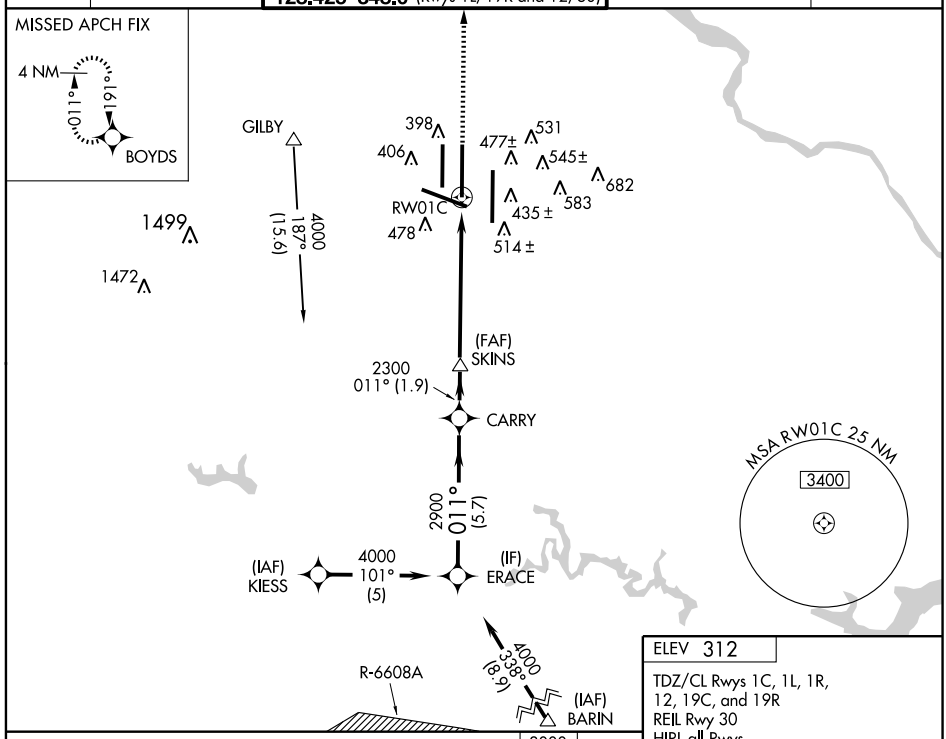
WASHINGTON DULLES INTL (IAD)

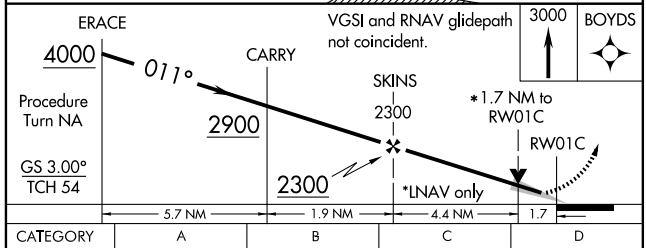
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct BOYDS and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

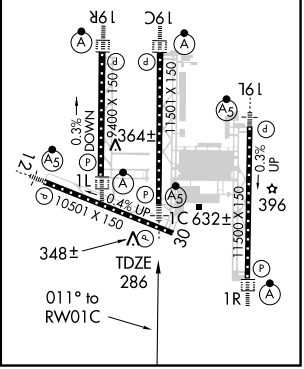




CATEGORY	A	B	C	D
LPV DA	486/24 200 (200-½)			
LNAV/VNAV DA	785/60 499 (500-1¼)			
LNAV MDA	900/24 614 (600-½)		900/60 614 (600-1¼)	900-1½ 614 (600-1½)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

ELEV 312

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys



WAAS	APP CRS	Rwy ldg 11500
CH 56409	011°	TDZE 312
W01A		Apt Elev 312

RNAV (GPS) Y RWY 1R

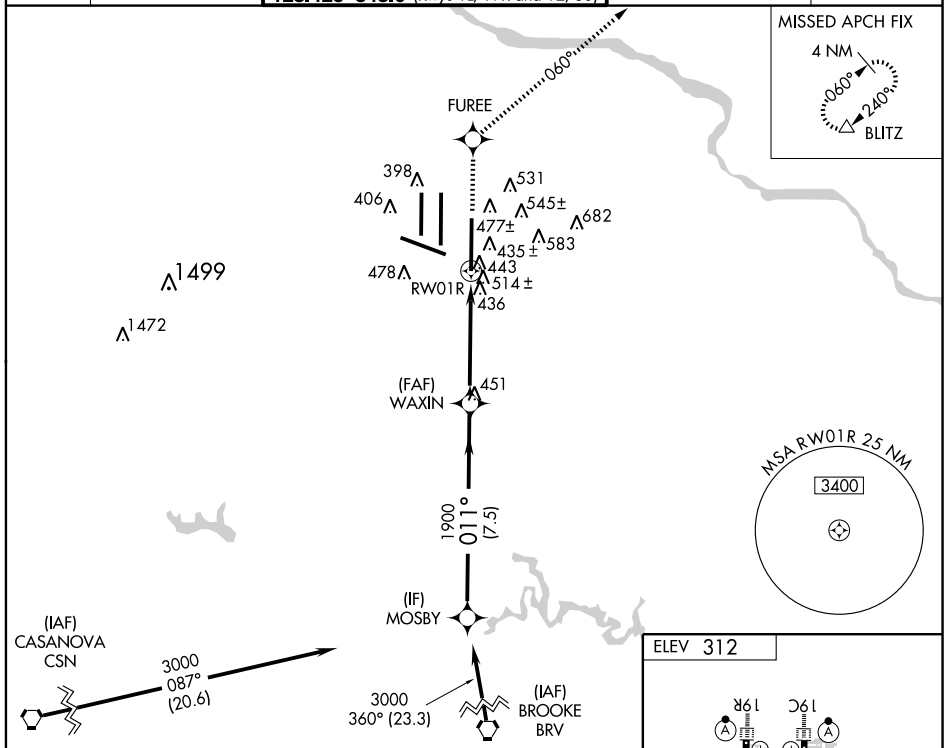
WASHINGTON DULLES INTL (IAD)

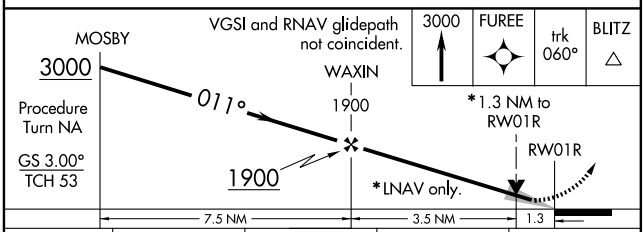
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

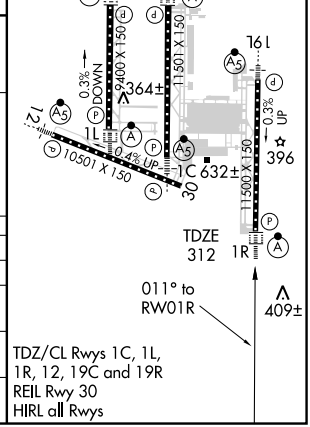
ALSF-2

MISSED APPROACH: Climb to 3000 direct FUREE and via 060° track to BLITZ and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8







CATEGORY	A	B	C	D
LPV DA	512/24 200 (200-½)			
LNAV/VNAV DA	739/50 427 (500-1)			
LNAV MDA	800/24 488 (500-½)		800/40 488 (500-¾)	800/50 488 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	11501
CH 40305	191°	TDZE	272
W19B		Apt Elev	312

RNAV (GPS) Y RWY 19C

WASHINGTON DULLES INTL (IAD)

For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

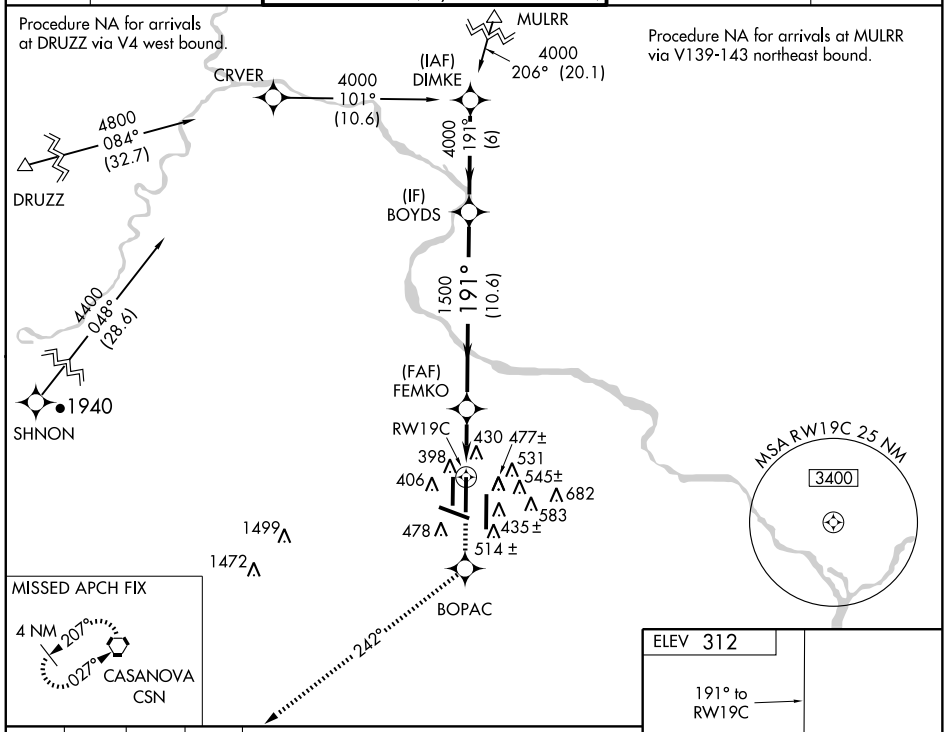
ALSF-2

MISSED APPROACH: Climb to 4000 direct BOPAC and via 242° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

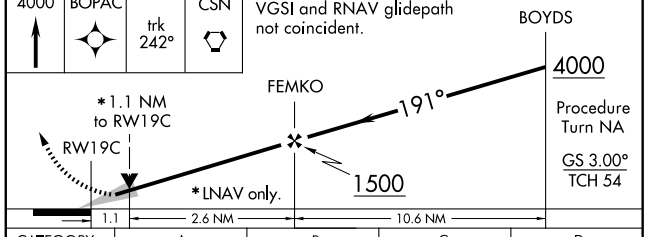
Procedure NA for arrivals at DRUZZ via V4 west bound.

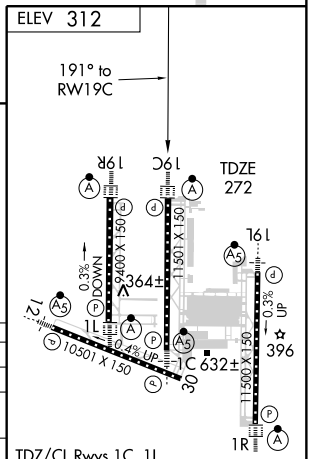
Procedure NA for arrivals at MULRR via V139-143 northeast bound.



4000	BOPAC	trk 242°	CSN

VGSI and RNAV glidepath not coincident.





TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY	A	B	C	D
LPV DA	472/24 200 (200-½)			
LNAV/VNAV DA	717/50 445 (500-1)			
LNAV MDA	680/24 408 (400-½)		680/40 408 (400-¾)	680/50 408 (400-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	11500
CH 58105	191°	TDZE	302
W19A		Apt Elev	312

RNAV (GPS) Y RWY 19L

WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

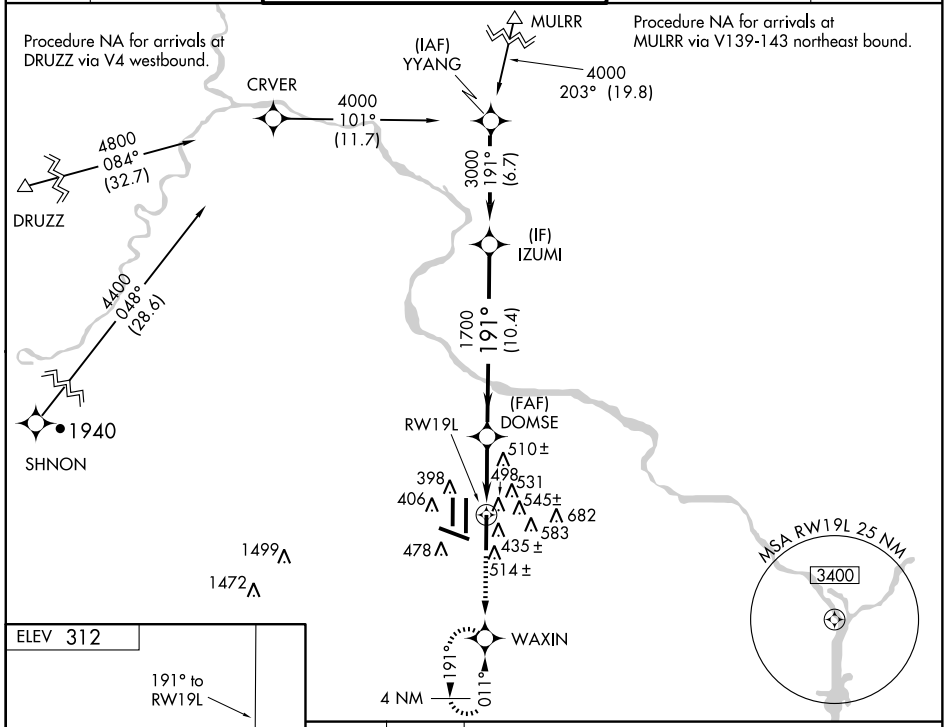
MALSR

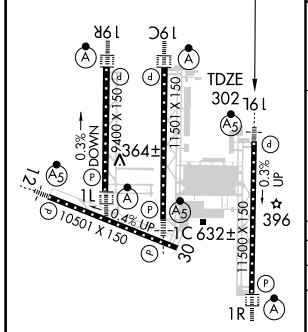
MISSED APPROACH: Climb to 2000 direct WAXIN and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

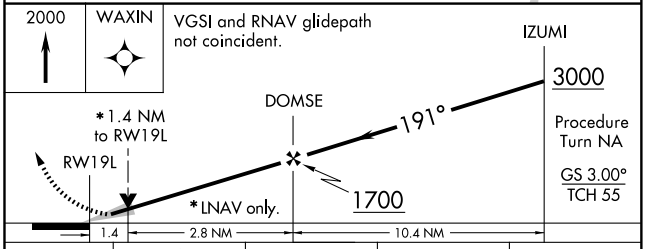
Procedure NA for arrivals at DRUZZ via V4 westbound.

Procedure NA for arrivals at MULRR via V139-143 northeast bound.





TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	502/24 200 (200-½)			
LNAV/VNAV DA	829/60 527 (600-1¼)			
LNAV MDA	820/24 518 (600-½)		820/50 518 (600-1)	820/60 518 (600-1¼)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	11501
011°	TDZE	286
	Apt Elev	312

RNAV (RNP) Z RWY 1C

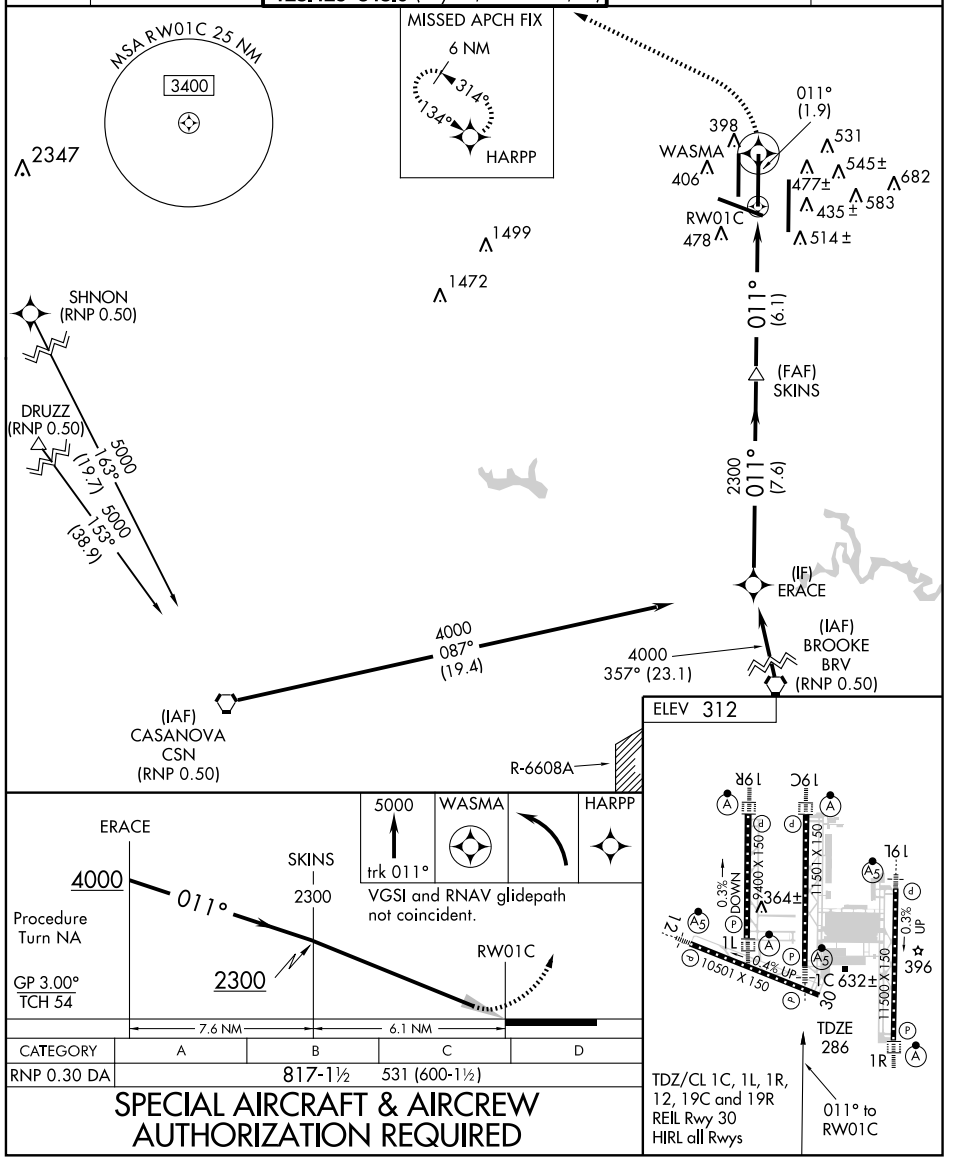
WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 5000 via track 011° to WASMA and left turn direct HARPP and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



CATEGORY	A	B	C	D
RNP 0.30 DA	817-1½		531 (600-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	11500
011°	TDZE	312
	Apt Elev	312

RNAV (RNP) Z RWY 1R

WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (118°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 5000 via track 011° to FUREE and left turn direct HARPP and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

1940

MSA RW01R 25 NM
3400

MISSED APCH FIX
6 NM
314°
134°
HARPP

1499
1472

304° (25.2)
FUREE
011° (4.9)
398
531
406
545±
682
477±
435±
583
478
514±
RW01R
439

011° (4.8)
(FAF)
WAXIN

1900
011° (7.5)
(IF)
MOSBY

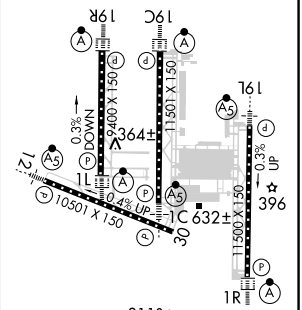
SHNON
(RNP 0.50)
5000
143° (19.7)
5000
153° (38.9)
DRUZZ
(RNP 0.50)

3000
360° (23.3)
(IAF)
BROOKE
BRV
(RNP 0.50)

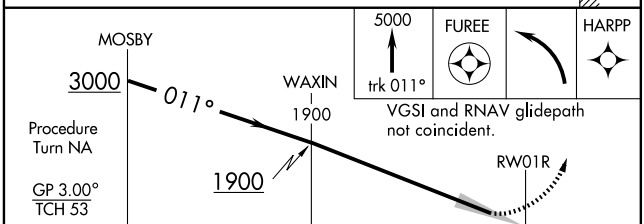
3000
087° (20.6)
(IAF)
CASANOVA
CSN
(RNP 0.50)

R-6608A
R-6608B

ELEV 312



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.30 DA	767/50		455 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	11501
191°	TDZE	272
	Apt Elev	312

RNAV (RNP) Z RWY 19C

WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.30 visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 191° to BOPAC and via track 265° to BLUES and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

CRVER
Max 220 KIAS.
4000
101°
(10.6)

MULRR
(RNP 0.50)
(IAF)
DIMKE
4000
206° (20.1)

4100
084°
(32.7)
DRUZZ
(RNP 0.50)

4000
191°
(6)

4000
(12.6)

(IF)
BOYDS

BGBRO
Max 210 KIAS.

4100
048°
(28.6)

2500
191°
(7.4)

4000
024°
(9.9)

MSA RW19C 25 NM
3400

CIREP

1500
191°
(3.2)

1940
SHNON
(RNP 0.50)

(FAF)
FEMKO

191°
(3.7)

(IAF)
TRING
(RNP 0.50)
RF Required.

430 ±
398
RW19C
531
406
477±
545±
682
583
435 ±
478
514 ±
191°
(4.9)

MISSED APCH FIX
BLUES
076°
256°
5 NM

1499
1472

265°
(21.7)
BOPAC

ELEV 312

191° to
RW19C

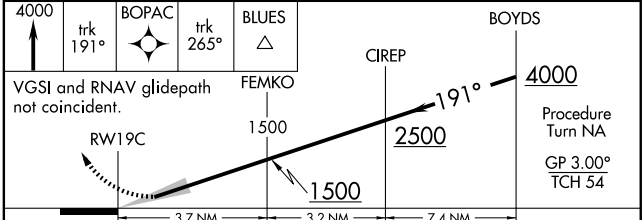
TDZE
272

19R
19C
19L
16L
12
30
1L
1C
1R
9400 X 150
11501 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

4000	trk 191°	BOPAC	trk 265°	BLUES

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.30 DA	740/60 468 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	11500
191°	TDZE	302
	Apt Elev	312

RNAV (RNP) Z RWY 19L

WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (118°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2000 via track 191° to WAXIN and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MULRR (RNP 0.50)
4000
203° (19.8)

CRVER
4000
101°
(11.7)

(IAF)
YYANG

4100
084°
(32.7)

DRUZZ
(RNP 0.50)

3000
191°
(6.7)

3000
(13.1)

4100
048°
(28.6)

(IF)
IZUMI

PERTE
Max 210 KIAS.

1736

SHNON
(RNP 0.50)

MSA RW19L 25 NM
3400

1700
191°
(10.4)

4000
031°
(9.1)

(FAF)
DOMSE

(IAF)
TRING
(RNP 0.50)
RF Required.

191°
(4.2)

477±
531
545±
682
583
435±
514±
398
406
478
RW19L
191°
(6.7)

MISSED APCH FIX
WAXIN
191°
011°
4 NM

ELEV 312

191° to RW19L

TDZE 302

19R 19C 19L 1L 1C 1R 12 30

9400 X 150
11501 X 150
10501 X 150
11500 X 150

0.3% DOWN
0.4% UP
0.3% UP

364±
632±
396

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

2000 trk 191° WAXIN

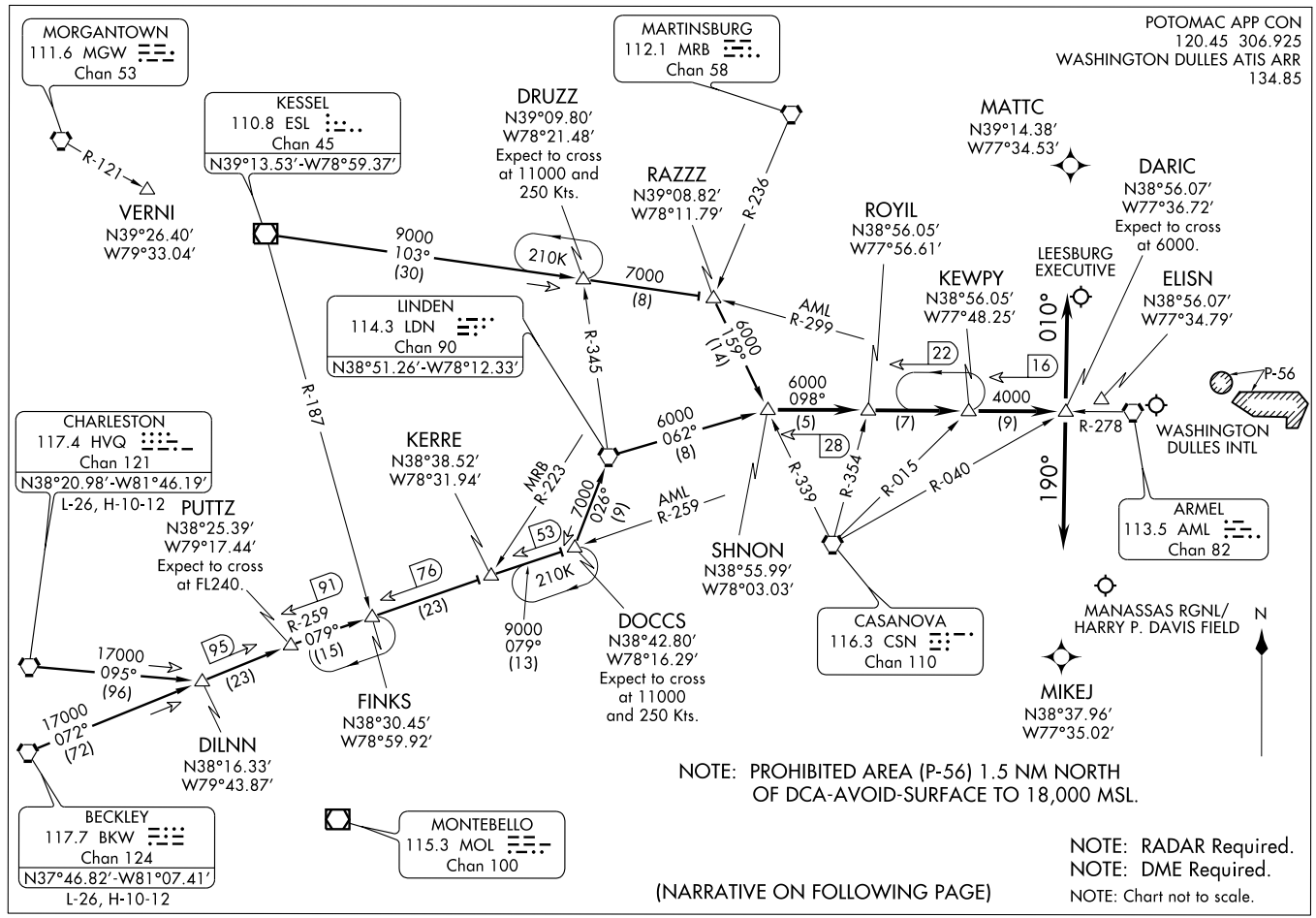
VGSI and RNAV glidepath not coincident.

IZUMI
3000
Procedure Turn NA
GP 3.00°
TCH 55

DOMSE
1700
191°
RW19L
1700
4.2 NM
10.4 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	743/50 441 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



ROYIL TWO ARRIVAL

(ROYIL.ROYIL2) 09183

ST-5100 (FAA)

WASHINGTON, DC

ROYIL TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

(SEG.SEG3) 08101 ST-5100 (FAA)

WASHINGTON DULLES INTL
WASHINGTON, DC

SELINSGROVE THREE ARRIVAL

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

WILLIAMSPORT
114.4 FQM
Chan 91
N41°20.31′ - W76°46.49′
L-30, H-10-12

MILTON
109.2 MIP
Chan 29

DIANO
N41°00.03′
W76°13.56′

MAA 17500
5000
198° (18)
R-155
R-138
MAA 17500
5000
246° (29)

PHILIPSBURG
115.5 PSB
Chan 102

WATSO
N41°02.77′
W76°50.00′

R-289
197° (15)
R-017
R-075
32
255° (10)
(23)

WILKES-BARRE
111.6 LVZ
Chan 53
N41°16.37′ - W75°41.37′
L-33, H-10-12

BLESS
N40°56.35′
W76°25.21′

210K

SELINSGROVE
110.4 SEG
Chan 41
N40°47.45′ - W76°53.04′

5000
201° (31)

R-151

LEGGO
N40°17.27′
W77°02.43′

65
201° (13)
210K

PRTZL
N40°04.34′
W77°06.40′

HYPER
N39°41.04′
W77°13.51′

LANCASTER
117.3 LRP
Chan 120

R-248

201° (24)

MARTINSBURG
112.1 MRB
Chan 58

34
V39-143
4000
245° (6)
50
210K

NOTE: For non-turbojet aircraft capable of 180 KIAS or greater.

NOTE: Radar required.

P-40
R-4009
R-065
28
210K

R-323

WESTMINSTER
117.9 EMI
Chan 126

R-304

MULRR
N39°37.89′ - W77°20.14′
Expect to cross at 8000 and 250 KIAS.

196° (42)

R-016

ARMEL
113.5 AML
Chan 82
N38°56.08′ - W77°28.00′

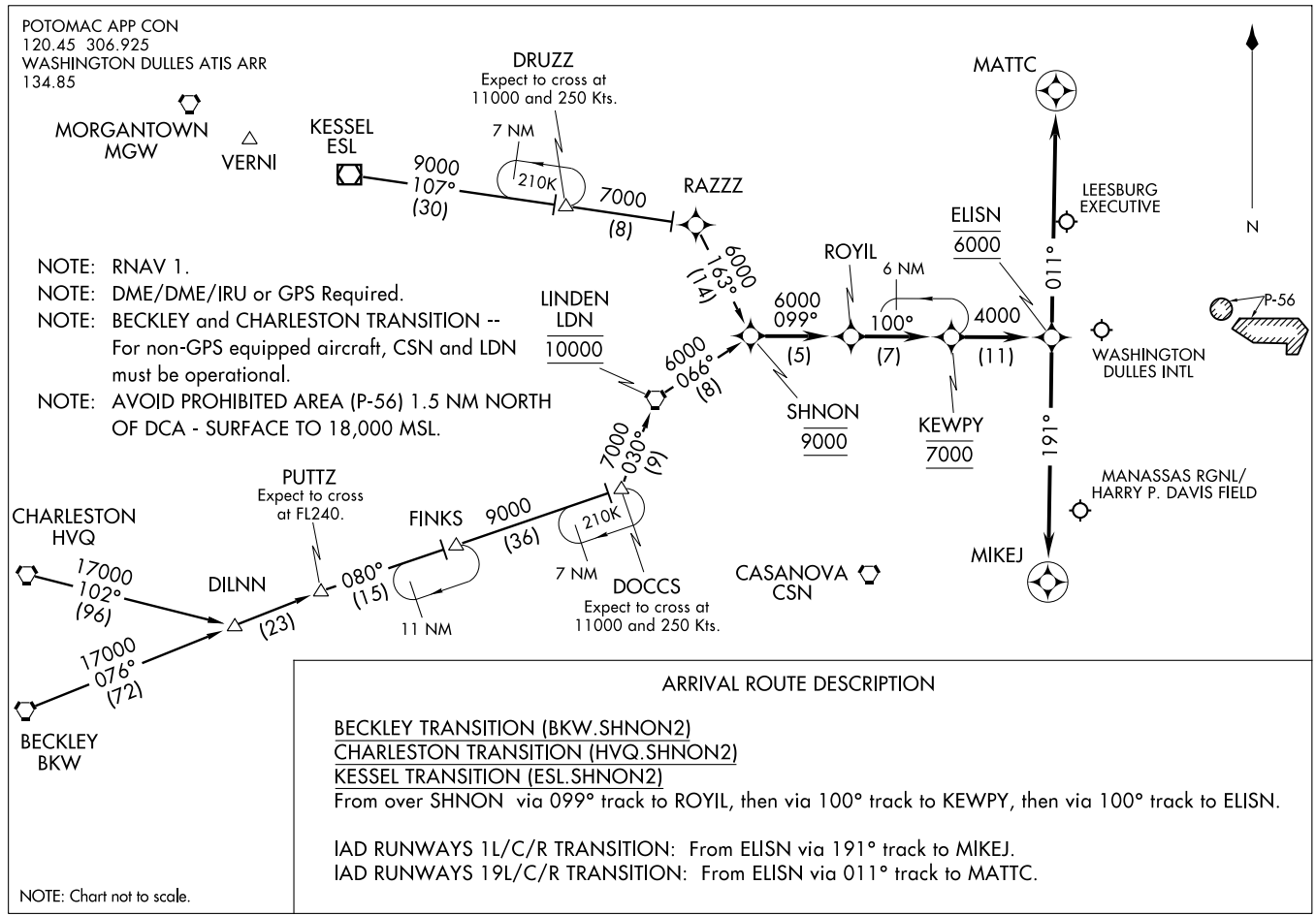
NOTE: Chart not to scale.

WILKES-BARRE TRANSITION (LVZ.SEG3):
From over LVZ VORTAC via LVZ R-246 and SEG R-075 to SEG VORTAC. Thence....

WILLIAMSPORT TRANSITION (FQM.SEG3):
From over FQM VOR/DME via FQM R-198 and SEG R-017 to SEG VORTAC. Thence....

....From over SEG via SEG R-201 to LEGGO, then via SEG R-201 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. Expect radar vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

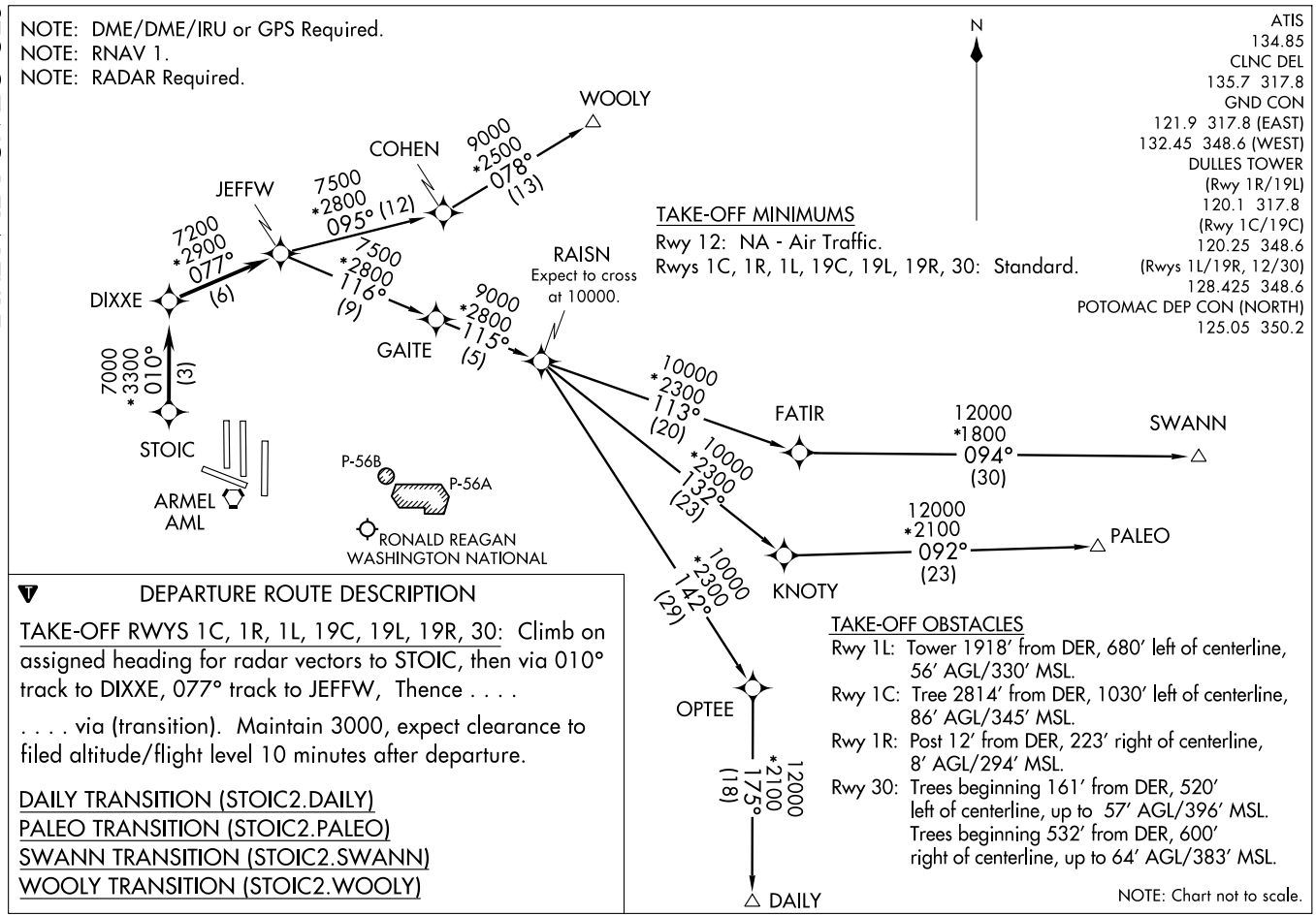
SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183

ST-5100 (FAA)

WASHINGTON, DC

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.



ATIS
134.85
CLNC DEL
135.7 317.8
GND CON
121.9 317.8 (EAST)
132.45 348.6 (WEST)
DULLES TOWER
(Rwy 1R/19L)
120.1 317.8
(Rwy 1C/19C)
120.25 348.6
(Rwys 1L/19R, 12/30)
128.425 348.6
POTOMAC DEP CON (NORTH)
125.05 350.2

TAKE-OFF MINIMUMS
Rwy 12: NA - Air Traffic.
Rwys 1C, 1R, 1L, 19C, 19L, 19R, 30: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWYS 1C, 1R, 1L, 19C, 19L, 19R, 30: Climb on assigned heading for radar vectors to STOIC, then via 010° track to DIXXE, 077° track to JEFFW, Thence . . . .

. . . . via (transition). Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

DAILY TRANSITION (STOIC2.DAILY)
PALEO TRANSITION (STOIC2.PALEO)
SWANN TRANSITION (STOIC2.SWANN)
WOOLY TRANSITION (STOIC2.WOOLY)

TAKE-OFF OBSTACLES
Rwy 1L: Tower 1918' from DER, 680' left of centerline, 56' AGL/330' MSL.
Rwy 1C: Tree 2814' from DER, 1030' left of centerline, 86' AGL/345' MSL.
Rwy 1R: Post 12' from DER, 223' right of centerline, 8' AGL/294' MSL.
Rwy 30: Trees beginning 161' from DER, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from DER, 600' right of centerline, up to 64' AGL/383' MSL.

NOTE: Chart not to scale.

VORTAC AML	APP CRS	Rwy Idg 10501
113.5	120°	TDZE 310
Chan 82		Apt Elev 312

VOR/DME or TACAN RWY 12

WASHINGTON DULLES INTL (IAD)

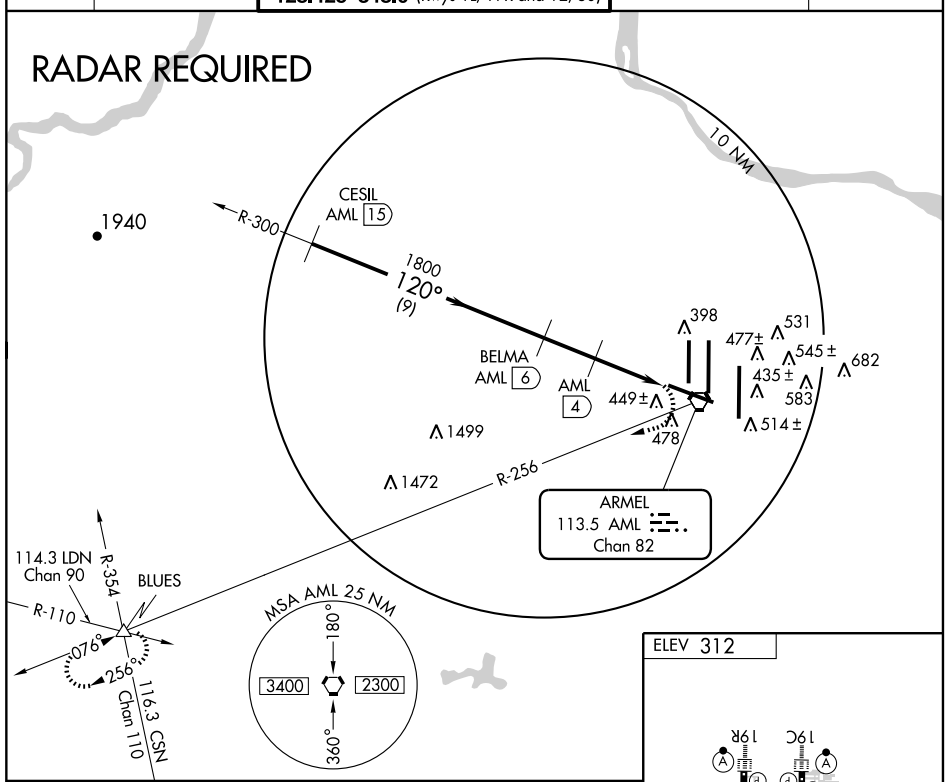
For inoperative MALSR, increase S-12 Cat D visibility to 1¼ mile.

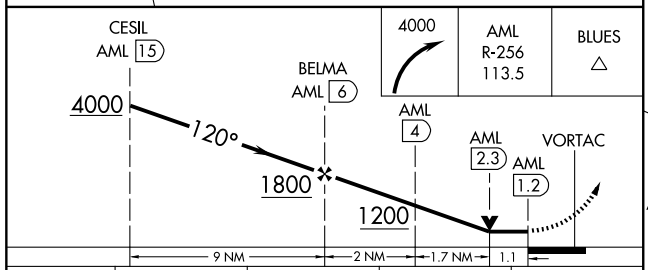
MALSR

MISSED APPROACH: Climbing right turn to 4000 via AML R-256 to BLUES INT and hold.

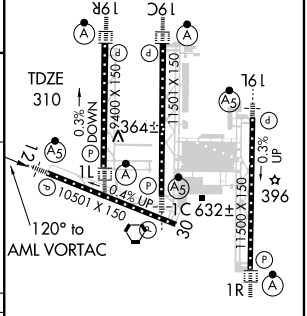
ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 128.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

RADAR REQUIRED





CATEGORY	A	B	C	D
S-12	700/24 390 (400-½)			700/50 390 (400-1)
CIRCLING	820-1 508 (600-1)		840-1½ 528 (600-1½)	880-2 568 (600-2)



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABERDEEN PROVING GROUND, MD
PHILLIPS AAF (KAPG) ..... **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

ABINGDON, VA
VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD
LEE ..... **RNAV (GPS)-A**
NA when local weather not available.

BALTIMORE, MD
BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1100-2;Category C,D 1100-3.

MARTIN STATE ..... **ILS or LOC Rwy 33[123]**
LOC Rwy 15[2]
VOR/DME or TACAN Z Rwy 15[4]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA
VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA
CHARLOTTESVILLE-
ALBEMARLE ..... **ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[34]
[1]NA when control tower closed.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 1000-3. LOC, Category C, 800-2¼; Category D, 1000-3.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD
COLLEGE PARK ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

CULPEPER, VA
CULPEPER RGNL ..... **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]
[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA
DANVILLE RGNL ..... **VOR Rwy 20**
Category C, 800-2¼; Category D, 800-2½.

DUBLIN, VA
NEW RIVER VALLEY ..... **VOR or GPS-A**
Category D, 800-2¼.

EASTON, MD
EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

NAME ALTERNATE MINIMUMS

EMPORIA, VA
EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

FELKER AAF (KFAF)
FORT EUSTIS, VA.....ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FREDERICK, MD
FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[12]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD
MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA
TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE
SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

HAGERSTOWN, MD
HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA
INGALLS FIELD ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.
Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.

LEESBURG, VA
LEESBURG EXECUTIVE .. **RNAV (GPS) Rwy 17**
LPV, Category D, 700-2.

NAME ALTERNATE MINIMUMS

LEONARDTOWN, MD
ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA
LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA
LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[12]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

MANASSAS, VA
MANASSAS RGNL/HARRY P DAVIS
FIELD ..... **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA
MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

MARTINSVILLE, VA
BLUE RIDGE ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Categories A,B, 1000-2; Categories C,D, 1000-3.

MELFA, VA
ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE
SUMMIT ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7[12]**
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 32[12]
VOR-A[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23

NA when local weather not available.

RICHLANDS, VA

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25

NA when local weather not available.

RICHMOND, VA

RICHMOND INTL ..... **ILS or LOC Rwy 16**

ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]

NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33[12]**
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]

NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5[1]**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.
[1]ILS, Category D, 700-2.

SUFFOLK, VA

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7

NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY ..... **VOR/DME or TACAN Rwy 10**

Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]

[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]

[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

WEST POINT, VA

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
VOR-A

NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 1[23]
VOR Rwy 27[3]

[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

WISE, VA

LONESOME PINE ..... **RNAV (GPS) Rwy 6[12]**
RNAV (GPS) Rwy 24[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/ 362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

NAME	TAKE-OFF MINIMUMS

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course. **Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before proceeding on course. **Rwy 28,** climb heading 285° to 900 before proceeding on course. **Rwy 33L,** climb heading 320° to 2000 before proceeding on course. **Rwy 33R,** climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4,** rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28,** tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R,** numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039°to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK

TAKE-OFF MINIMUMS: **Rwy 15**, 700-1. **Rwy 33**, 700-2.

DEPARTURE PROCEDURE: **All aircraft** climb in VBW holding pattern (SW, right turns, 035° inbound) to 4000 before proceeding on course.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 4,** 600-1 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 1900 before turning.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG 08045 (FAA)

NOTES: **Rwy 5,** Vehicle on road beginning 20' from departure end of runway, on centerline, up to 15' AGL/261' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

COLLEGE PARK, MD

COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD

CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA

DANVILLE RGNL

TAKE-OFF MINIMUMS: **Rwys 2, 31,** 300-1 or std. with a min. climb of 240' per NM to 1000.

DAVISON AAF (KDAA)

FORT BELVOIR, VA

. . . . . .Rwy 32, 300-1*

* Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)

DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

ORIG 07354 (FAA)

NOTE: **Rwy 3,** tree 1335' from departure end of runway, 277' right of centerline, 59' AGL/476' MSL. **Rwy 21,** vehicle on road 18' from departure end of runway, 495' left of centerline, 15' AGL/425' MSL. Tree 675' from departure end of runway, 315' right of centerline, 42' AGL/452' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD

FREDERICK MUNI

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA

SHANNON

TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.

NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD

POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.

NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA

FRONTROYAL-WARREN COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 409' per NM to 1100, or 2300-3 for climb in visual conditions. **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** climbing left turn via MRB R-216 to MRB VORTAC before proceeding on course, do not exceed 180 knots until MRB VORTAC; or for climb in visual conditions: cross Front Royal-Warren County Airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 148' from departure end of runway, 99' right of centerline, up to 100' AGL/939' MSL. Multiple trees beginning 182' from departure end of runway, 189' left of centerline, up to 100' AGL/854' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK

TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA

TWIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE

SUSSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA

GRUNDY MUNI

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD

HAGERSTOWN RGNL -RICHARD A. HENSON FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA

INGALLS FIELD

TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD

MARYLAND

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.

NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)
HAMPTON, VA
..... Orig 07354
..... **Rwy 8**, 500-3*
* Or standard with minimum climb of 240 ft/NM to 700.
NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.
TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE
LAUREL
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA
LAWRENCEVILLE/BRUNSWICK MUNI
TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.
NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA
LEESBURG EXECUTIVE (JYO)
AMDT 1 09183 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 900 before proceeding on course.
NOTE: **Rwy 17,** building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD
ST. MARY'S COUNTY RGNL
NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA
LOUISA COUNTY/FREEMAN FIELD (LKU)
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees beginning abeam departure end of runway, 369' right of centerline, up to 100' AGL/589' MSL. Trees beginning 226' from departure end of runway, 541' left of centerline, up to 100' AGL/559' MSL. Trees beginning 1200' from departure end of runway, left and right of centerline, up to 100'AGL/539'MSL. **Rwy 27,** trees beginning abeam departure end of runway, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 211' from departure end of runway, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 69' from departure end of runway, 513' left of centerline, up to 100' AGL/569' MSL. Trees beginning 586' from departure end of runway, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA
LURAY CAVERNS
TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3
DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA
FALWELL
TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.
NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG, VA (CON'T)

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 2A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2100. **Rwy 30**, 300-1 or std. with a min. climb of 370' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 12,** climb direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course. **Rwy 30,** climbing right turn direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course.

NOTE: **Rwy 12,** trees 38' from departure end of runway, 380' right of centerline, 82' AGL/941' MSL. Trees 316' from departure end of runway, 320' left of centerline, 56' AGL/956' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22' AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD

GARRETT COUNTY (2G4)

ORIG 08101 (FAA)

NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD

OCEAN CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

VIRGINIA BEACH, VA. 09351

TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)

PATUXENT RIVER, MD 09267

Rwy 6, Obstacle identification surface begins 15' above DER.

Rwy 14, Obstacle identification surface begins 35' above DER.

Rwy 20, Obstacle identification surface begins 20' above DER.

Rwy 24, Obstacle identification surface begins 15' above DER.

TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA

DINWIDDIE COUNTY (PTB)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.

NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD . . 07270

TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VA 09295

Diverse departures not authorized.

Rwy 2, 400-2½*

Rwy 20, 300-1¼**

* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.

** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.

DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.

TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

QUINTON, VA

NEW KENT COUNTY

NOTE: **Rwy 10,** trees beginning 358' from departure end of runway, 6' left of centerline, up to 100' AGL/169' MSL. Trees beginning 994' from departure end of runway, 602' right of centerline, up to 100' AGL/209' MSL. Trees beginning 1396' from departure end of runway, 389' left of centerline, up to 100' AGL/209' MSL. Trees beginning 3422' from departure end of runway, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 345' from departure end of runway, 296' right of centerline, up to 100' AGL/209' MSL. Trees beginning 367' from departure end of runway, 527' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2134' from departure end of runway, left and right of centerline, 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND INTL

NOTE: **Rwy 2,** cross departure end of runway at or above 30' AGL/195' MSL. **Rwy 7,** cross departure end of runway at or above 34' AGL/223' MSL. **Rwy 16,** cross departure end of runway at or above 22' AGL/183' MSL. **Rwy 20,** cross departure end of runway at or above 35' AGL/193' MSL. **Rwy 25,** cross departure end of runway at or above 20' AGL/176' MSL. **Rwy 34,** cross departure end of runway at or above 10' AGL/177' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 250' per NM to 1000. **Rwy 19,** 300-1 or std. with a min. climb of 370' per NM to 1000'

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 1000 before proceeding on course.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)

AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway, 105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)
ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)
ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)
AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL. **Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

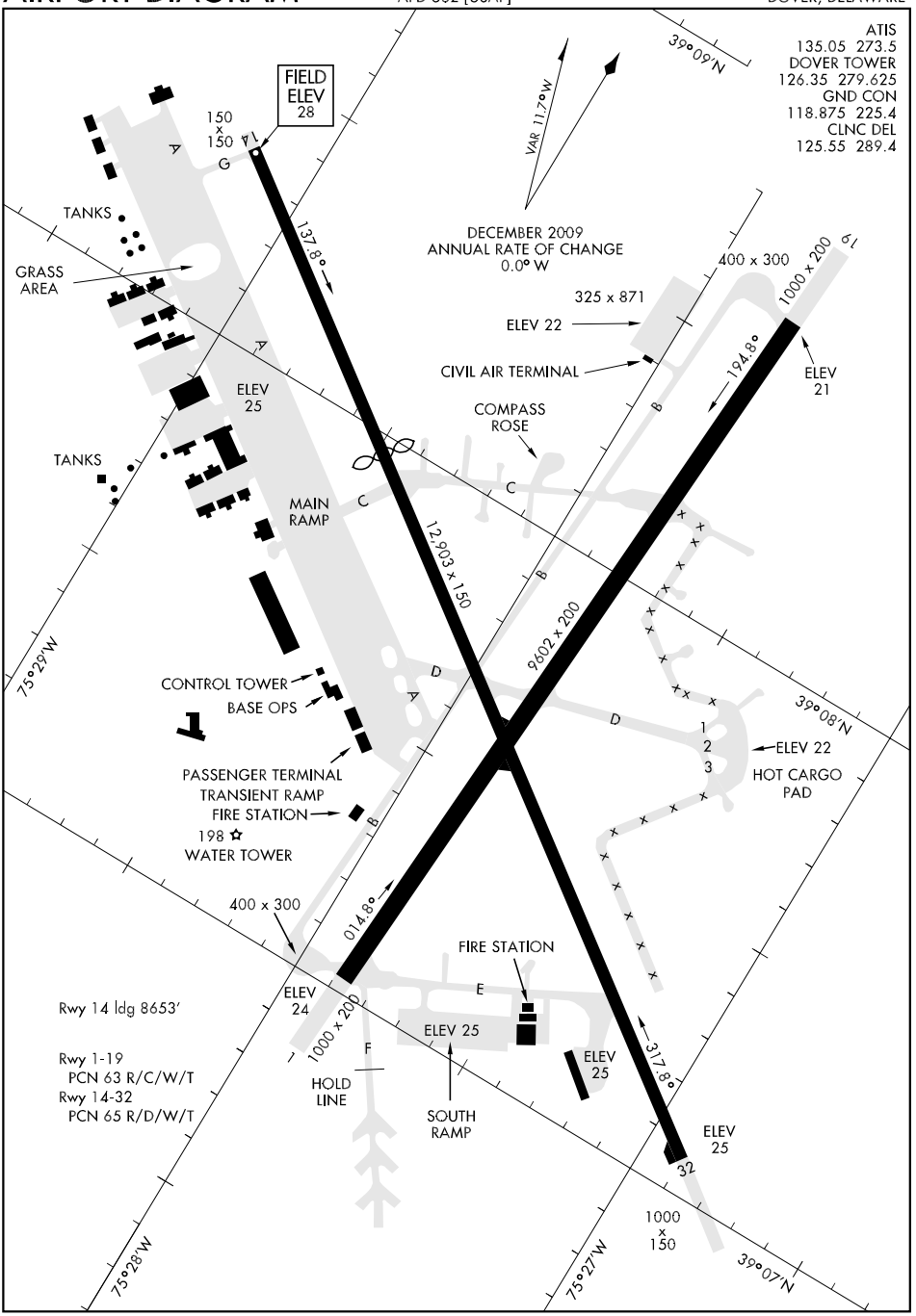
DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

WISE, VA

LONESOME PINE

TAKE-OFF MINIMUMS: **Rwy 24,** 1800-3 or std. with a min. climb of 400' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 6,** climb on runway heading to 3800 before proceeding on course.
Rwy 24, climb on runway heading to 4500 before proceeding on course.



NE-3, 14 JAN 2010 to 11 FEB 2010

ILS or LOC/DME RWY 1

LOC I-DOV	APCH CRS	Rwy ldg	9602
109.95	013°	TDZE	24
		Arpt Elev	28

AL-562 [USAF]

DOVER AFB (KDOV)

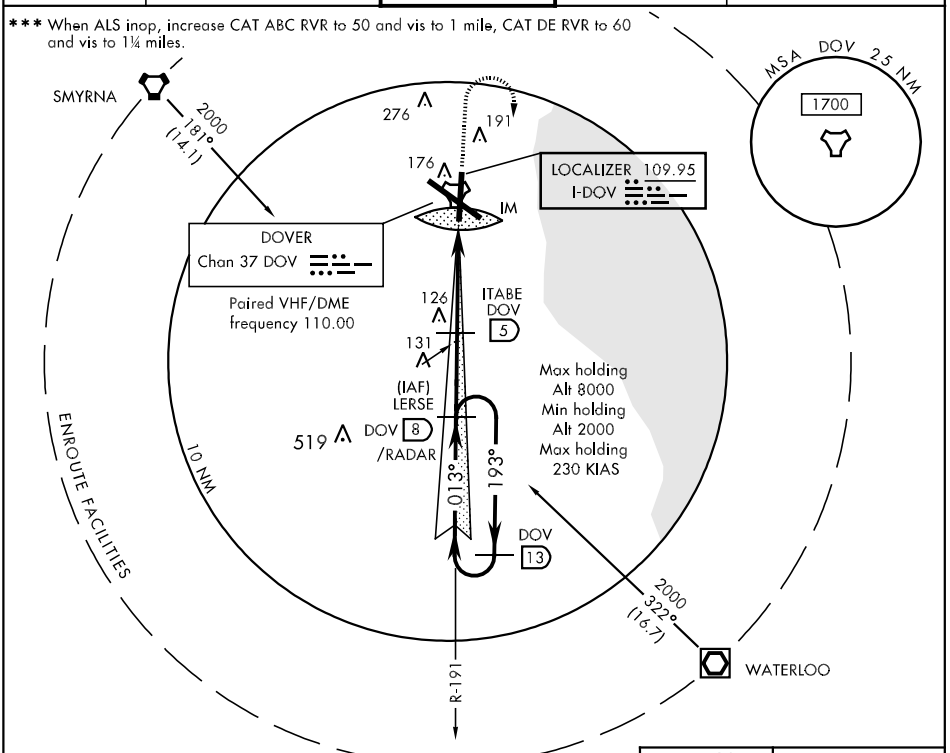
* Circling not authorized SW of Rwy 1 and 14.
** When ALS inop, increase RVR to 40 and vis to ¾ mile. When TDZ/CL inop, increase CAT AB RVR to 24.

ALSF-2

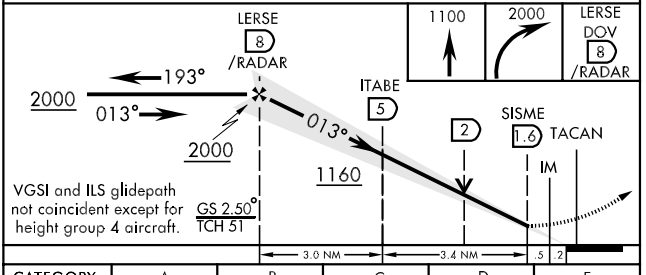
MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct LERSE and hold.

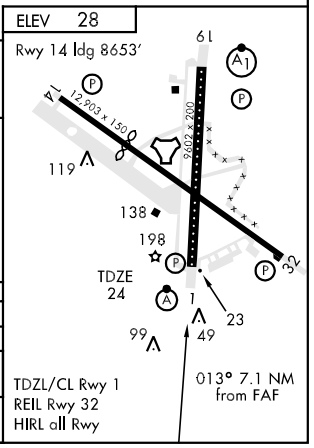
ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

*** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.



EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-ILS 1 **	224/18 200 (200-½)		224/24 200 (200-½)		
S-LOC 1***	380/24 356 (400-½)		380/40 356 (400-¾)		
CIRCLING *	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

ILS or LOC/DME RWY 19

LOC I-LIR	APCH CRS	Rwy ldg	9602
111.9	193°	TDZE	22
		Arpt Elev	28

AL-562 [USAF]

DOVER AFB (KDOV)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

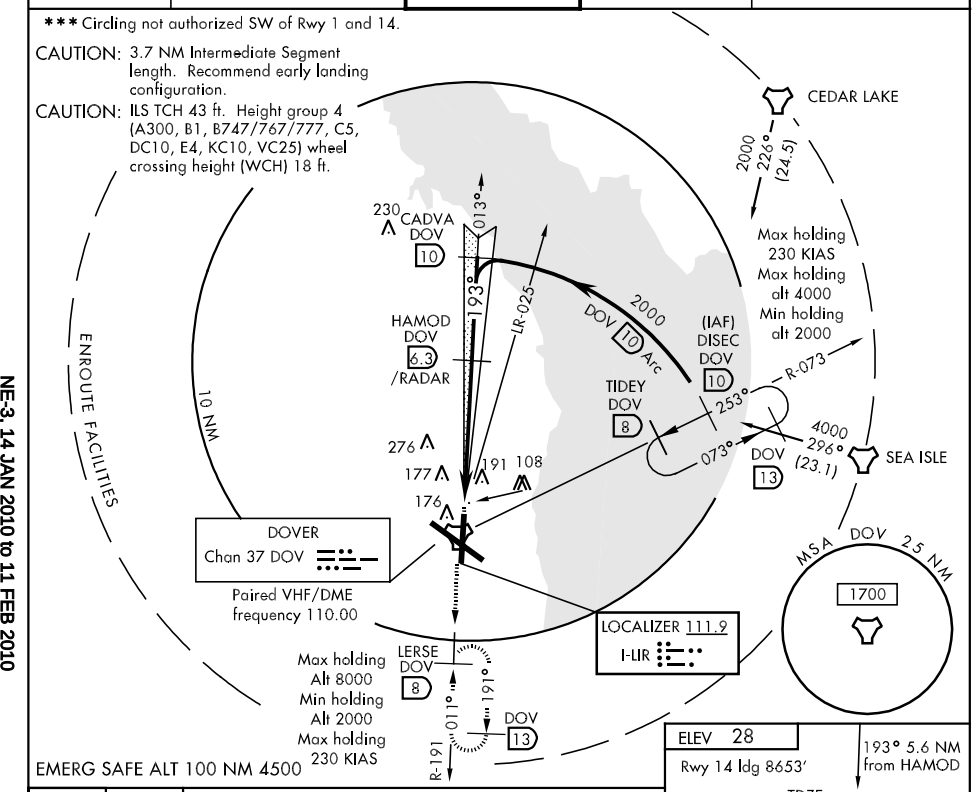
MISSED APPROACH: Climb to 2000 via DOV TACAN R-191 to LERSE and hold.

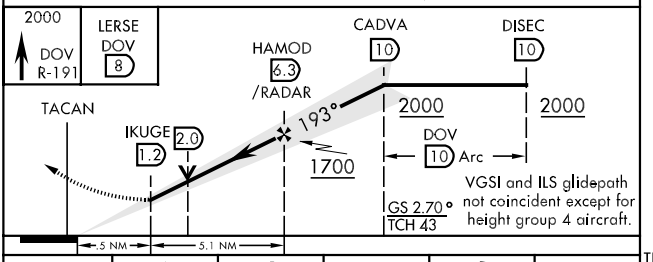
ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

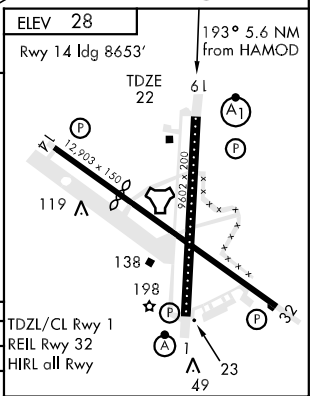
*** Circling not authorized SW of Rwy 1 and 14.

CAUTION: 3.7 NM Intermediate Segment length. Recommend early landing configuration.

CAUTION: ILS TCH 43 ft. Height group 4 (A300, B1, B747/767/777, C5, DC10, E4, KC10, VC25) wheel crossing height (WCH) 18 ft.







CATEGORY	A	B	C	D	E
S-ILS 19 *	222/18 200 (200-½)		222/24 200 (200-½)		
S-LOC 19 **	460/24 438 (500-½)		460/40 438 (500-¾)	460/50 438 (500-1)	
CIRCLING ***	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

ILS RWY 1 (CAT II)

LOC I-DOV	APCH CRS	Rwy ldg	9602
109.95	013°	TDZE	24
		Arpt Elev	28

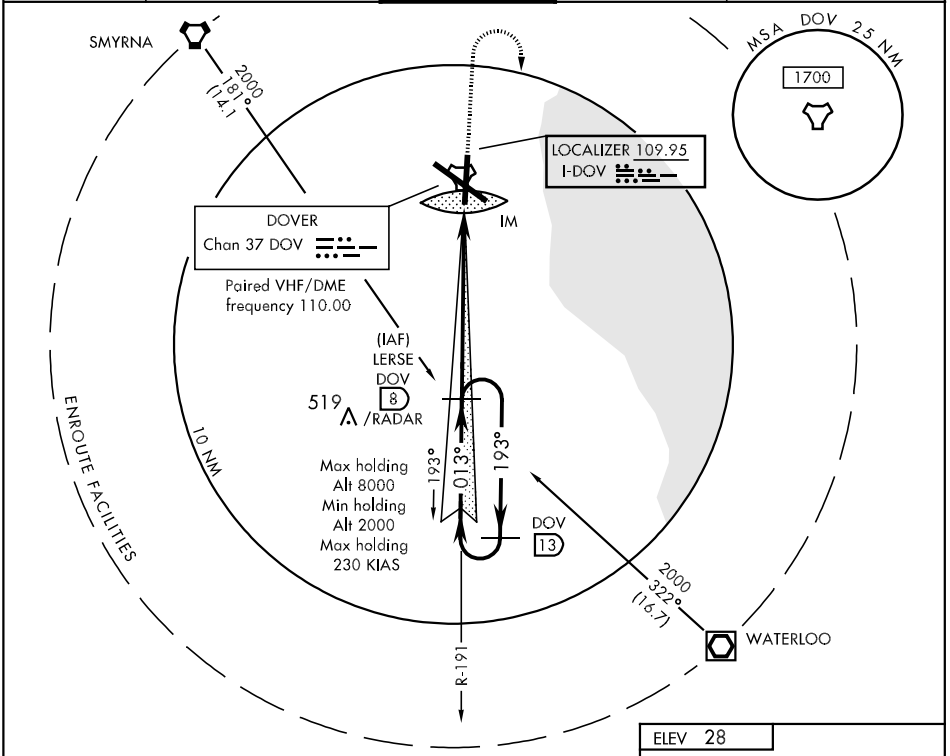
AL-562 [USAF]

DOVER AFB (KDOV)

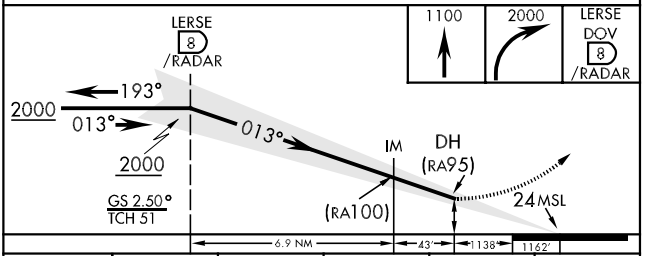
ALSF-2

MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct LERSE and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



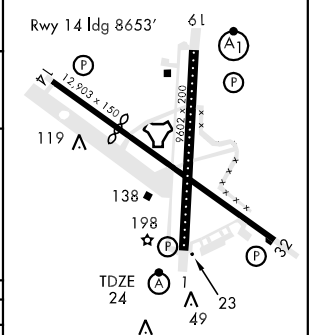
EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
S-ILS 1	RA 95/12 100 DA 124				

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 28



TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy

RNAV (GPS) RWY 1

APCH CRS	Rwy ldg	9602
013°	TDZE	24
	Arpt Elev	28

AL-562 [USAF]

DOVER AFB (KDOV)

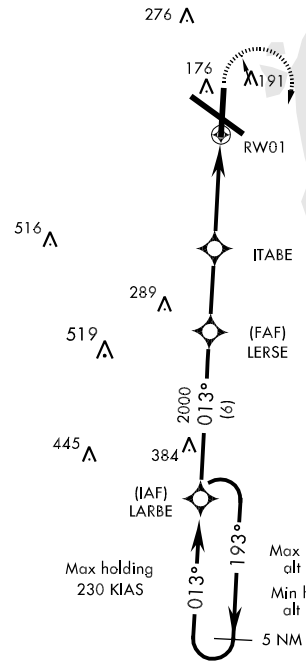
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

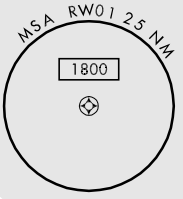
ALSF-2

MISSED APPROACH: Climbing right turn to 2000 direct LARBE and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

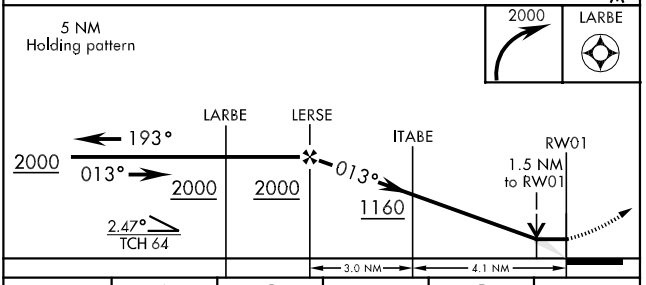
DME/DME RNP-0.3 NA.





EMERG SAFE ALT 100 NM 4500

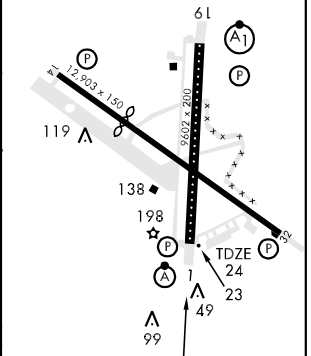
486



CATEGORY	A	B	C	D	E
LNAV MDA *	480/24 456 (500-½)		480/40 456 (500-¾)	480/50 456 (500-1)	
CIRCLING **	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

ELEV 28

Rwy 14 ldg 8653'



TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	9602
193°	TDZE	22
	Arpt Elev	28

AL-562 [USAF]

DOVER AFB (KDOV)

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
**Circling not authorized SW of Rwy 1 and 14.

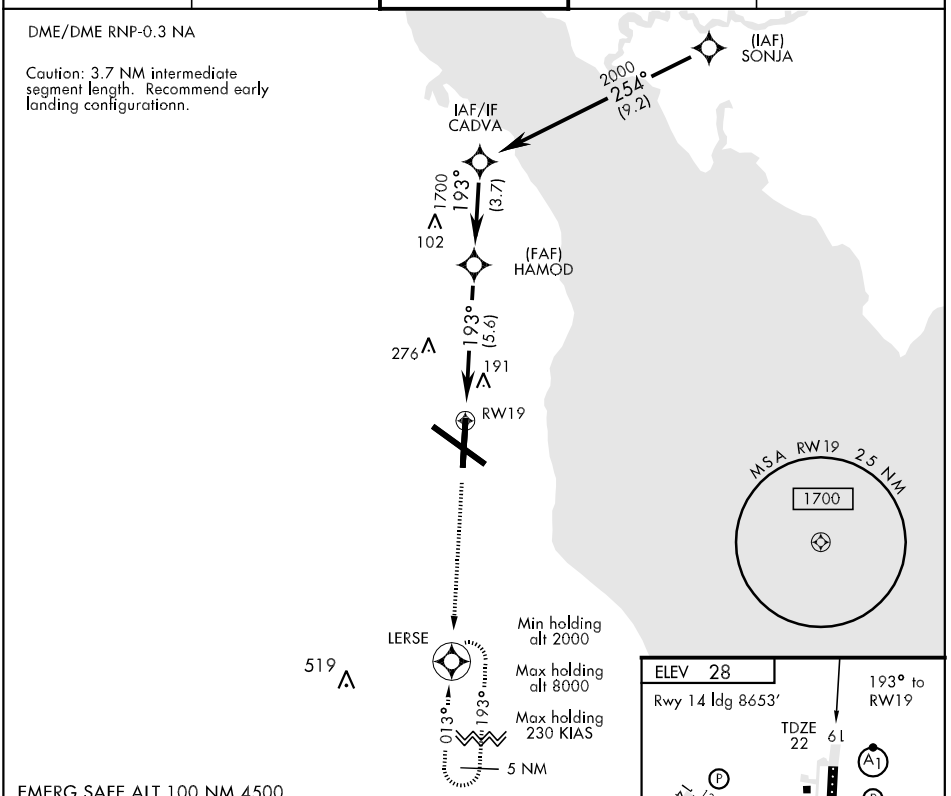
ALSF-1

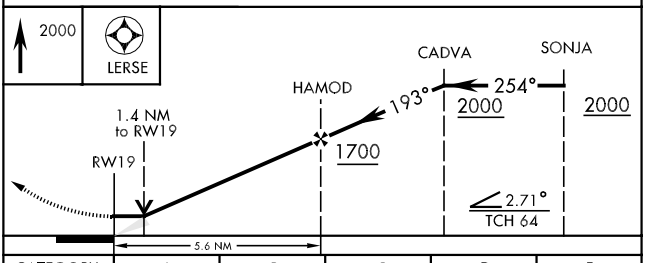
MISSED APPROACH: Climb to 2000 direct LERSE and hold.

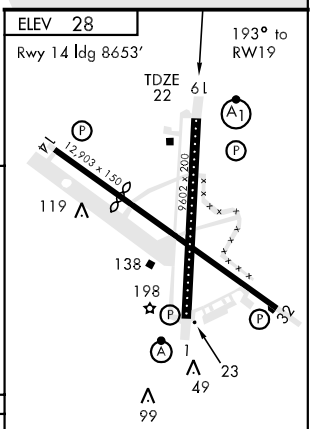
ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

DME/DME RNP-0.3 NA

Caution: 3.7 NM intermediate segment length. Recommend early landing configurationn.







CATEGORY	A	B	C	D	E
LNAV MDA *	480/24 458 (500-½)		480/40 458 (500-¾)	480/50 458 (500-1)	
CIRCLING **	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032 (1100-3)

TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 32

APCH CRS	Rwy ldg	12,903
316°	TDZE	26
	Arpt Elev	28

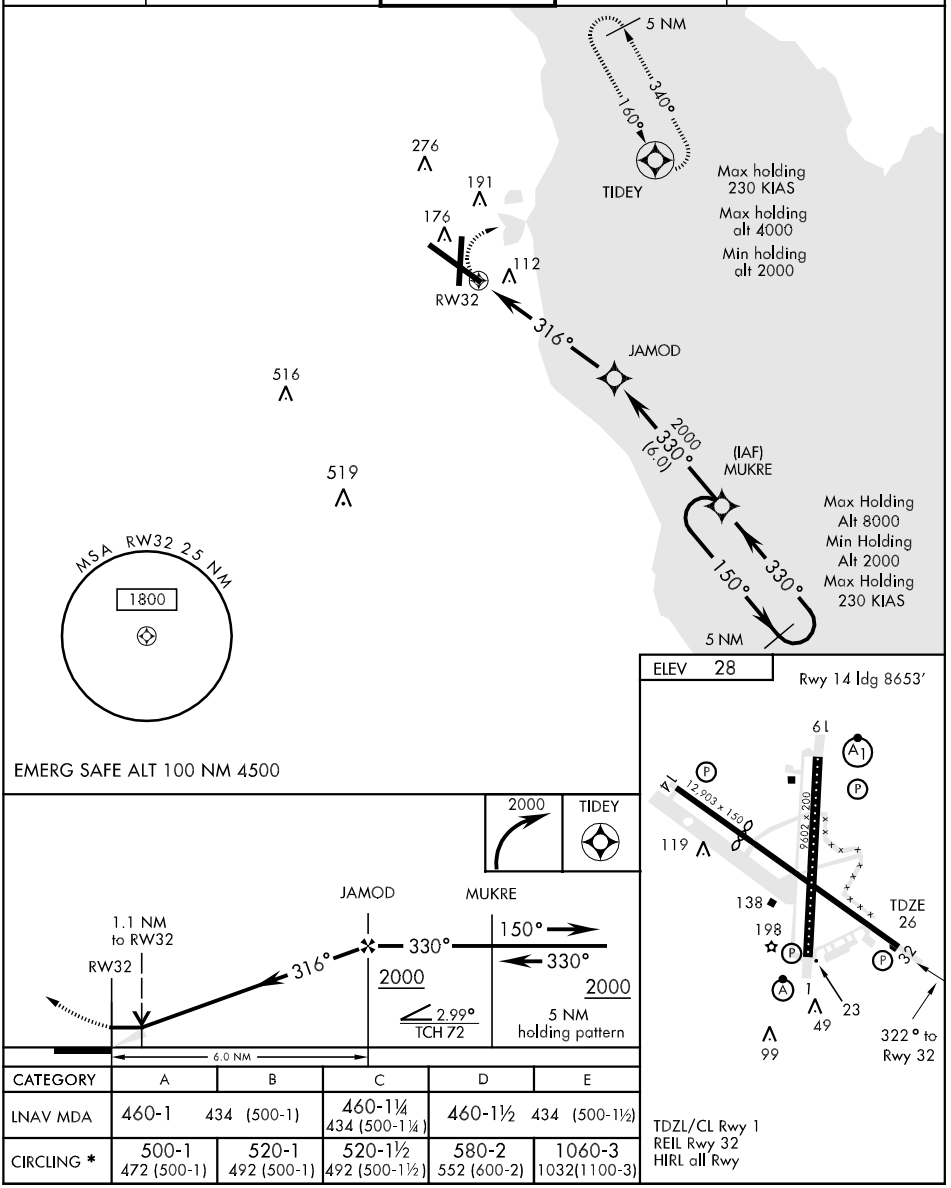
AL-562 [USAF]

DOVER AFB (KDOV)

▼ * Circling not authorized SW of Rwy 1-14.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct TIDEY and hold.

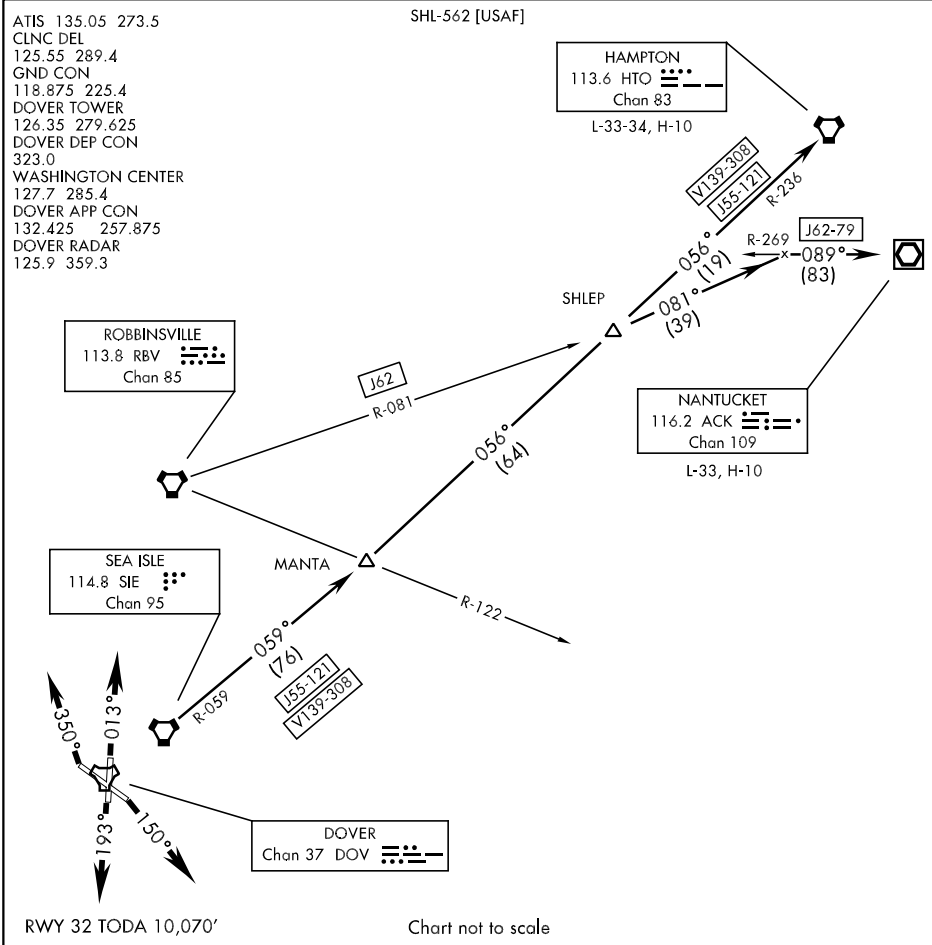
ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



CATEGORY	A	B	C	D	E
LNAV MDA	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	460-1½ 434 (500-1½)	
CIRCLING *	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy

NE-3, 14 JAN 2010 to 11 FEB 2010



NE-3, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climb on a track of 013° for radar vectors to SIE VORTAC. Thence ...

TAKE-OFF RWY 14: Climb on a track of 150° for radar vectors to SIE VORTAC. Thence...

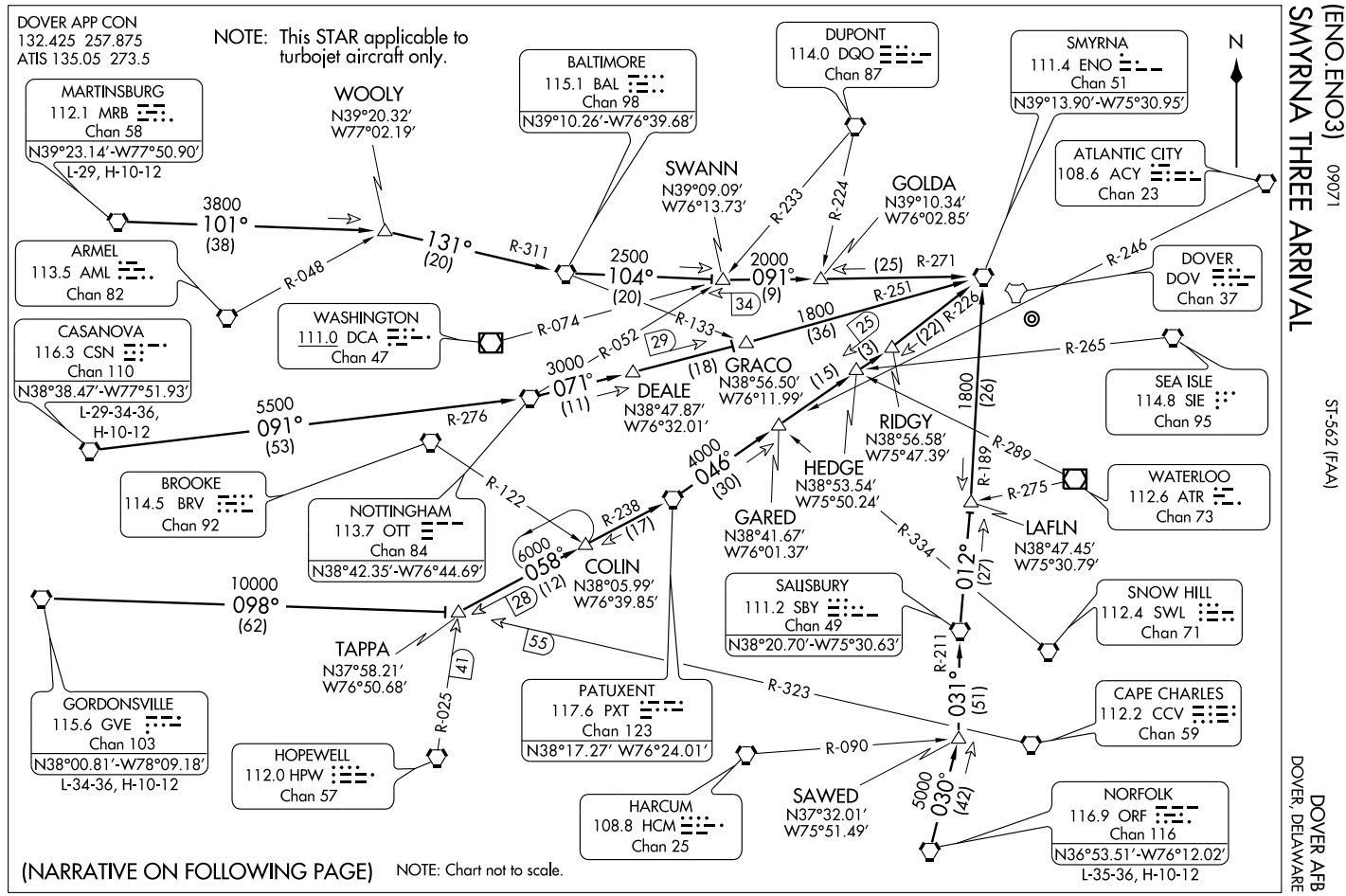
TAKE-OFF RWY 19: Climb on a track of 193° for radar vectors to SIE VORTAC. Thence...

TAKE-OFF RWY 32: Climb on a track of 350° for radar vectors to SIE VORTAC. Thence ...

Via (Transition) or (Assigned Route).

HAMPTON TRANSITION: (SIE5•HTO) Via SIE R-059 and HTO VORTAC R-236 to HTO.

NANTUCKET TRANSITION: (HIGH ALT ONLY) (SIE5•ACK) Via SIE R-059, HTO VORTAC R-236 and J62 to ACK VOR/DME.


DOVER APP CON
132.425 257.875
ATIS 135.05 273.5
NOTE: This STAR applicable to turbojet aircraft only.
MARTINSBURG
112.1 MRB
Chan 58
N39°23.14'-W77°50.90'
L-29, H-10-12
WOOLY
N39°20.32'
W77°02.19'
BALTIMORE
115.1 BAL
Chan 98
N39°10.26'-W76°39.68'
DUPONT
114.0 DQO
Chan 87
SMYRNA
111.4 ENO
Chan 51
N39°13.90'-W75°30.95'
ATLANTIC CITY
108.6 ACY
Chan 23
SWANN
N39°09.09'
W76°13.73'
GOLDA
N39°10.34'
W76°02.85'
3800
101°
(38)
131°
(20)
R-311
R-233
R-224
2500
104°
(20)
2000
091°
(9)
(25) R-271
R-246
ARMEL
113.5 AML
Chan 82
R-048
DOVER
DOV
Chan 37
WASHINGTON
111.0 DCA
Chan 47
R-074
R-052
29
R-133
34
1800
(36)
25
(3)
R-251
(22) R-226
CASANOVA
116.3 CSN
Chan 110
N38°38.47'-W77°51.93'
L-29-34-36,
H-10-12
3000
071°
(11)
(18)
GRACO
N38°56.50'
W76°11.99'
(15)
R-265
SEA ISLE
114.8 SIE
Chan 95
5500
091°
(53)
DEALE
N38°47.87'
W76°32.01'
1800
(26)
R-276
RIDGY
N38°56.58'
W75°47.39'
BROOKE
114.5 BRV
Chan 92
4000
046°
(30)
HEDGE
N38°53.54'
W75°50.24'
R-289
R-189
WATERLOO
112.6 ATR
Chan 73
R-275
NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35'-W76°44.69'
R-122
R-238
(17)
GARED
N38°41.67'
W76°01.37'
R-334
LAFLN
N38°47.45'
W75°30.79'
6000
058°
(12)
COLIN
N38°05.99'
W76°39.85'
012°
(27)
10000
098°
(62)
28
SALISBURY
111.2 SBY
Chan 49
N38°20.70'-W75°30.63'
SNOW HILL
112.4 SWL
Chan 71
TAPPA
N37°58.21'
W76°50.68'
41
55
R-211
GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81'-W78°09.18'
L-34-36, H-10-12
PATUXENT
117.6 PXT
Chan 123
N38°17.27' W76°24.01'
R-323
031°
(51)
CAPE CHARLES
112.2 CCV
Chan 59
R-025
HOPEWELL
112.0 HPW
Chan 57
R-090
HARCUM
108.8 HCM
Chan 25
SAWED
N37°32.01'
W75°51.49'
5000
030°
(42)
NORFOLK
116.9 ORF
Chan 116
N36°53.51'-W76°12.02'
L-35-36, H-10-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.
N
SMYRNA THREE ARRIVAL
(ENO.ENO3) 09071
ST-562 (FAA)
DOVER AFB
DOVER, DELAWARE

SMYRNA THREE ARRIVAL (ENO.ENO3)

ARRIVAL DESCRIPTION

CASANOVA TRANSITION (CSN.ENO3): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Then from OTT VORTAC via OTT R-071 and ENO R-251 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.ENO3): From over GVE VORTAC via GVE R-098 and PXT R-238 to PXT VORTAC. Then from PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

MARTINSBURG TRANSITION (MRB.ENO3): From over MRB VORTAC via MRB R-101 and BAL R-311 to BAL VORTAC. Then from BAL VORTAC via BAL R-104 and ENO R-271 to ENO VORTAC. Thence. . . .

NORFOLK TRANSITION (ORF.ENO3): From over ORF VORTAC via ORF R-030 and SBY R-211 to SBY VORTAC. Then from SBY VORTAC via SBY R-012 and ENO R-189 to ENO VORTAC. Thence. . . .

. . . . Expect radar vectors to final approach course from ENO VORTAC.

NE-3, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 1

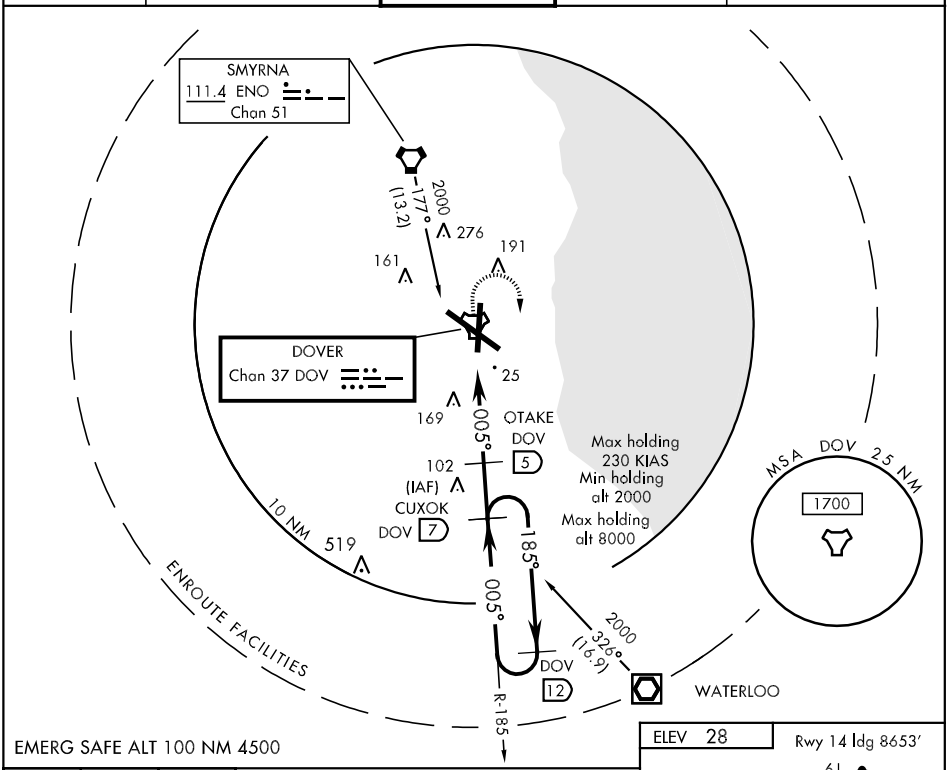
TACAN DOV Chan 37	APCH CRS 005°	Rwy ldg 9602 TDZE 24 Arpt Elev 28	AL-562 [USAF]	DOVER AFB (KDOV)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

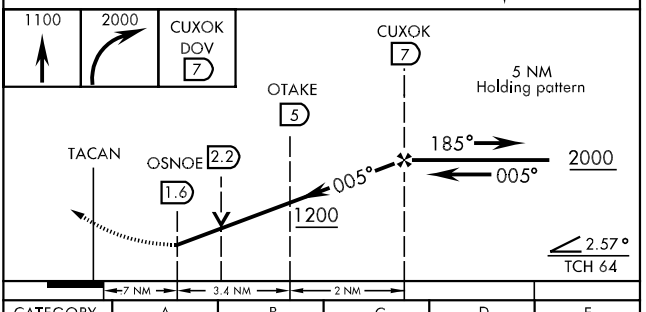
ALSF-2

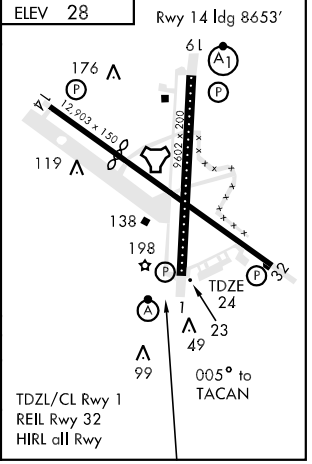
MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct CUXOK and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-1 *	440/24 416 (500-½)		440/40 416 (500-¾)		440/50 416 (500-1)
CIRCLING **	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

TACAN RWY 19

TACAN	APCH CRS	Rwy ldg	9602
DOV Chan 37	201°	TDZE	22
		Arpt Elev	28

AL-562 [USAF]

DOVER AFB (KDOV)

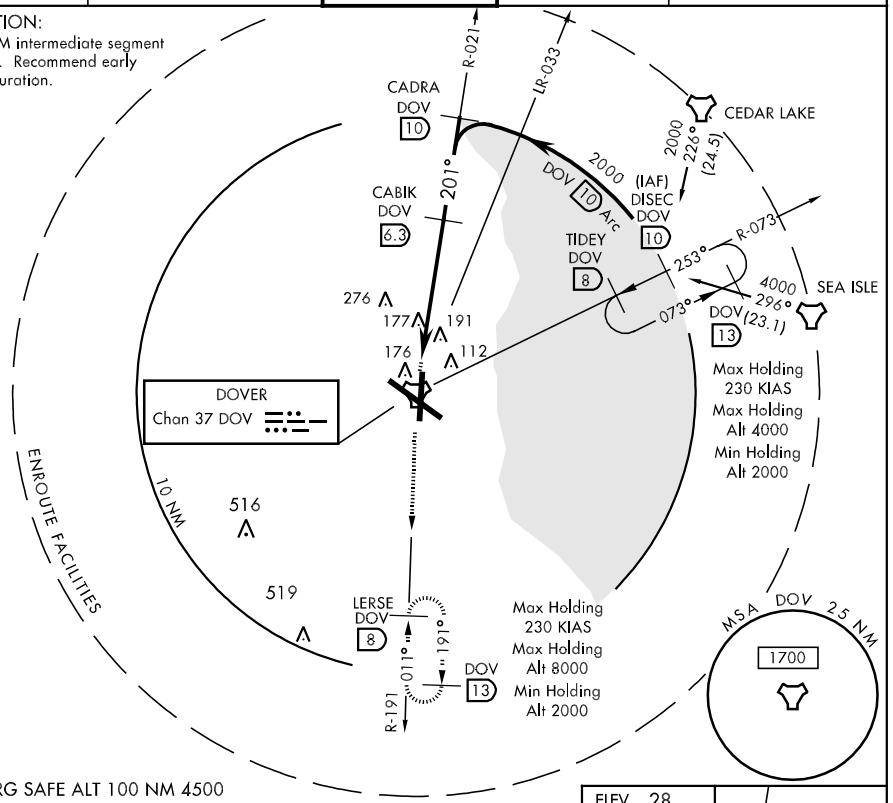
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

ALSF-1

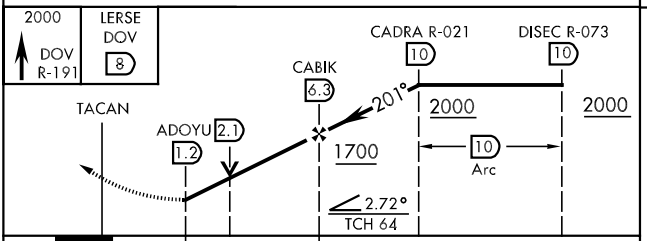
MISSED APPROACH: Climb to 2000 via DOV TACAN R-191 to LERSE and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

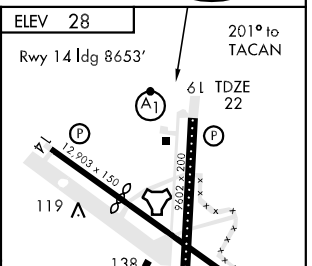
CAUTION:
3.7 NM intermediate segment length. Recommend early configuration.



EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
S-19 *	480/24 458 (500-½)		480/40 458 (500-¾)	480/50 458 (500-1)	
CIRCLING **	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)



TACAN RWY 32

TACAN DOV Chan 37	APCH CRS 321°	Rwy ldg 12,903 TDZE 26 Arpt Elev 28

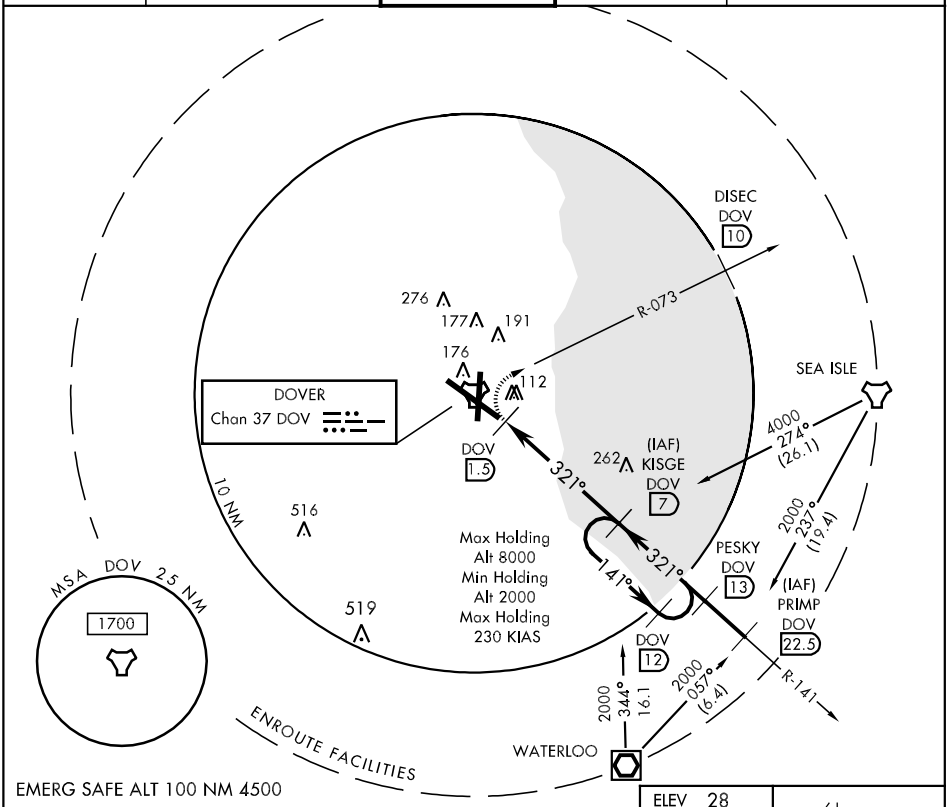
AL-562 [USAF]

DOVER AFB (KDOV)

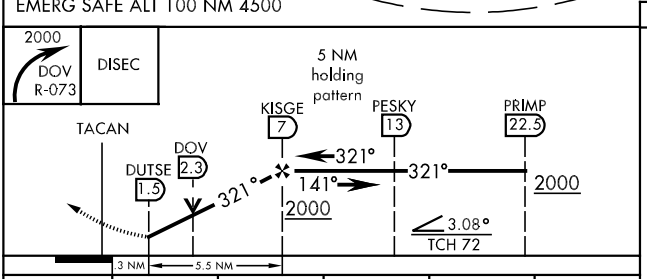
* Circling not authorized SW of Rwy 1 and 14.

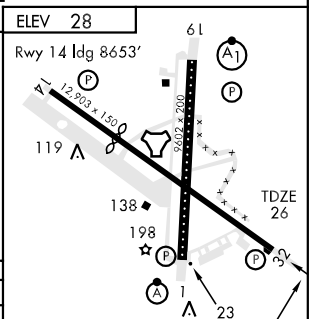
MISSED APPROACH: Climbing right turn to 2000, intercept DOV R-073 to DISEC. EFC with ATC.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-32	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	460-1½ 434 (500-1½)	
CIRCLING *	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME RWY 1

VORTAC ENO	APCH CRS	Rwy ldg	9602
111.4	350°	TDZE	24
Chan 51		Arpt Elev	28

AL-562 [USAF]

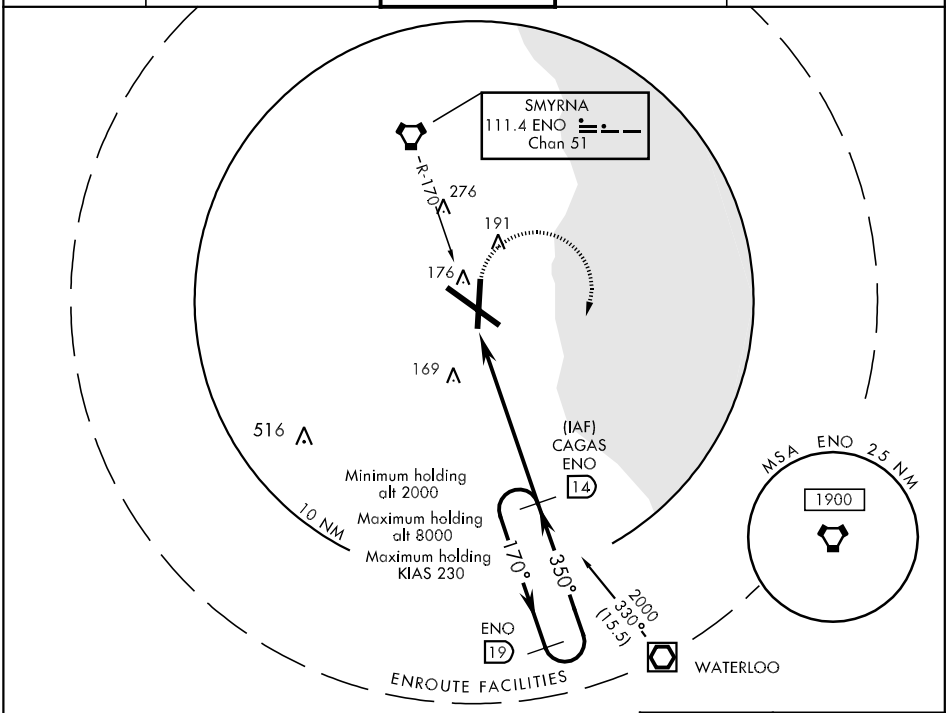
DOVER AFB (KDOV)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

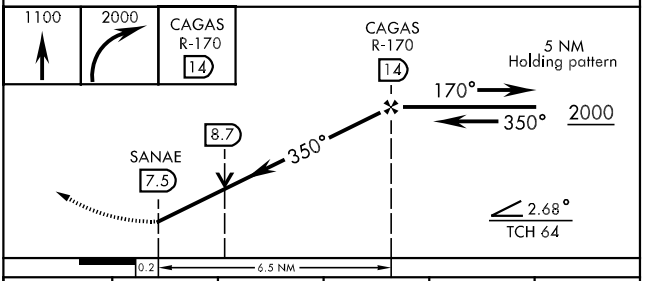
ALSF-2

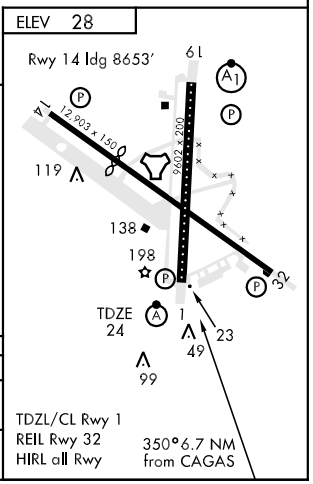
MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct CAGAS and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



EMERG SAFE ALT 100 NM
4500 FROM "ENO" VORTAC





CATEGORY	A	B	C	D	E
S-1 *	480/24 456 (500-½)		480/40 456 (500-¾)	480/50 456 (500-1)	
CIRCLING **	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

VOR/DME RWY 32

VORTAC ENO	APCH CRS	Rwy ldg	12,903
111.4	344°	TDZE	26
Chan 51		Arpt Elev	28

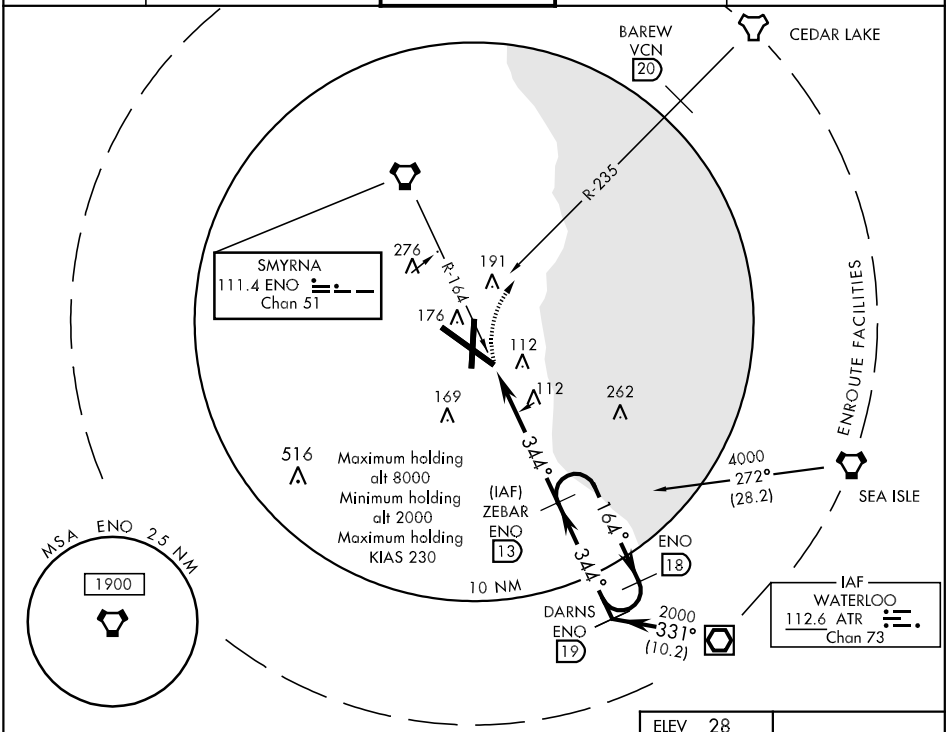
AL-562 [USAF]

DOVER AFB (KDOV)

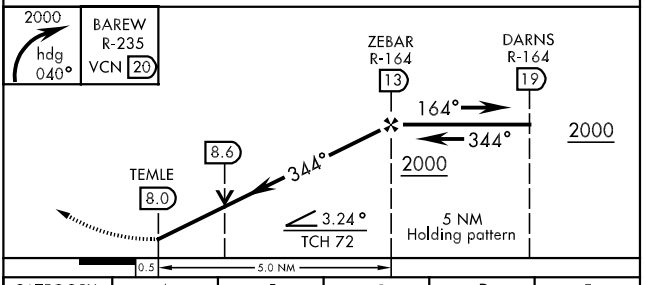
▼ * Circling not authorized SW of Rwy 1 and 14.

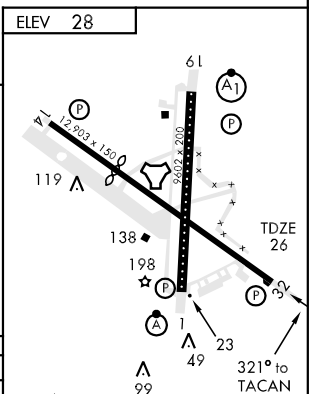
MISSED APPROACH: Climbing right turn to 2000 heading 040° to intercept VCN R-235 to BAREW (VCN R-235/20). Expect further clearance with ATC.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



EMERG SAFE ALT 100 NM 4500 FROM "ENO" VORTAC





CATEGORY	A	B	C	D	E
S-32	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	460-1½ 434 (500-1½)	
CIRCLING *	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy
Rwy 14 ldg 8653'

APP CRS		
085°	Rwy Idg	3232
	TDZE	52
	Apt Elev	56

RNAV (GPS) RWY 9

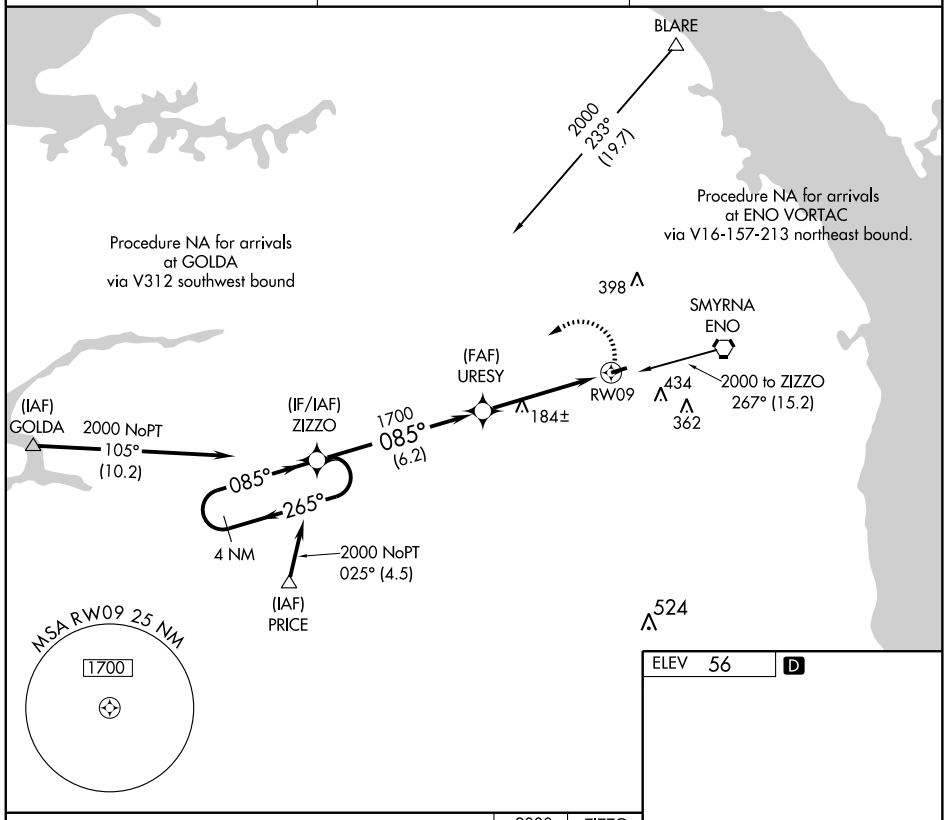
DOVER/ DELAWARE AIRPARK (33N)

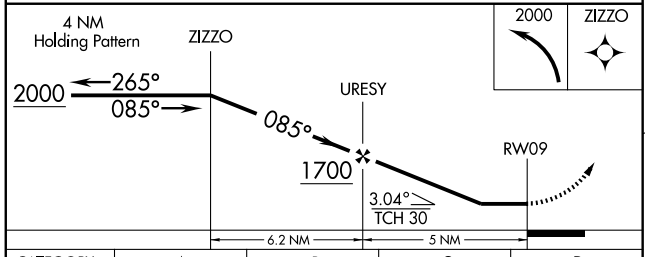
NA

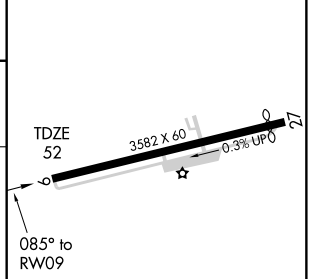
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Dover AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct ZIZZO and hold.

DOVER APP CON	CLNC DEL	UNICOM
132.425 257.875	125.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-1	408 (500-1)	460-1¼ 408 (500-1¼)	NA
CIRCLING	580-1	524 (600-1)	820-2¼ 764 (800-2¼)	NA

MIRL Rwy 9-27 L

NE-3. 14 JAN 2010 to 11 FEB 2010

DOVER/CHESWOLD, DELAWARE AL-5365 (FAA)

APP CRS	Rwy Idg	3232
265°	TDZE	52
	Apt Elev	56

RNAV (GPS) RWY 27

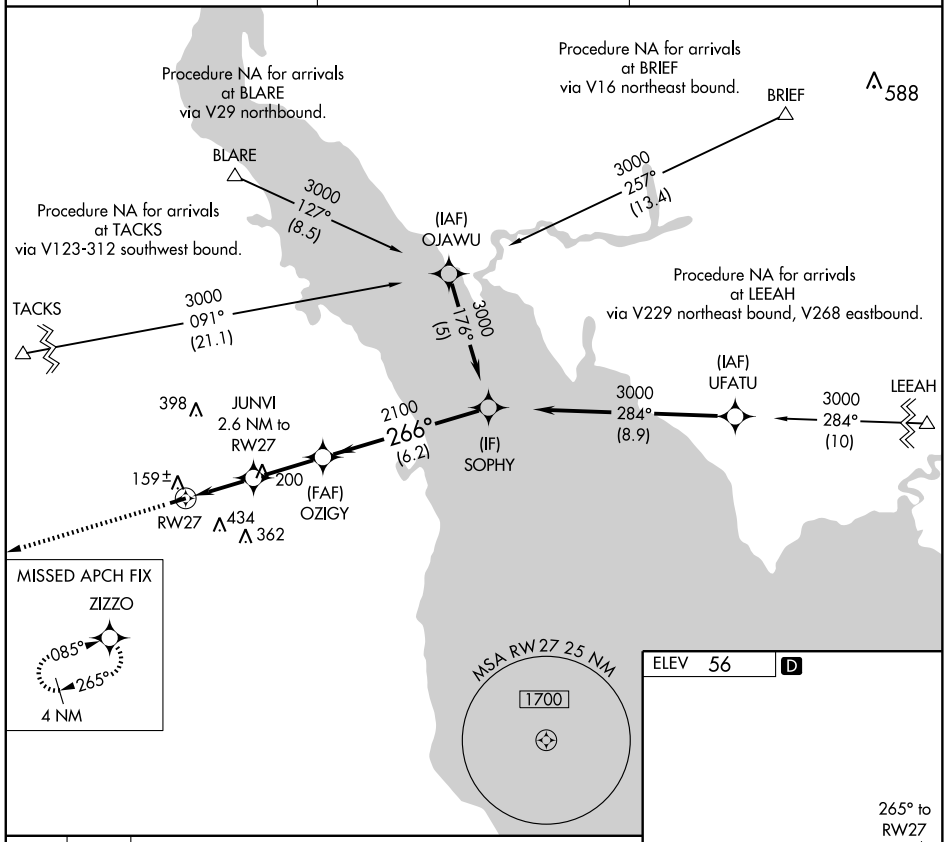
DOVER/ DELAWARE AIRPARK (33N)

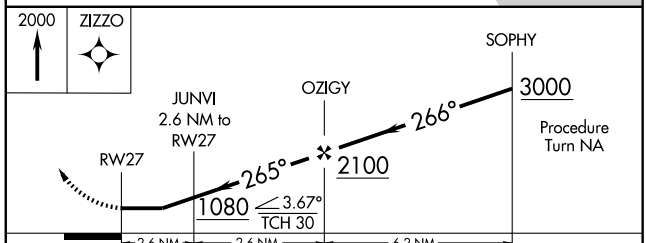
NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA
Use Dover AFB altimeter setting.

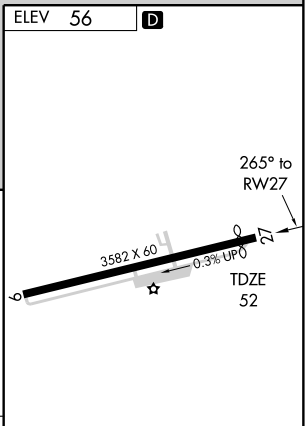
MISSED APPROACH: Climb to 2000 direct ZIZZO and hold.

DOVER APP CON	CLNC DEL	UNICOM
132.425 257.875	125.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1 388 (400-1)			NA
CIRCLING	580-1 524 (600-1)		820-2¼ 764 (800-2¼)	NA



MIRL Rwy 9-27 L

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC ENO	APP CRS	Rwy Idg	3232
111.4	267°	TDZE	55
Chan 51		Apt Elev	56

VOR RWY 27

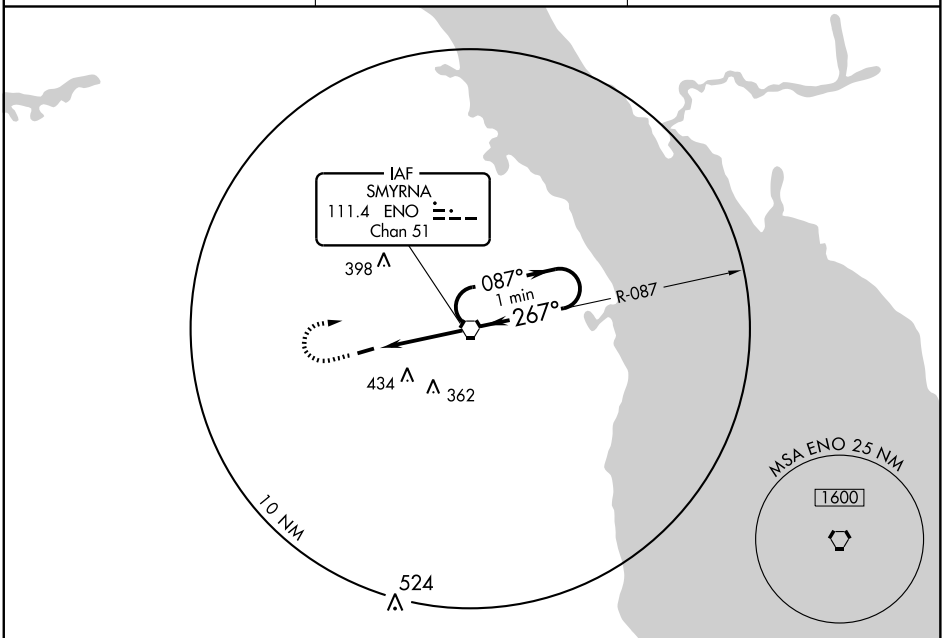
DOVER/ DELAWARE AIRPARK (33N)

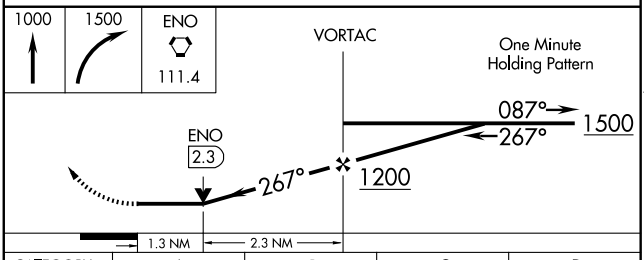
NA

Use Dover AFB altimeter setting.

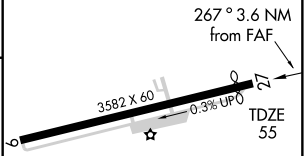
MISSED APPROACH: Climb to 1000 then climbing right turn to 1500 direct to ENO VORTAC and hold.

DOVER APP CON	CLNC DEL	UNICOM
132.425 257.875	125.55	123.0 (CTAF) L





ELEV 56 D



MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-27	520-1	465 (500-1)	520-1¼ 465 (500-1¼)	NA
CIRCLING	580-1	524 (600-1)	820-2 ¼ 764 (800-2¼)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 65621 W04A	APP CRS 045°	Rwy ldg 5000 TDZE 50 Apt Elev 50

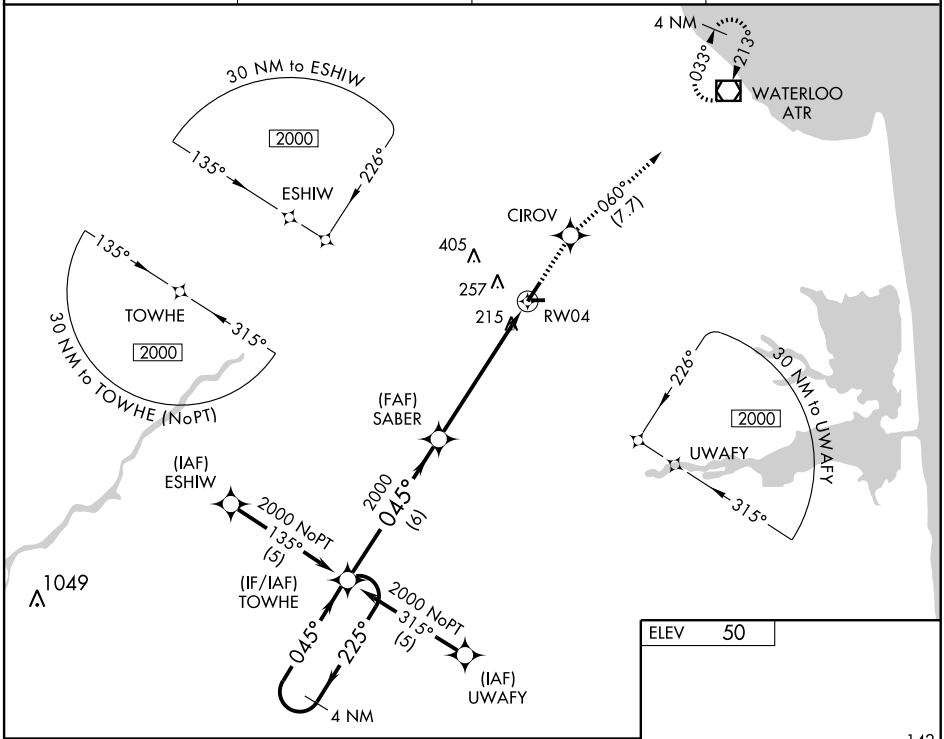
RNAV (GPS) RWY 4

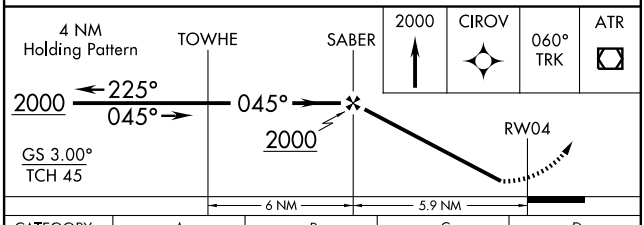
GEORGETOWN / SUSSEX COUNTY (GED)

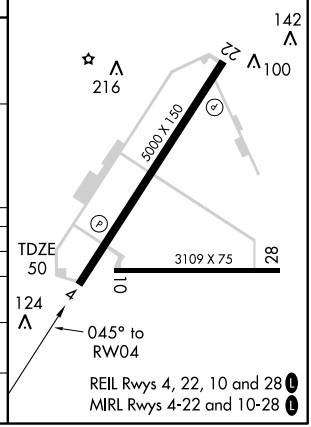
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter setting not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Salisbury-Ocean City Wicomico Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CIROV and via 060° track to ATR VOR/DME and hold.

ASOS	DOVER APP CON	CLNC DEL	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	470-1½ 420 (500-1½)			
LNAV/VNAV DA	520-1¾ 470 (500-1¾)			
LNAV MDA	480-1 430 (500-1)		480-1¼ 430 (500-1¼)	480-1½ 430 (500-1½)
CIRCLING	560-1¾ 510 (600-1¾)		600-1¾ 550 (600-1¾)	600-2 550 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 60921 W22A	APP CRS 225°	Rwy Idg 5000 TDZE 50 Apt Elev 50

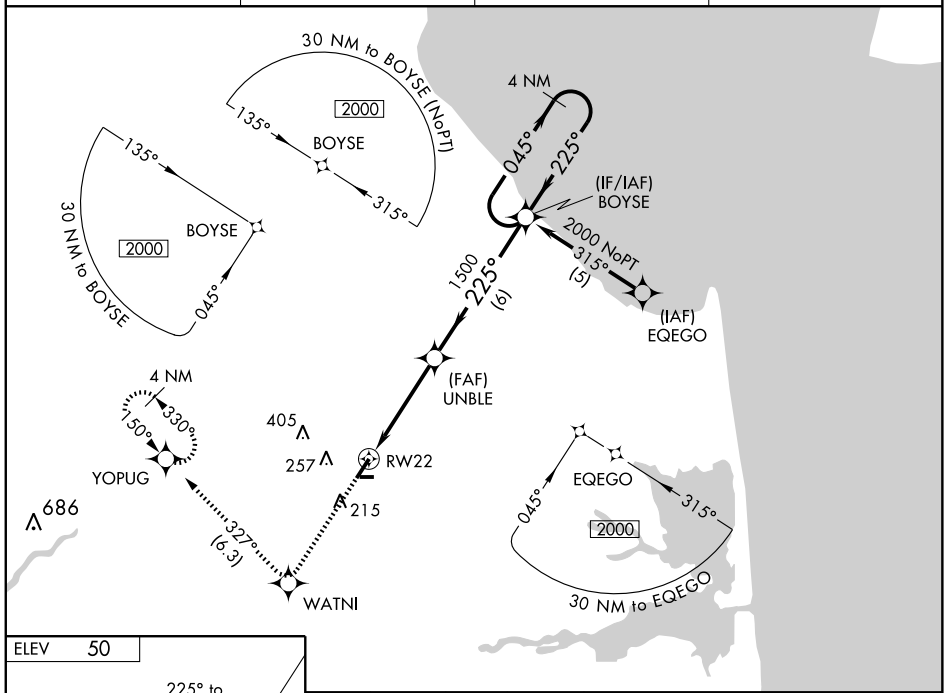
RNAV (GPS) RWY 22

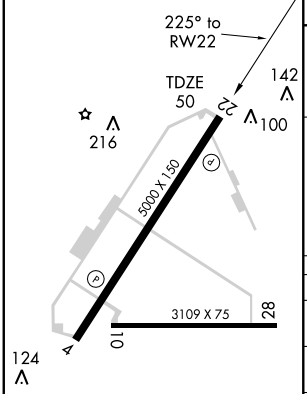
GEORGETOWN / SUSSEX COUNTY (GED)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (56°F). If local altimeter setting not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Salisbury-Ocean City Wicomico Rgnl altimeter setting.

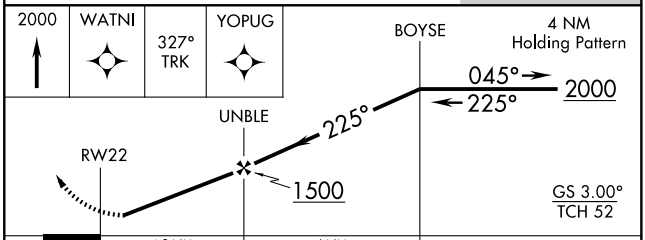
MISSED APPROACH: Climb to 2000 direct WATNI and via 327° track to YOPUG and hold.

ASOS	DOVER APP CON	CLNC DEL	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L





REIL Rwys 4, 22, 10 and 28 L
MIRL Rwys 4-22 and 10-28 L



CATEGORY	A	B	C	D
LPV DA	360-1 310 (400-1)			
LNAV/VNAV DA	400-1¼ 350 (400-1¼)			
LNAV MDA	480-1 430 (500-1)		480-1¼ 430 (500-1¼)	480-1½ 430 (500-1½)
CIRCLING	560-1¼ 510 (600-1¼)		600-1½ 550 (600-1½)	600-2 550 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME ATR	APP CRS	Rwy Idg 5000
112.6	053°	TDZE 50
Chan 73		Apt Elev 50

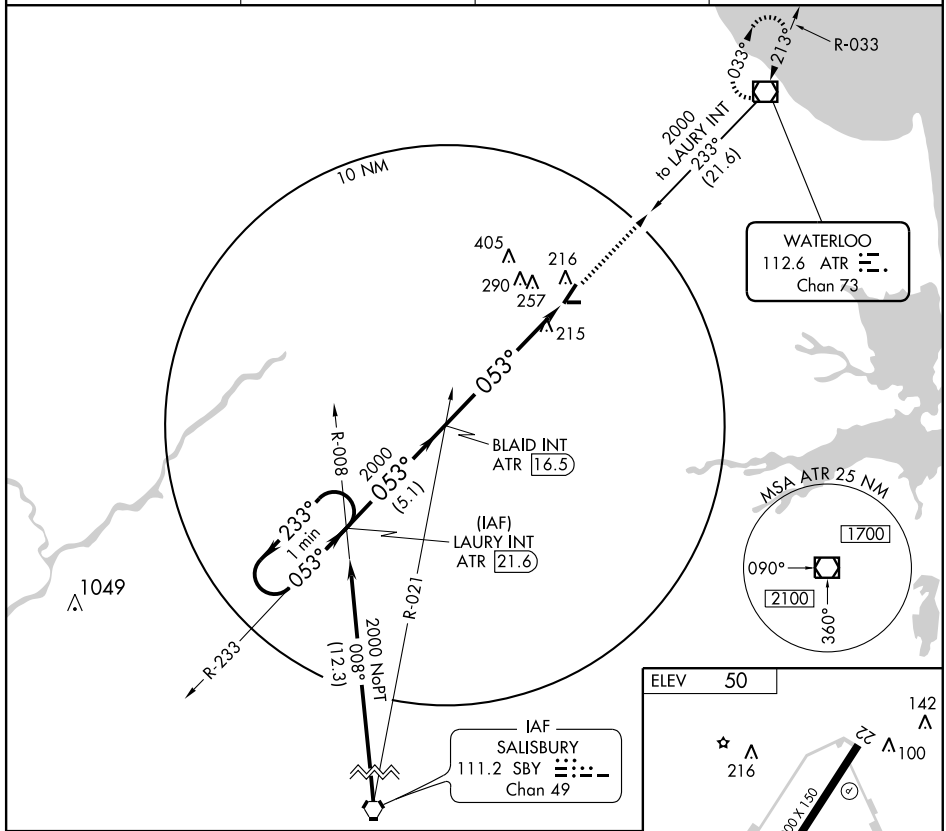
VOR RWY 4

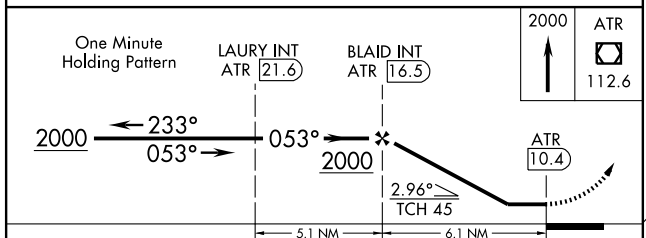
GEORGETOWN / SUSSEX COUNTY (GED)

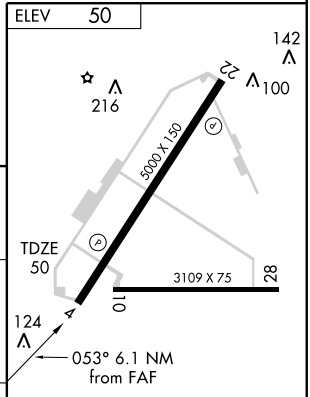
NA

MISSED APPROACH: Climb to 2000 direct to ATR VOR/DME and hold.

ASOS	DOVER APP CON	CLNC DEL	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	520-1	470 (500-1)	520-1¼ 470 (500-1¼)	520-1½ 470 (500-1½)
CIRCLING	580-1	530 (600-1)	600-1½ 550 (600-1½)	600-2 550 (600-2)

REIL Rwys 4, 22, 10 and 28 L
MIRL Rwys 4-22 and 10-28 L

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME ATR	APP CRS	Rwy Idg	5000
112.6	234°	TDZE	50
Chan 73		Apt Elev	50

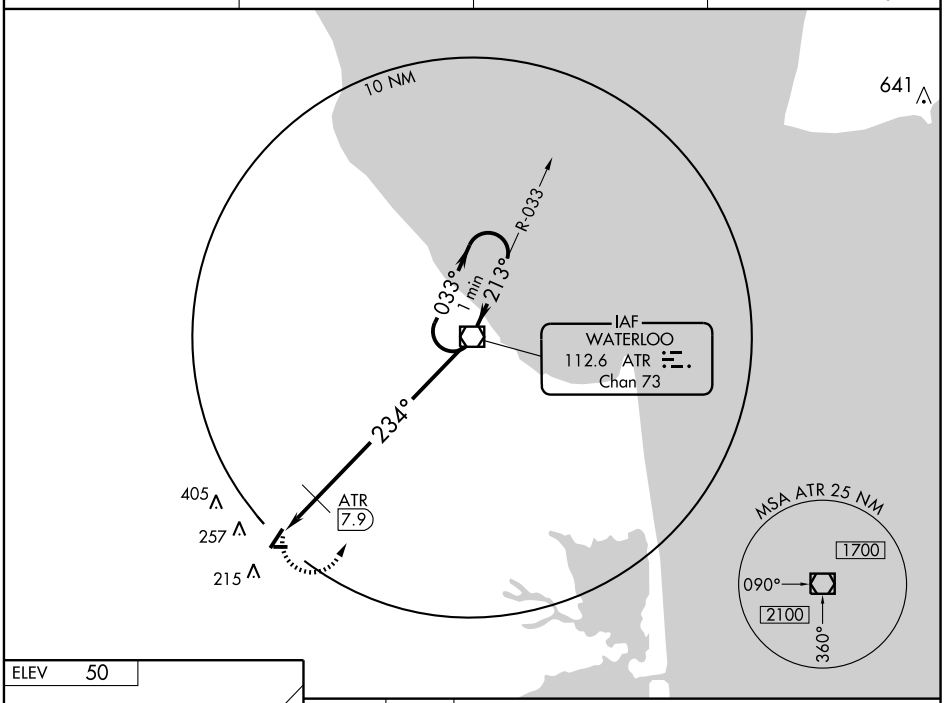
VOR RWY 22

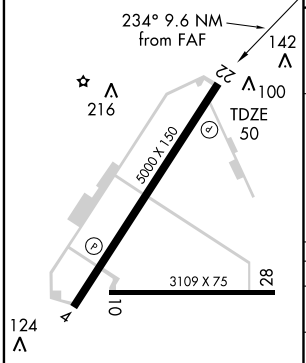
GEORGETOWN / SUSSEX COUNTY (GED)

NA

MISSED APPROACH: Climbing left turn to 3000 direct ATR VOR/DME and hold.

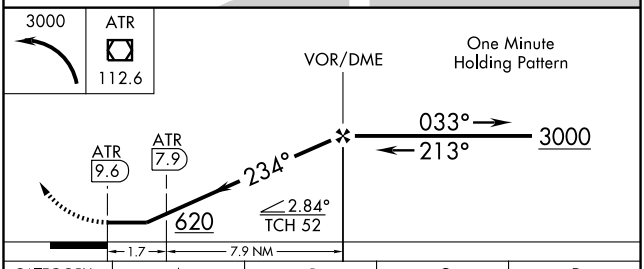
ASOS	DOVER APP CON	CLNC DEL	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L





REIL Rwys 4, 22, 10 and 28 L
MIRL Rwys 4-22 and 10-28 L

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12



CATEGORY	A	B	C	D
S-22	620-1 570 (600-1)		620-1½ 570 (600-1½)	620-1¾ 570 (600-1¾)
CIRCLING	620-1 570 (600-1)		620-1½ 570 (600-1½)	620-2 570 (600-2)
DME MINIMUMS				
S-22	440-1 390 (400-1)			440-1¼ 390 (400-1¼)
CIRCLING	580-1 530 (600-1)		600-1½ 550 (600-1½)	600-2 550 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
328°	TDZE	N/A
	Apt Elev	30

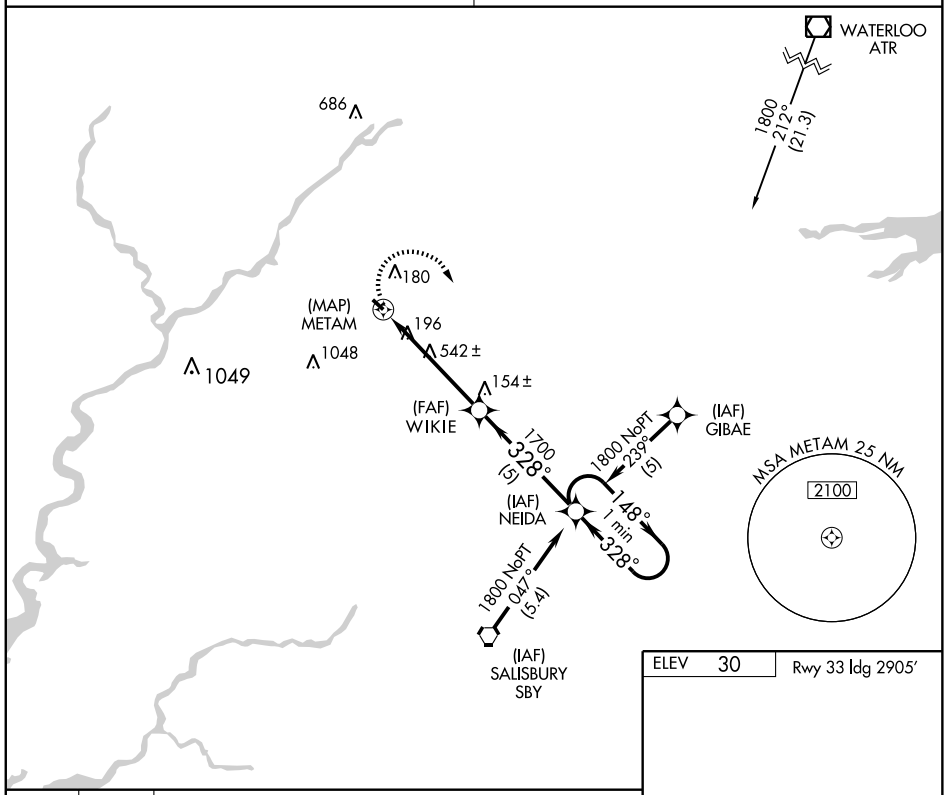
GPS-A
LAUREL (NØ6)

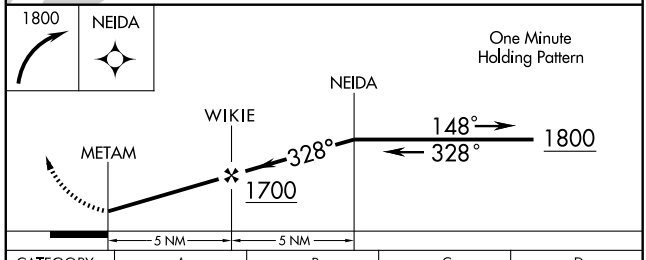
NA

Obtain Salisbury altimeter setting on CTAF (122.8); when not received, use Patuxent River NAS altimeter setting. Procedure not authorized at night.

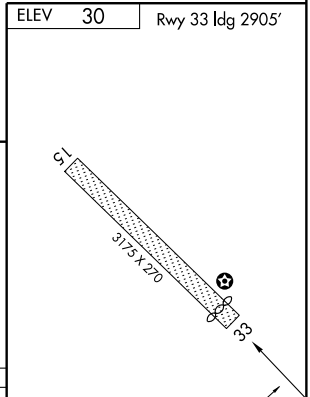
MISSED APPROACH: Climbing right turn to 1800 direct NEIDA WP and hold.

PATUXENT APP CON ★	UNICOM
127.95 314.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	540-1 510 (600-1)	580-1 550 (600-1)	NA	
PATUXENT RIVER NAS ALTIMETER SETTING MINIMUMS				
CIRCLING	600-1 570 (600-1)	660-1 630 (700-1)	NA	



LIRL Rwy 15-33 L
REIL Rwy 15
REIL Rwy 33 L

NDB-A

MIDDLETOWN / SUMMIT (EVY)

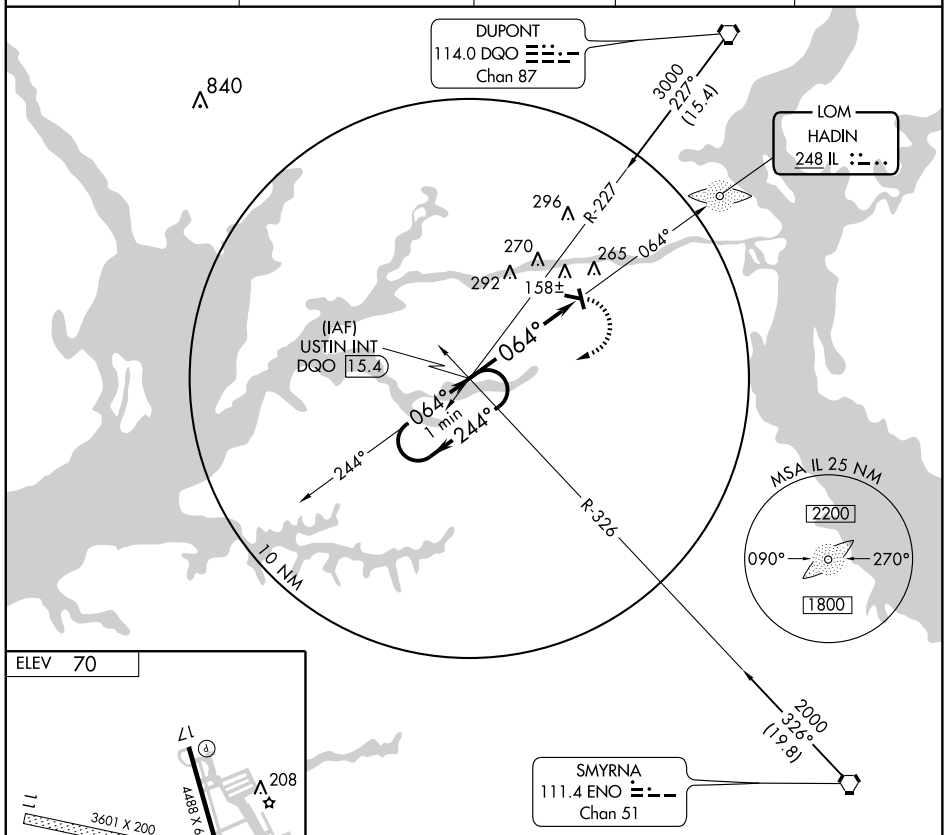
LOM IL 248	APP CRS 064°	Rwy Idg N/A TDZE N/A Apt Elev 70

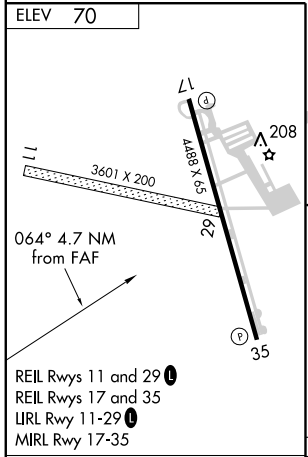
▼ When local altimeter setting not received, use Wilmington altimeter setting and increase all MDA 40 feet, increase Circling Cat D visibility ¼ mile.

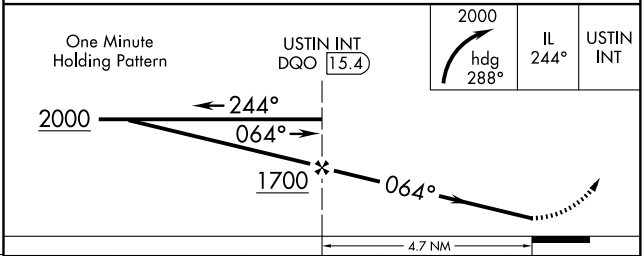
▲ NA

MISSED APPROACH: Climbing right turn to 2000 via heading 288° and 244° bearing from HADIN LOM to USTIN INT/ DQO 15.4 DME and hold, continue climb-in-hold to 2000.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM	
132.325	118.35 323.1	125.3	122.725 (CTAF)	123.5 L







2000 hdg 288°	IL 244°	USTIN INT

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	700-1 630 (700-1)		700-1¾ 630 (700-1¾)	720-2 650 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 49002 W17A	APP CRS 175°	Rwy Idg 4488 TDZE 70 Apt Elev 70

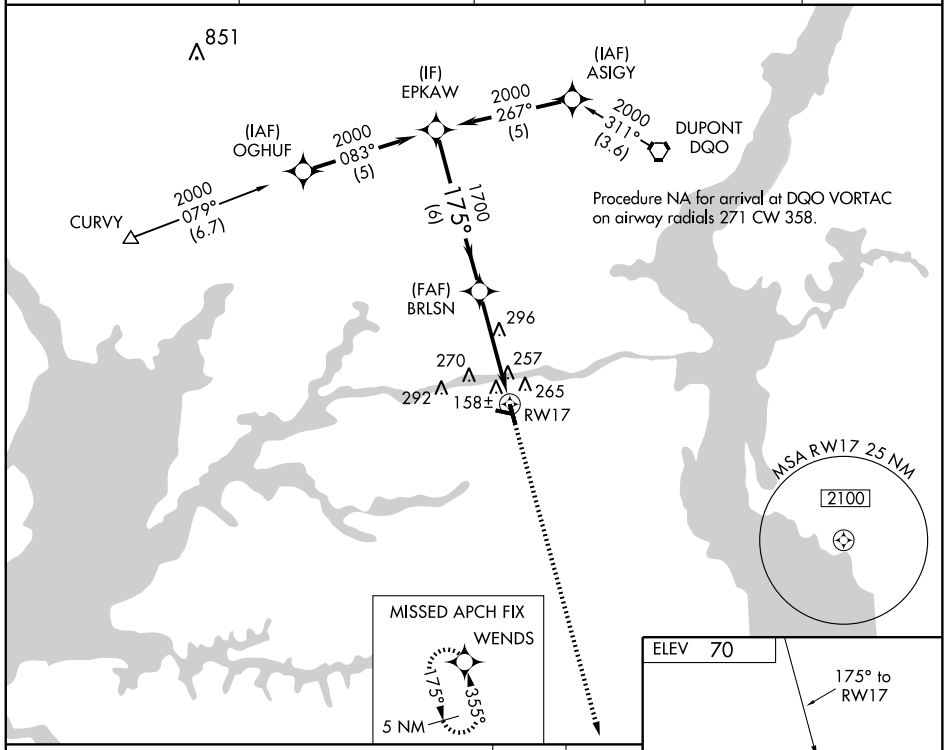
RNAV (GPS) RWY 17

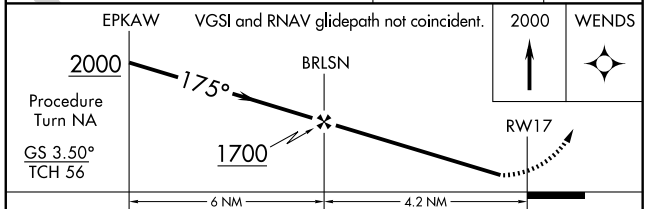
MIDDLETOWN / SUMMIT (EVY)

Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 97°C (206°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Wilmington altimeter setting and increase all DAs/MDAs 40 feet.

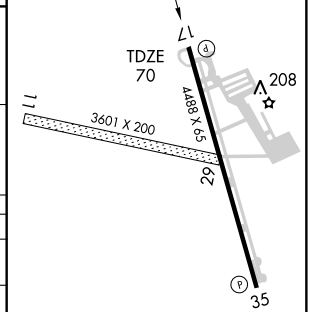
MISSED APPROACH: Climb to 2000 direct WENDS and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM	
132.325	118.35 323.1	125.3	122.725 (CTAF)	123.5 L





CATEGORY	A	B	C	D
LPV DA	608-1¾	538 (600-1¾)	NA	
LNAV/VNAV DA	619-1¾	549 (600-1¾)	NA	
LNAV MDA	600-1	530 (600-1)	NA	
CIRCLING	660-1	590 (600-1)	NA	



REIL Rwys 11 and 29 L
REIL Rwys 17 and 35
LIRL Rwy 11-29 L
MIRL Rwy 17-35

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH **40302** **W35A**	APP CRS **355°**	Rwy Idg **4488** TDZE **70** Apt Elev **70**

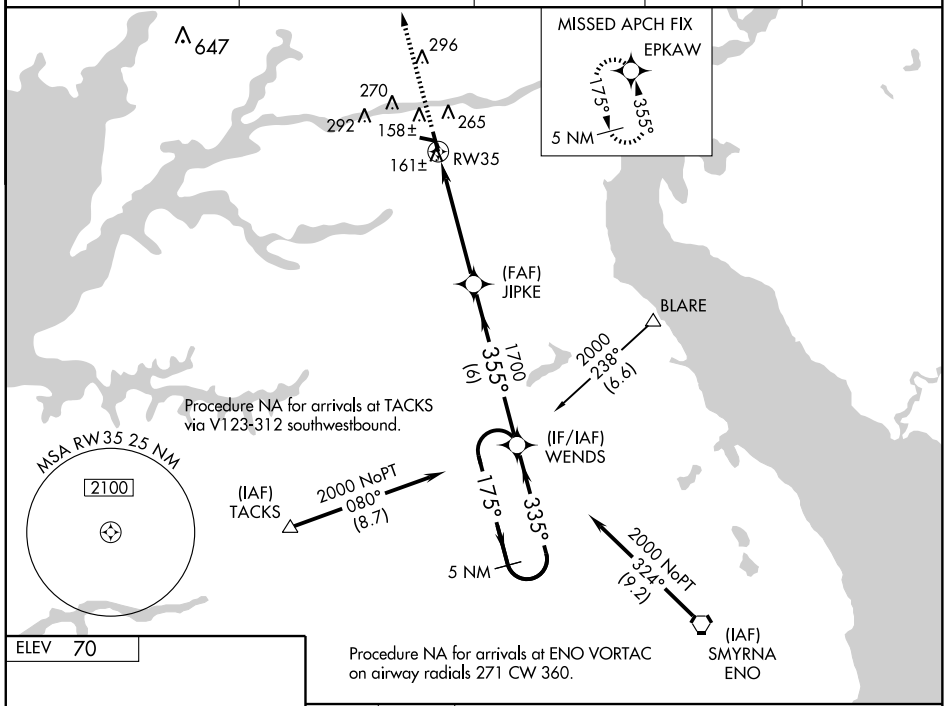
RNAV (GPS) RWY 35

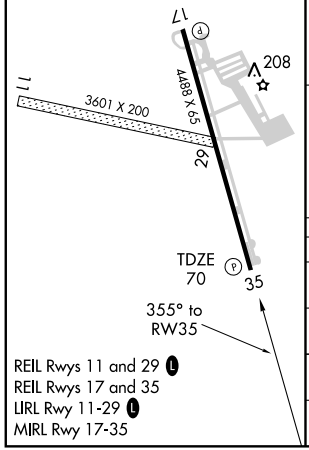
MIDDLETOWN / SUMMIT (EVY)

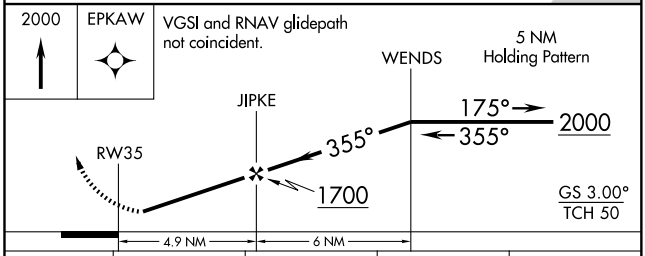
Circling to Rwy 11, 29, 17 NA at night. If local altimeter setting not received, use Wilmington altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Wilmington altimeter setting.

MISSED APPROACH: Climb to 2000 direct EPKAW and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM	
132.325	**118.35 323.1**	**125.3**	**122.725** (CTAF)	**123.5** L







CATEGORY	A	B	C	D
LPV DA	356-1 286 (300-1)			
LNAV/ VNAV DA	421-1¼ 351 (400-1¼)			
LNAV MDA	480-1 410 (500-1)		480-1¼ 410 (500-1¼)	
CIRCLING	660-1 590 (600-1)		660-1½ 590 (600-1½)	660-2 590 (600-2)

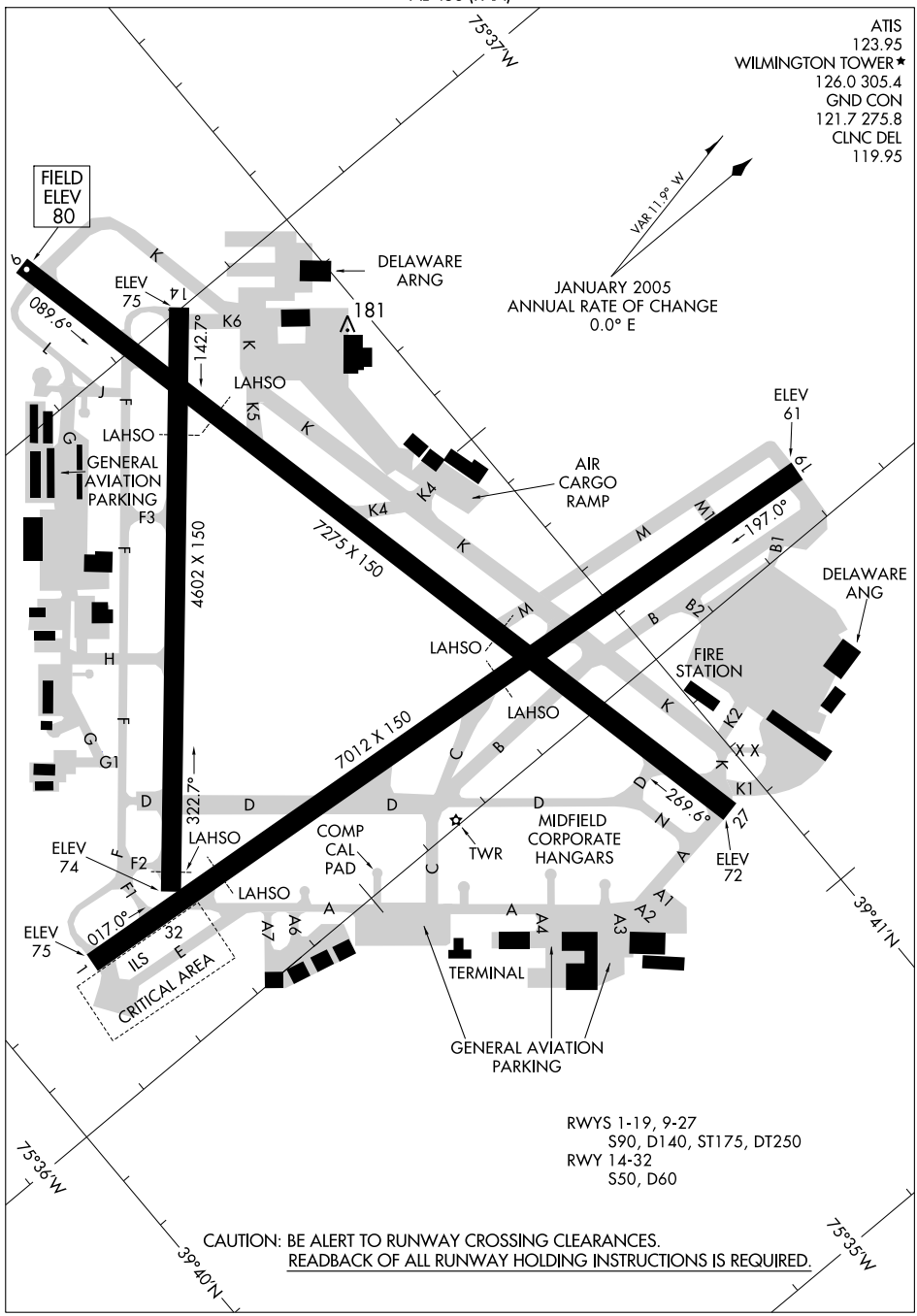
NE-3, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-458 (FAA)

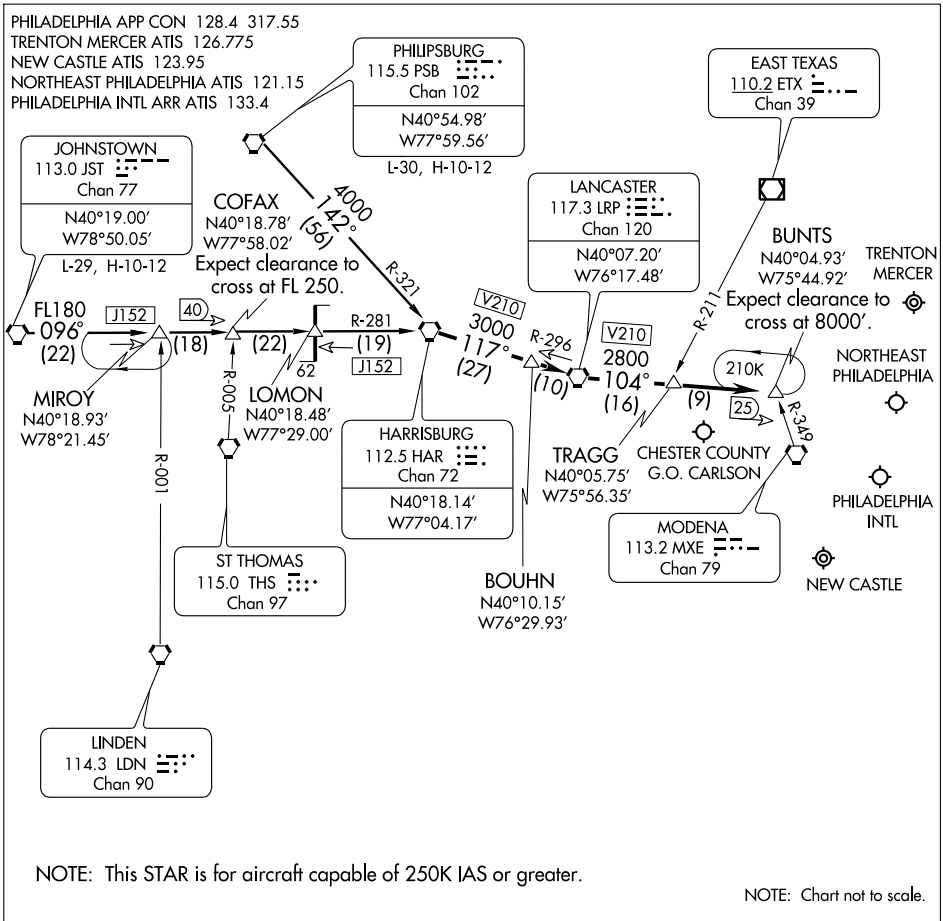
WILMINGTON/ NEW CASTLE (ILG)
WILMINGTON, DELAWARE



NE-3, 14 JAN 2010 to 11 FEB 2010

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

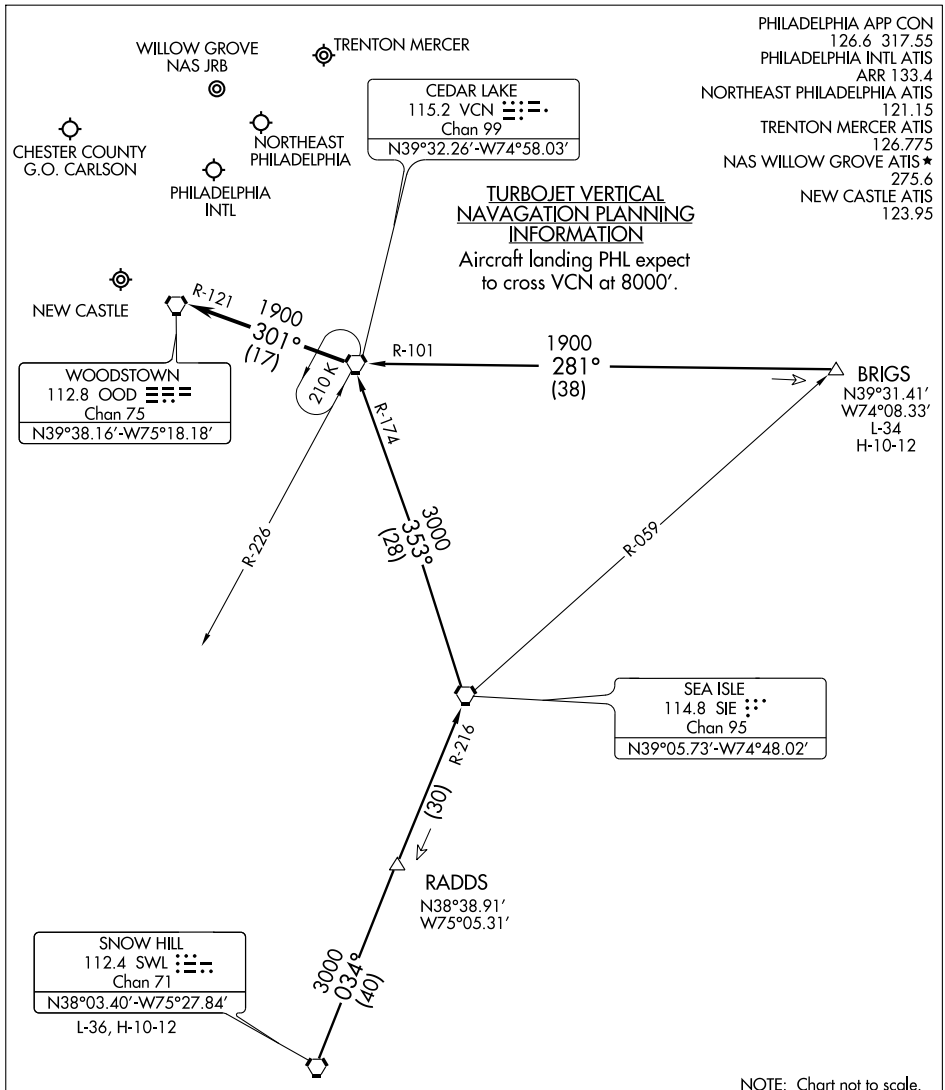
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-ILG	APP CRS	Rwy Idg	7012
110.3	015°	TDZE	76
		Apt Elev	80

ILS or LOC RWY 1

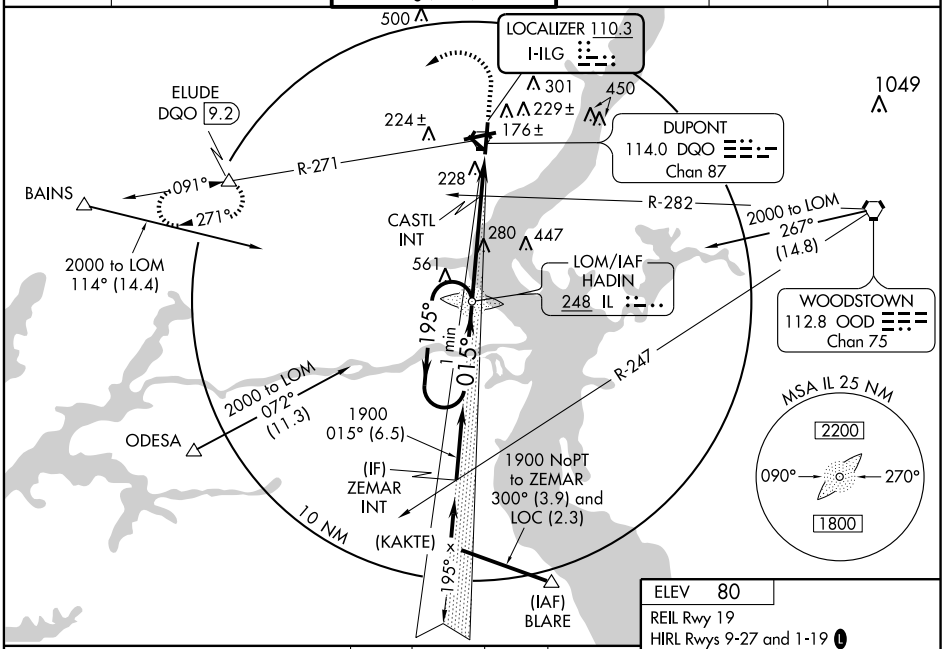
WILMINGTON / NEW CASTLE (ILG)

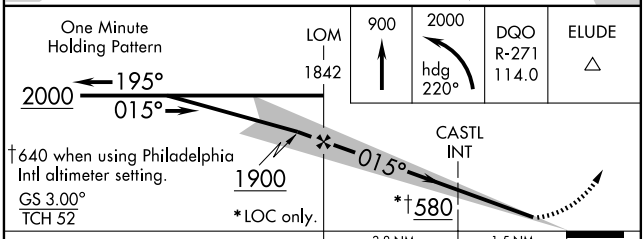
T A Inoperative table does not apply to S-ILS 1 all Cats. and S-LOC 1 Cats. A and B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase DA to 380, all MDA 60 feet, S-LOC 1 Cat. D visibility to RVR 6000; CASTL Fix minimums, increase S-LOC 1 Cat. D visibility ¼ mile. CASTL Fix minimums: inoperative table does not apply to S-LOC 1. DME or ADF REQUIRED.

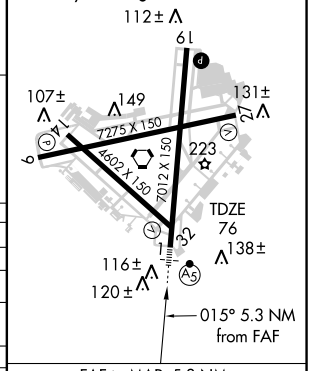
MALSR (A5)

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 via heading 220° and DQO VORTAC R-271 to ELUDE/DQO 9.2 DME and hold (Non-DME aircraft climb to 900, then climbing left turn to 2000 direct HADIN LOM and hold).

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95







CATEGORY	A	B	C	D
S-ILS 1	326/50 250 (300-1)			
S-LOC 1	580/50 504 (500-1)			
CIRCLING	580-1 500 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)
CASTL FIX MINIMUMS				
S-LOC 1	400/50 324 (400-1)			
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7012
CH 65815	015°	TDZE	76
W01A		Apt Elev	80

RNAV (GPS) RWY 1

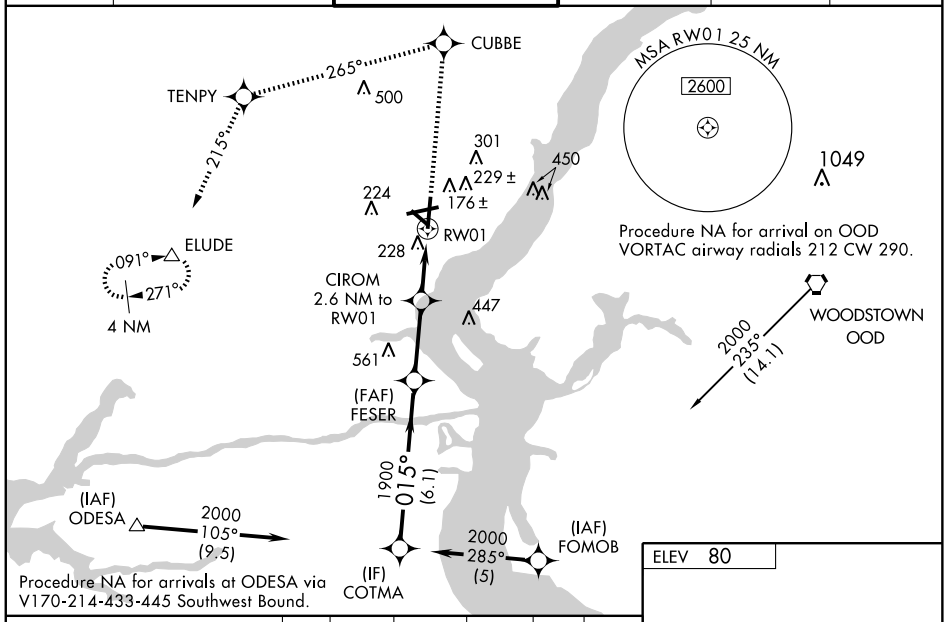
WILMINGTON / NEW CASTLE (ILG)

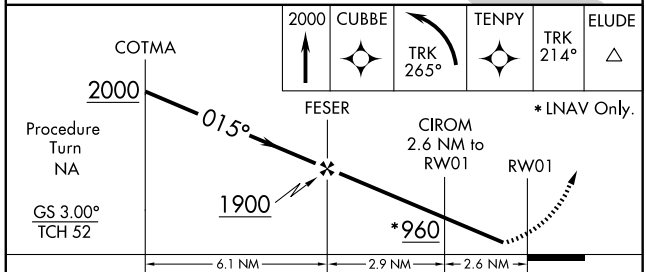
Inoperative table does not apply to LPV all Cats. and LNAV Cats. A and B. Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 380, LNAV/VNAV DA to 579, and all MDA 60 ft; increase LNAV/VNAV all Cats.visibility to RVR 6000. For inoperative MALSR, increase LNAV Cats. C and D visibility ¼ mile. For inoperative MALSR, when using Philadelphia Intl altimeter setting, increase LNAV visibility Cat. C ¼ mile.

MALSR

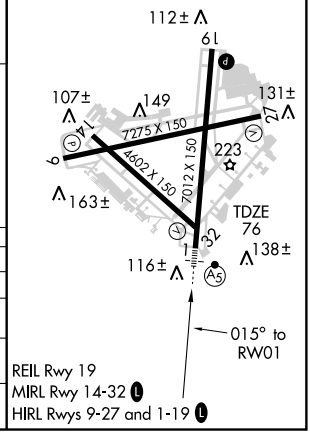
MISSED APPROACH: Climb to 2000 direct CUBBE and left turn via track 265° to TENPY and via track 214° to ELUDE and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95





CATEGORY	A	B	C	D
LPV DA	326/50 250 (300-1)			
LNAV/ VNAV DA	525/50 449 (500-1)			
LNAV MDA	480/50 404 (400-1)			
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)



NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 9

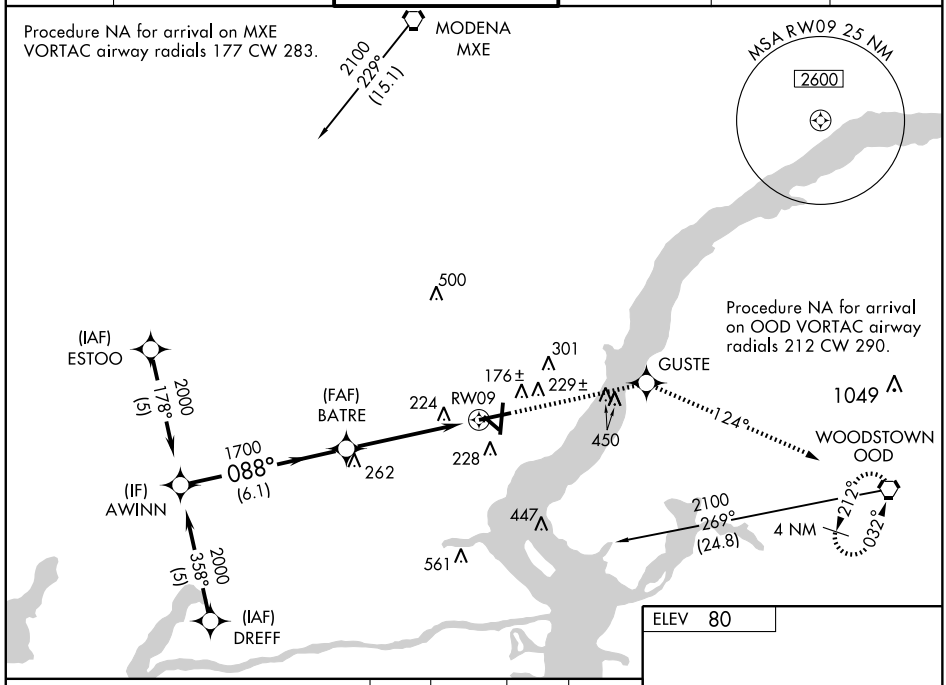
WILMINGTON / NEW CASTLE (ILG)

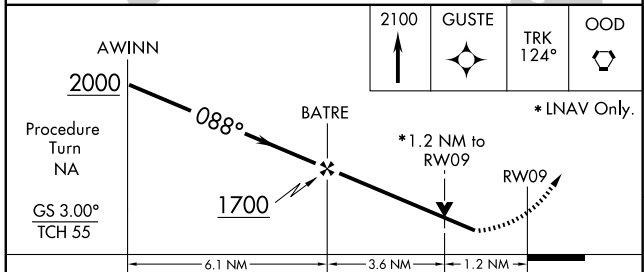
WAAS	APP CRS	Rwy Idg	7275
CH 49015	088°	TDZE	80
W09A		Apt Elev	80

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 448, LNAV/VNAV DA to 568 and all MDA 60 ft; increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ½ mile.

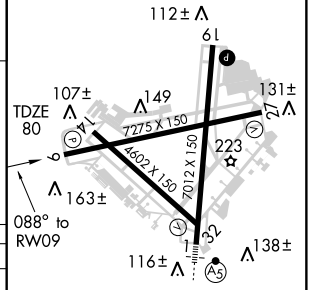
MISSED APPROACH: Climb to 2100 direct GUSTE and via track 124° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER *	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 (CTAF) 305.4	121.7 275.8	119.95	122.95





CATEGORY	A	B	C	D
LPV DA	394-1 314 (400-1)			
LNAV/ VNAV DA	433-1¼ 353 (400-1¼)			
LNAV MDA	520-1 440 (500-1)		520-1¼ 440 (500-1¼)	520-1½ 440 (500-1½)
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)



REIL Rwy 19
MIRL Rwy 14-32 (L)
HIRL Rwys 9-27 and 1-19 (L)

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7012
CH 82115	195°	TDZE	71
W19A		Apt Elev	80

RNAV (GPS) RWY 19

WILMINGTON / NEW CASTLE (ILG)

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

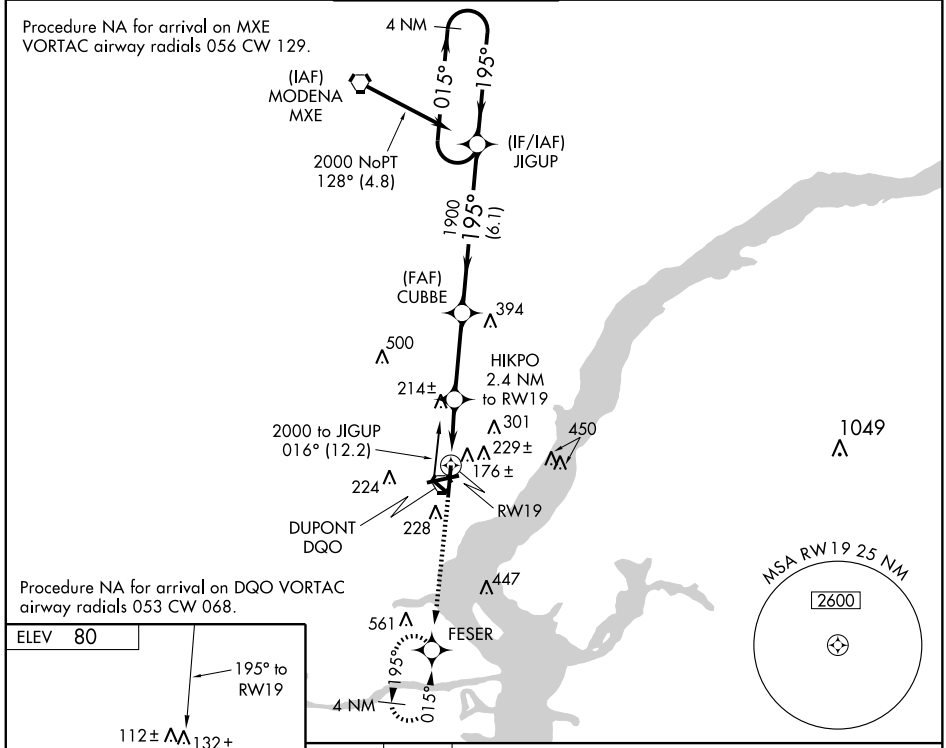
Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 425, LNAV/VNAV DA to 592, and all MDA 60 ft; increase LPV all Cats and LNAV Cat. D visibility ¼ mile.

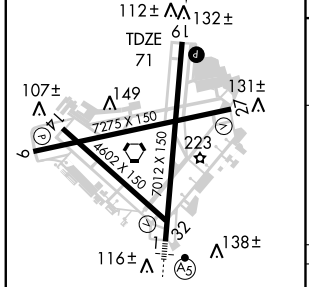
MISSED APPROACH: Climb to 2000 direct FESER and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95

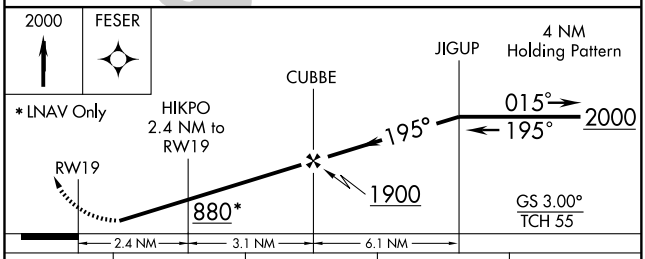
Procedure NA for arrival on MXE VORTAC airway radials 056 CW 129.

Procedure NA for arrival on DQO VORTAC airway radials 053 CW 068.





REIL Rwy 19
MIRL Rwy 14-32 L
HIRL Rwys 9-27 and 1-19 L



CATEGORY	A	B	C	D
LPV DA	371-1 300 (300-1)			
LNAV/VNAV DA	538-1¾ 467 (500-1¾)			
LNAV MDA	480-1 409 (400-1)		480-1¼ 409 (400-1¼)	
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 27

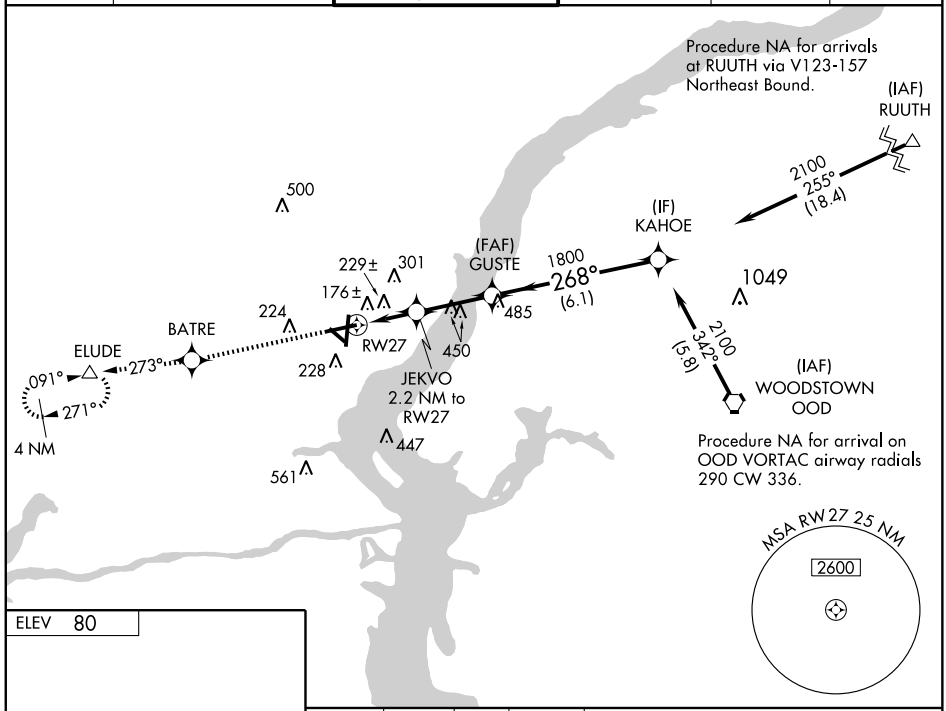
WILMINGTON / NEW CASTLE (ILG)

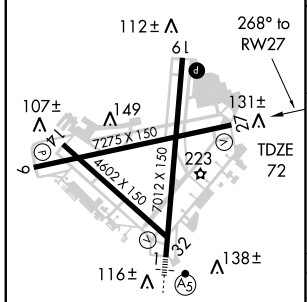
WAAS CH 53515 W27A	APP CRS 268°	Rwy Idg 7275 TDZE 72 Apt Elev 80

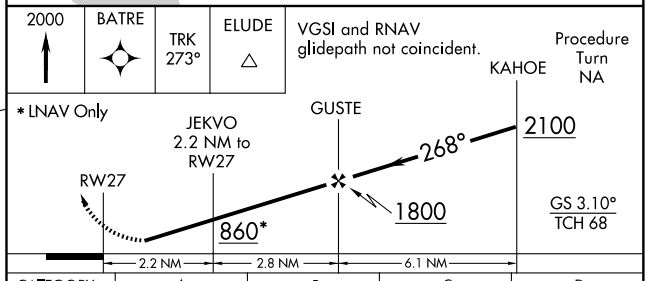
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, LNAV/VNAV DA to 570, and all MDA 60 ft; increase LNAV/VNAV all Cats and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95







CATEGORY	A	B	C	D
LPV DA	426-1¼ 354 (400-1¼)			
LNAV/VNAV DA	516-1½ 444 (500-1½)			
LNAV MDA	480-1 408 (400-1)		480-1¼ 408 (400-1¼)	
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

REIL Rwy 19
MIRL Rwy 14-32 L
HIRL Rwys 9-27 and 1-19 L

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC DQO	APP CRS	Rwy Idg 7012
114.0	004°	TDZE 76
Chan 87		Apt Elev 80

VOR RWY 1

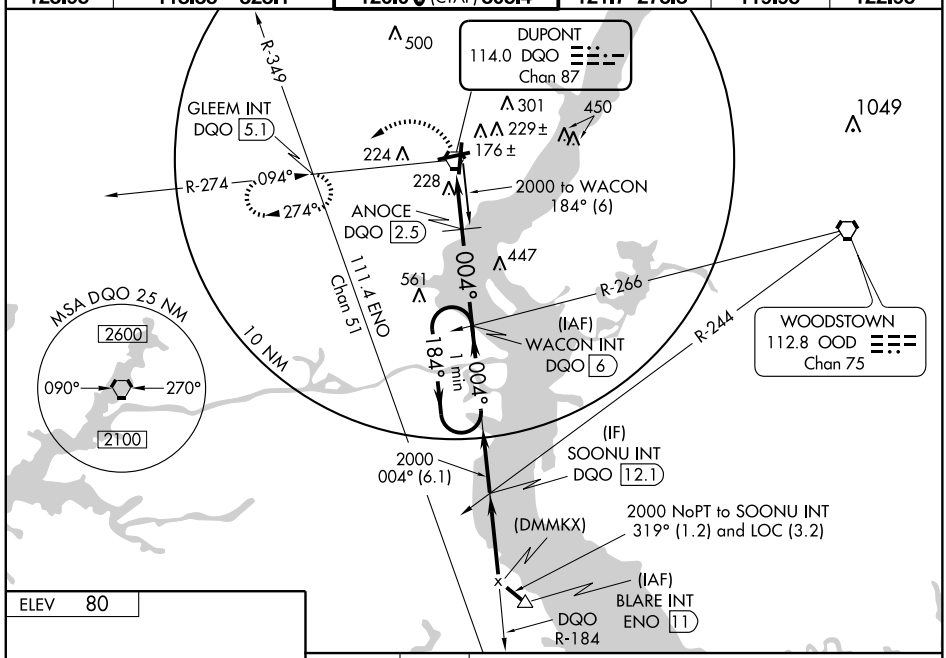
WILMINGTON / NEW CASTLE (ILG)

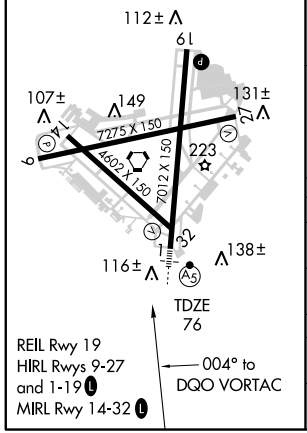
T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl. altimeter setting: increase all MDA 60 ft; increase S-1 Cats C/D and Circling Cats B/C/D visibility ¼ mile. Inoperative table does not apply to S-1 Cats A/B and ANOCE Fix minimums S-1 Cats A/B. For inoperative MALSR, when using Philadelphia Intl. altimeter setting, increase S-1 Cat B and ANOCE Fix minimums S-1 Cat C ¼ mile. When using Philadelphia Intl. altimeter setting, inoperative table does not apply to S-1 Cat A and ANOCE Fix minimums S-1 Cats A/B.

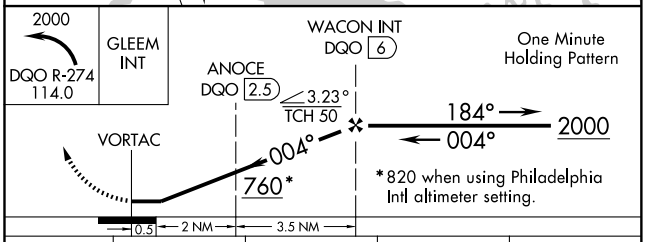
MALSR

MISSED APPROACH: Climbing left turn to 2000 via DQO VORTAC R-274 to GLEEM Int/ DQO 5.1 DME and hold, continue climb-in-hold to 2000.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95







CATEGORY	A	B	C	D
S-1	760/50 684 (700-1)		760-1½ 684 (700-1½)	760-1¾ 684 (700-1¾)
CIRCLING	760-1 680 (700-1)		760-2 680 (700-2)	760-2¼ 680 (700-2¼)
ANOCE FIX MINIMUMS				
S-1	480/50 404 (400-1)			
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC DQO	APP CRS	Rwy Idg 7275
114.0	094°	TDZE 80
Chan 87		Apt Elev 80

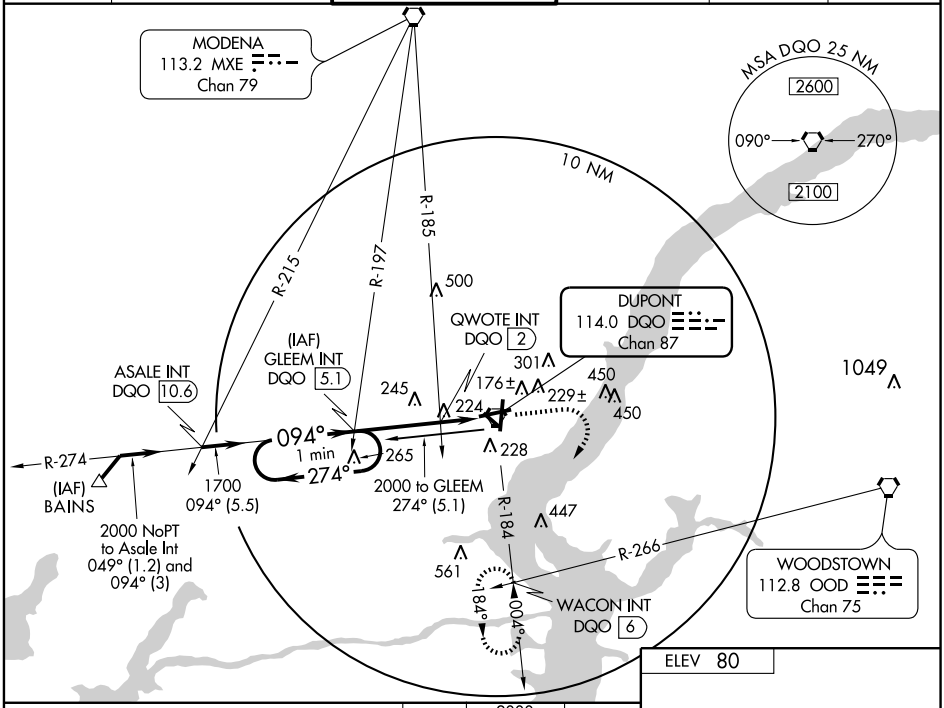
VOR RWY 9

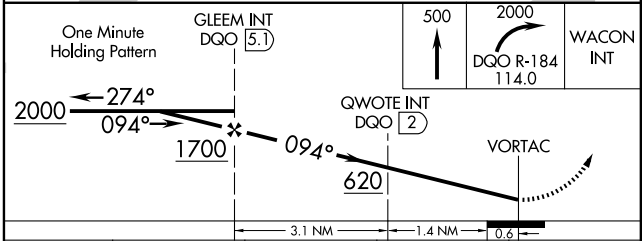
WILMINGTON / NEW CASTLE (ILG)

Inoperative table does not apply to ODALS.

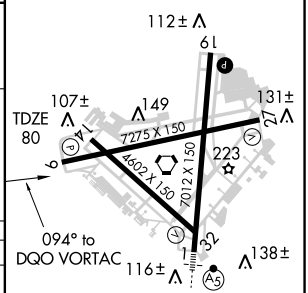
MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via DQO R-184 to WACON Int/DQO 6 DME and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95





CATEGORY	A	B	C	D
S-9	620-1 540 (600-1)		620-1½ 540 (600-1½)	620-1¾ 540 (600-1¾)
CIRCLING	620-1 540 (600-1)		620-1½ 540 (600-1½)	640-2 560 (600-2)
QWOTE INT MINIMUMS				
S-9	440-1 360 (400-1)			440-1¼ 360 (400-1¼)
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)



REIL Rwy 19
HIRL Rwys 9-27 and 1-19 L
MIRL Rwy 14-32 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3. 14 JAN 2010 to 11 FEB 2010

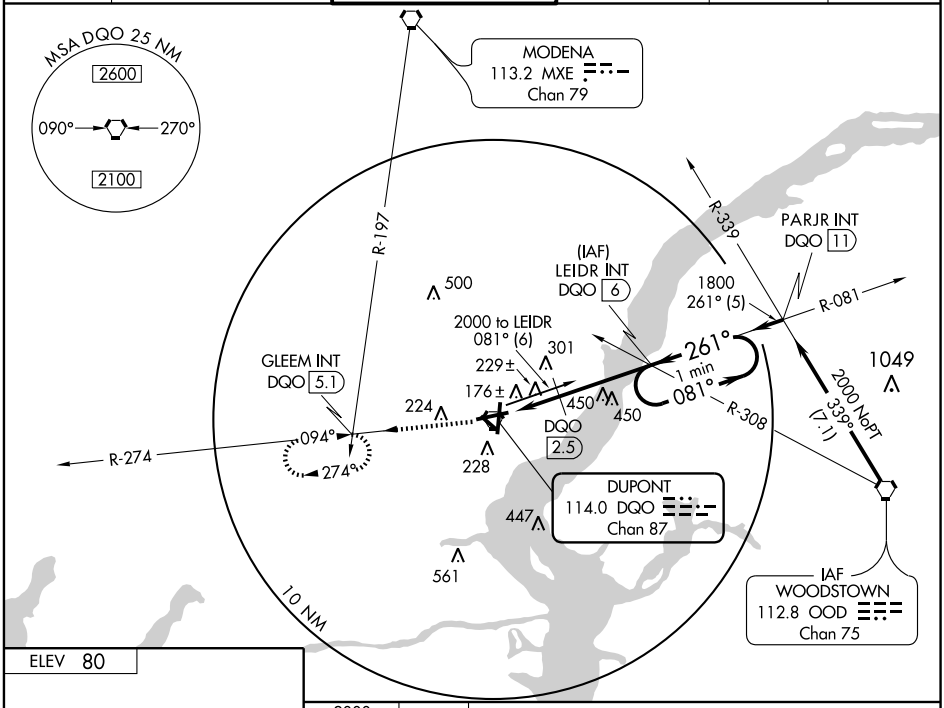
VORTAC DQO 114.0 Chan 87	APP CRS 261°	Rwy Idg 7275 TDZE 72 Apt Elev 80

VOR RWY 27

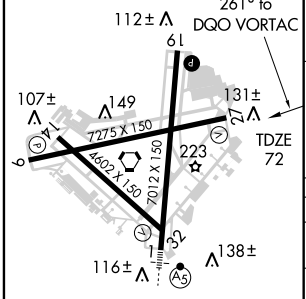
WILMINGTON / NEW CASTLE (ILG)

MISSED APPROACH: Climb to 2000 via DQO VORTAC R-274 to GLEEM Int/DQO 5.1 DME and hold.

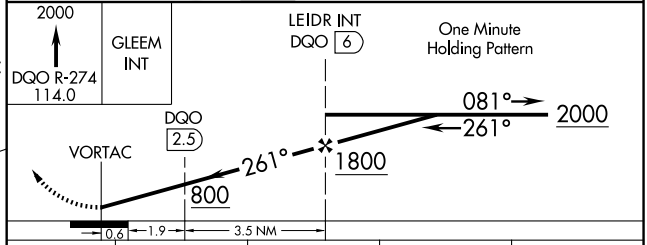
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95



ELEV 80



REIL Rwy 19
HIRL Rwys 9-27 and 1-19 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
S-27	800-1 728 (800-1)		800-2 728 (800-2)	800-2¼ 728 (800-2¼)
CIRCLING	800-1 720 (800-1)		800-2 720 (800-2)	800-2¼ 720 (800-2¼)
DME MINIMA				
S-27	560-1 488 (500-1)		560-1¼ 488 (500-1¼)	560-1½ 488 (500-1½)
CIRCLING	560-1 480 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[3]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[36]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME — ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .... **RNAV (GPS) Rwy 28**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[1]
ILS Rwy 22L[1]
ILS Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 15R[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL .... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **LOC Rwy 8[123]**
VOR or GPS-A[4]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

NAME ALTERNATE MINIMUMS

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[12]**
VOR Rwy 2[3]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]NA when local weather not available.
[3]Categories A,B, 1200-2; Category C,D, 1200-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME or GPS Rwy 17[3]

[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**
NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**
Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD ... **RNAV (GPS) Rwy 18**
NA when local weather not available.

PAWTUCKET, RI

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B
NA when local weather not available.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29
ILS, Category D, 700-2.

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]
[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34
NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31
NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

VINEYARD HAVEN, MA

MARTHA'S VINEYARD .... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[34]
VOR Rwy 20[35]
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[5]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

NAME ALTERNATE MINIMUMS

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Rwy 10**

Categories A,B, 900-2; Category C, 900-2¾.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR or TACAN Rwy 6[4]
VOR or TACAN Rwy 15[5]
VOR or TACAN Rwy 24[6]
VOR or TACAN Rwy 33[6]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading at 250' per NM to 400 feet before turning.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right. **Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL. **Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 33L, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BRUNSWICK NAS (KNHZ)

BRUNSWICK, ME 09295

Rwy 1L, CAUTION: Cross DER at or above 30' AGL/102' MSL.

Rwy 1R, CAUTION: Cross DER at or above 10' AGL/82' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)

AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK

NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 300-1½ with a min. climb of 471' per NM to 6600, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA

GARDNER MUNI

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA

WALTER J. KOLADZA

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME

GREENVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT

HARTFORD-BRAINARD

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.

NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

HAVERHILL, NH

DEAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 800-2. **Rwy 35,** 300-1.

LYNDONVILLE, VT

CALEDONIA COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA

MANSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI

TAKE-OFF MINIMUMS: **Rwy 29,** 700-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 700-1 or std. with a min. climb of 290' per NM to 1300.

MONTAGUE, MA

TURNERS FALLS

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 14,** 300-1 or std. with a min. climb of 340' per NM until 200. **Rwy 20,** 300-1 or std. with a min. climb of 240' per NM until 100. **Rwy 32,** 400-1 or std. with a min. climb of 420' per NM until 500.

NEWPORT, RI
NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.
NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT
NEWPORT STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.
DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME
CENTRAL MAINE AIRPORT OF NORRIDGEWOCK
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.
DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI
QUONSET STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA
NORTHAMPTON
TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA
NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.
NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

PLYMOUTH, MA

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from departure end of runway, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from departure end of runway, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI

NOTE: **Rwy 7,** trees beginning 133' from departure end of runway, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from departure end of runway, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from departure end of runway, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course.

Rwy 32, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 260' per NM until passing 1000.

Rwys 10, 28 NA.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 300-2 or std. with a min. climb of 260' per NM to 700. **Rwy 33,** 1200-3 or std. with a min. climb of 250' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1700 before proceeding on course. **Rwy 15,** climb runway heading to 1400 before proceeding on course. **Rwy 20,** climb runway heading to 2200 before proceeding on course. **Rwy 33,** climb runway heading to 1500 before proceeding on course.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400. RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL.**Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 700-3 or std. w/ min. climb of 326' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before proceeding on course. **Rwy 33,** Climb heading 328° to 1000 before proceeding on course.

NOTES: **Rwy 1,** Trees beginning 887' from departure end of runway, 493'left of centerline, up to 100' AGL/239' MSL. Trees beginning 1846' from departure end of runway, on centerline, up to 100' AGL/265' MSL. **Rwy 6,** Trees beginning 21' from departure end of runway, 464' left of centerline, up to 100' AGL/184' MSL. Trees beginning 1335' from departure end of runway, on centerline, up to 100' AGL/289' MSL. **Rwy 15,** Vehicle on road 453' from departure end of runway, 615' left of centerline, 15' AGL/186' MSL. Trees beginning 2341' from departure end of runway, 767' right of centerline, up to 76' AGL/244' MSL. Vehicle on road 409' from departure end of runway, 591' left of centerline, 15' AGL/186' MSL. Trees beginning 1520' from departure end of runway, 429' right of centerline, up to 77' AGL/219' MSL. **Rwy 19,** Aircraft 1843' from departure end of runway, 223' right of centerline, 40' AGL/269' MSL. Light pole 2843' from departure end of runway, 223' right of centerline, up to 88' AGL/222' MSL. **Rwy 24,** obstruction light fence 1240' from departure end of runway, 784' left of centerline, 50' AGL/215' MSL. Trees beginning 3389' from departure end of runway, 599' left of centerline, up to 100' AGL/ 267' MSL trees beginning 2346' from departure end of runway, 489' right of centerline, up to 70' AGL/273' MSL. **Rwy 33,** Trees beginning 1590' from departure end of runway, on centerline up to 100' AGL/256' MSL. Obstruction light tower 2.4 NM from departure end of runway, 3534' left of centerline 117' AGL/774' MSL. Trees beginning 1618' from departure end of runway, 580' right of centerline, up to 100' AGL/252' MSL. Trees beginning 3125' from departure end of runway, 308' right of centerline, up to 100' AGL/256' MSL.

WISCASSET, ME

WISCASSET

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 240' per NM to 600.

WORCESTER, MA

WORCESTER RGNL

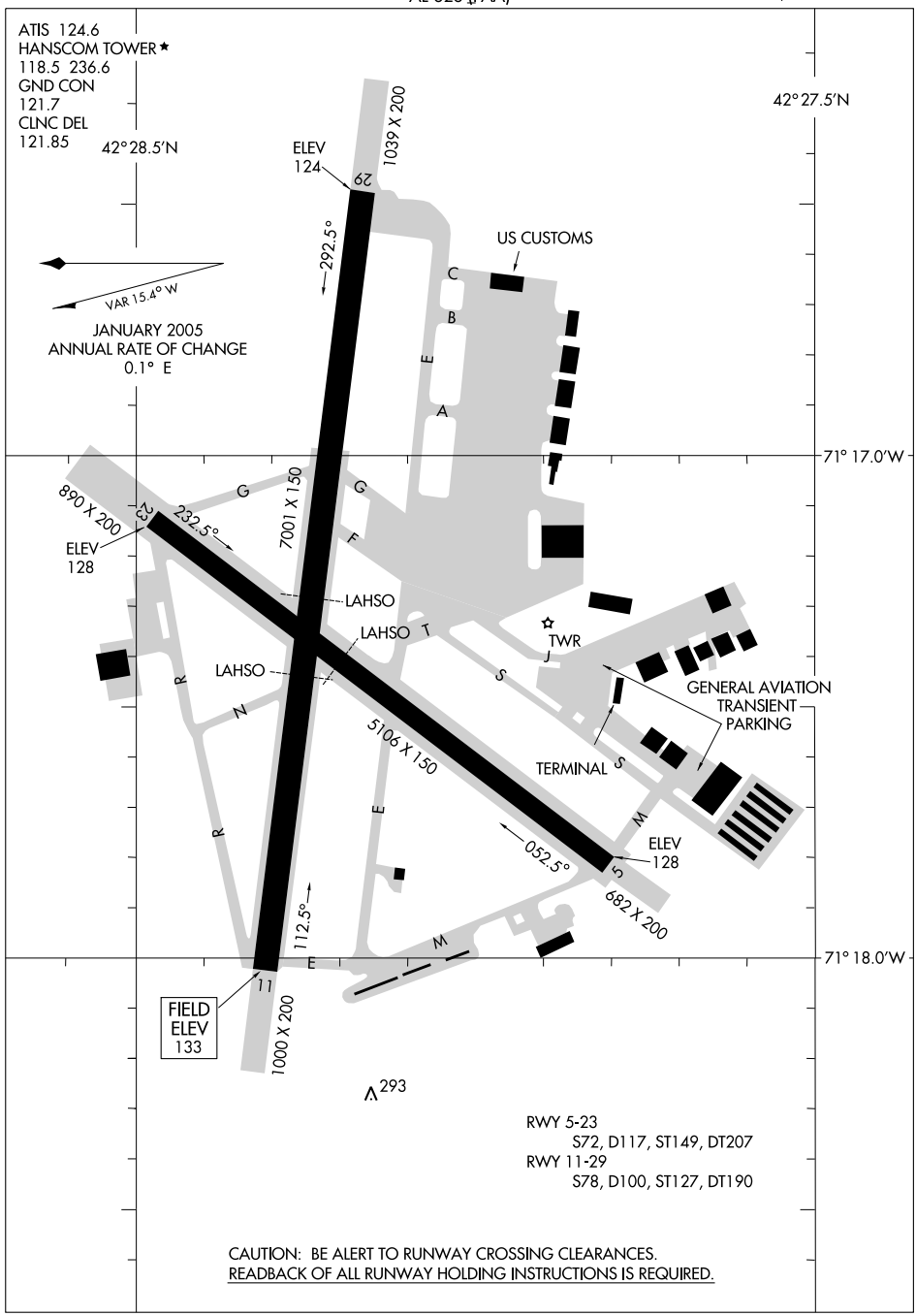
TAKE-OFF MINIMUMS: **Rwy 29,** 300-2 or std. with a min. climb of 250' per NM to 1300. **Rwy 33,** 700-2 or std. with a min. climb of 320' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb runway heading to 1300 before proceeding on course. **Rwy 33,** climb runway heading to 2000 before proceeding on course.

07242

AIRPORT DIAGRAM

BEDFORD / LAURENCE G. HANSCOM FIELD (BED)
BEDFORD, MASSACHUSETTS
AL-626 (FAA)

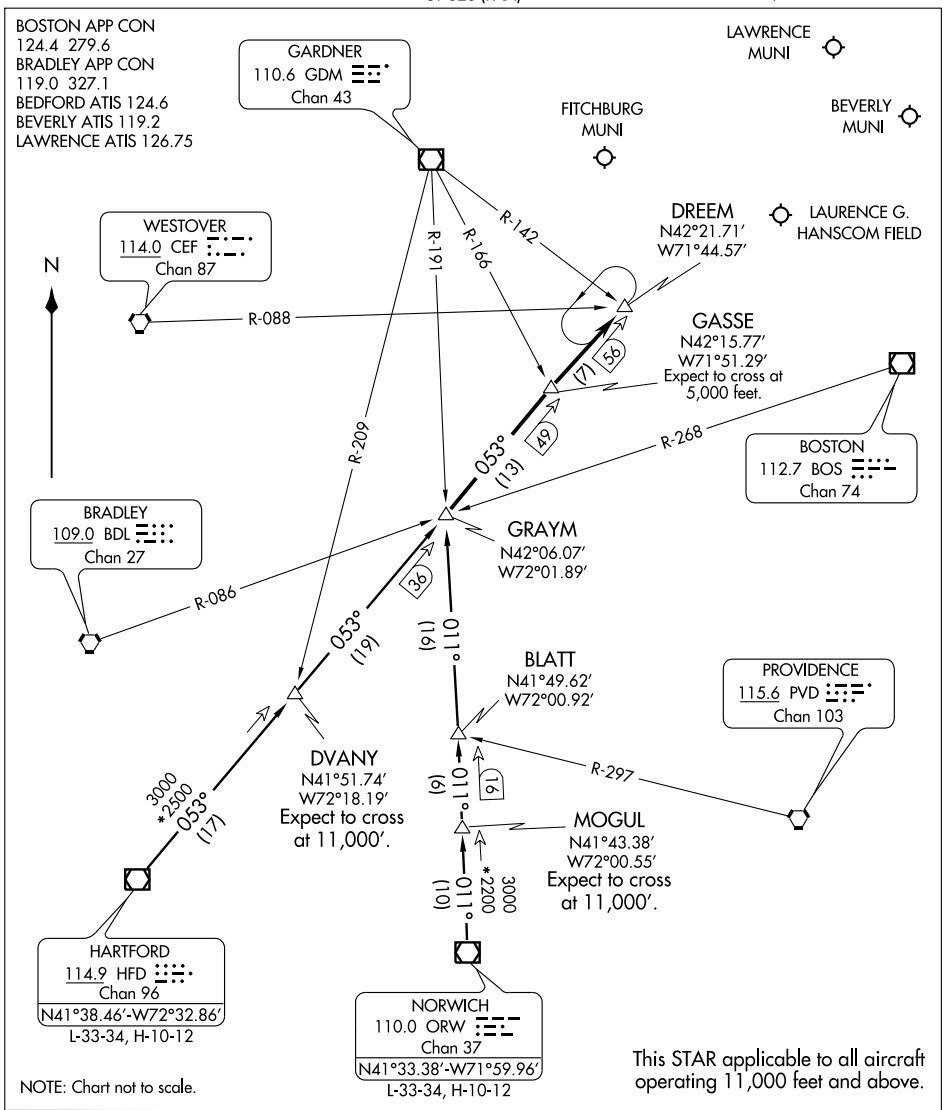


NE-1, 14 JAN 2010 to 11 FEB 2010

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

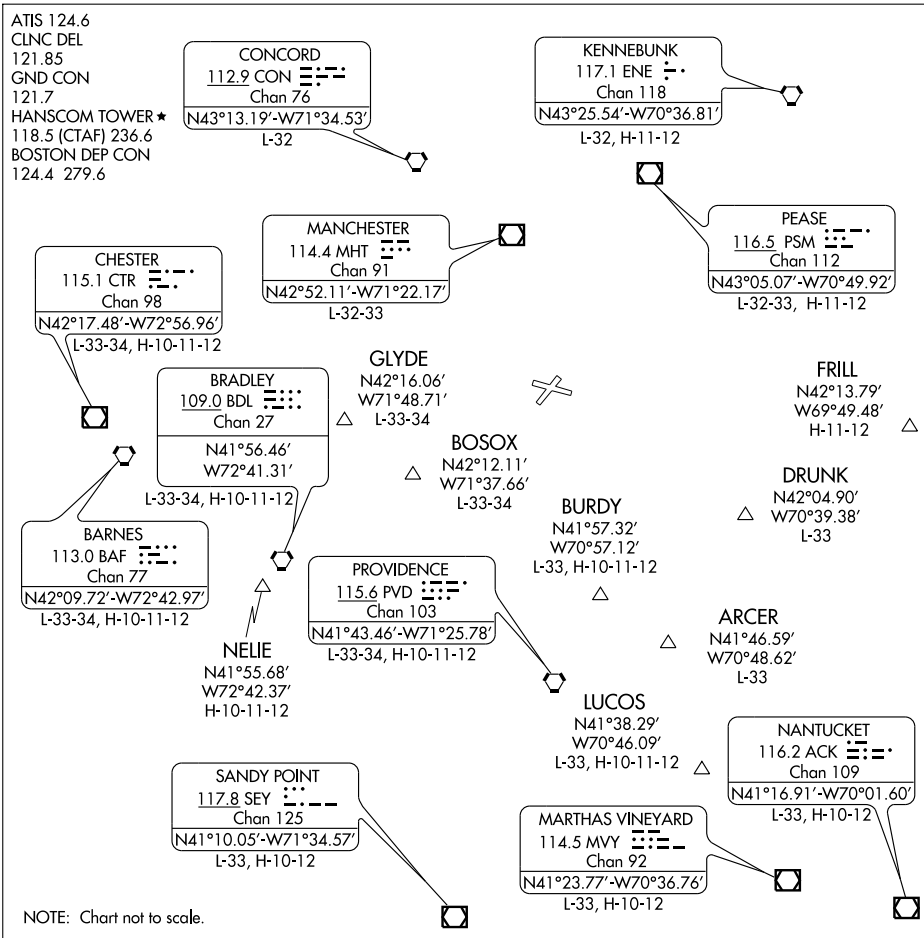
NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

NE-1, 14 JAN 2010 to 11 FEB 2010

HANSCOM SIX DEPARTURE

BEDFORD/ LAURENCE G. HANSCOM FIELD (BED)
BEDFORD, MASSACHUSETTS



DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000′. Expect further clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BED	APP CRS	Rwy Idg 7001
111.15	113°	TDZE 133
Chan 48 (Y)		Apt Elev 133

ILS or LOC RWY 11

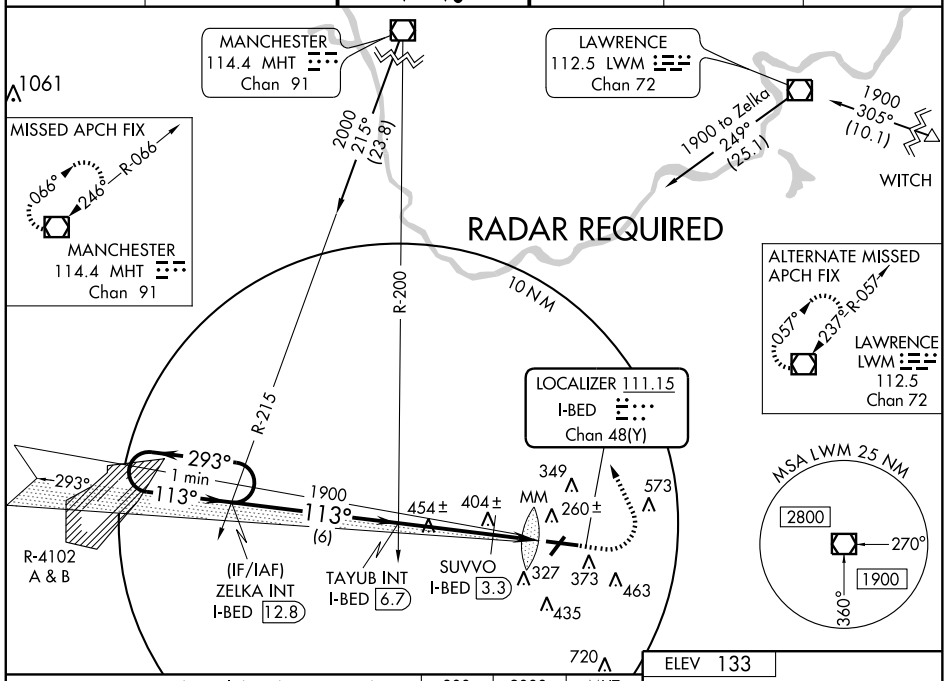
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

If local altimeter setting not received, use Boston altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to S-ILS 11 all Cats and S-LOC 11 Cats A and B. Visibility reduction by helicopters NA.

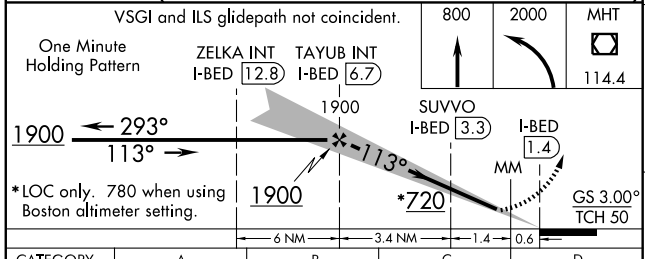
MALSR

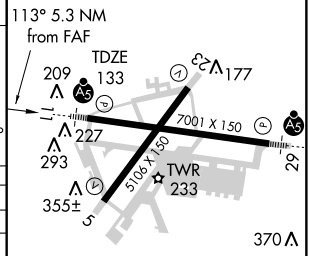
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 direct MHT VOR/DME and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95



ELEV 133





CATEGORY	A	B	C	D
S-ILS 11	383/50	250 (300-1)		
S-LOC 11	720/50	587 (600-1)		720/60 587 (600-1¼)
CIRCLING	720 - 1	587 (600-1)	720 - 1½ 587 (600-1½)	780 - 2 647 (700-2)
	SUVVO FIX MINIMUMS			
S-LOC 11	660/50	527 (600-1)		660/60 527 (600-1¼)
CIRCLING	680 - 1	547 (600-1)	700 - 1½ 567 (600-1½)	780 - 2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ULJ	APP CRS	Rwy Idg	7001
111.15	293°	TDZE	128
Chan 48(Y)		Apt Elev	133

ILS or LOC RWY 29

BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

ADF required. VDP NA when using Boston altimeter setting. If local altimeter setting not received, use Boston altimeter setting and increase all DAs to 377 feet and all MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95

ALTERNATE MISSED APCH FIX
114.4 MHT Chan 91
SOSYO GDM 28
110.6 GDM Chan 43
111° R-111
291° R-202

RADAR REQUIRED

112.5 LWM Chan 72

LOCALIZER 111.15 I-ULJ Chan 48(Y)

R-213 R-205 R-185

SOSYO GDM 28 293° 13°

LOM BEDDS 332 BE

260± 349 MM 573 346± 669 327 373 463 435 661 720 1456 1449 1349

JAYSE INT I-ULJ 4.7

(IF) MORIS INT I-ULJ 10.8

1800 293° (6.1) 113°

SHAKER HILL 251 SKR

LICPI INT I-ULJ 2.3

10 NM

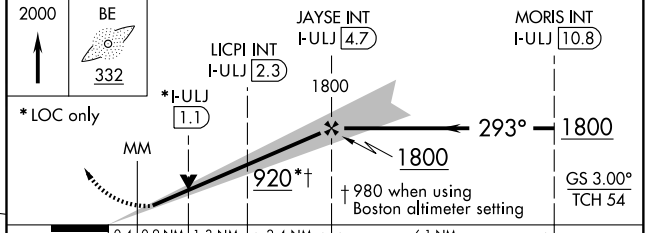
MSA SKR 25 NM
180° 3100 2000 350°

ELEV 133

209 177 23 11 227 293 355± 5 29 7001 X 150 5106 X 150 TWR 233 TDZE 128 370

293° 5 NM from FAF

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23



CATEGORY	A	B	C	D
S-ILS 29	328-½ 200 (200-½)			
S-LOC 29	920-½ 792 (800-½)	920-¾ 792 (800-¾)	920-1¾ 792 (800-1¾)	920-2 792 (800-2)
CIRCLING	920-1 787 (800-1)	920-1¼ 787 (800-1¼)	920-2¼ 787 (800-2¼)	920-2½ 787 (800-2½)
LICPI FIX MINIMUMS				
S-LOC 29	600-½ 472 (500-½)		600-¾ 472 (500-¾)	600-1 472 (500-1)
CIRCLING	680-1 547 (600-1)		700-1½ 567 (700-1½)	780-2 647 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB SKR 251	APP CRS 297°	Rwy Idg 7001 TDZE 128 Apt Elev 133

NDB RWY 29

BEDFORD/ LAURENCE G. HANSCOM FIELD (BED)

NA — When local altimeter setting not received, use Boston altimeter setting and increase all MDA 60 feet; increase S-29 Cat C and D and Circling Cat C and D visibilities ¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95

ALTERNATE MISSED APCH FIX

118° 298° 118°

SHAKER HILL SKR 251

110.6 GDM Chan 43

293° 113°

LOM BEDDS 332 BE

349 260± 573 327 373 297° 463 471 669 435 661 720 1456 1449

R-111 1700 291° (9.7)

(IF/IAF) REVER

291°

R-030

SHAKER HILL 251 SKR

BOSTON 112.7 BOS Chan 74

10 NM

MSA SKR 25 NM

180° 3100 2200 360°

ELEV 133

297° 4.4 NM from FAF

209 177 23 227 293 355± 5 29 7001 X 150 5106 X 150 TWR 233 TDZE 128 370

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

2000 BE 332

REVER INT

Procedure Turn NA

NDB

291° 3000

297° 1700

3.30° TCH 52

VGSI and descent angles not coincident.

4.4 NM 9.7 NM

CATEGORY	A	B	C	D
S-29	780-¾ 652 (700-¾)		780-1¼ 652 (700-1¼)	780-1¾ 652 (700-1¾)
CIRCLING	780-1 647 (700-1)		780-1¾ 647 (700-1¾)	800-2 667 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7001
CH 87000	113°	TDZE	133
W11A		Apt Elev	133

RNAV (GPS) RWY 11

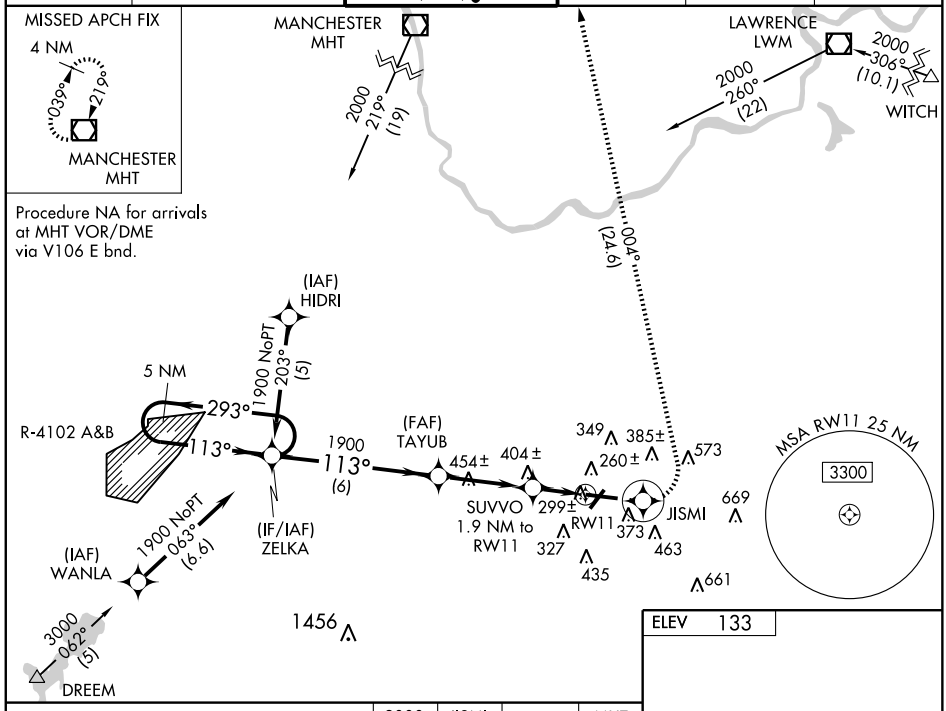
BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

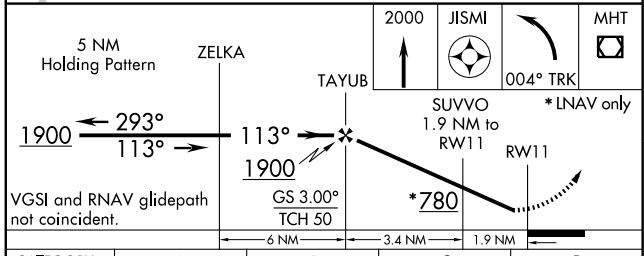
If local altimeter setting not received, use Boston altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 48°C (119°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Boston altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

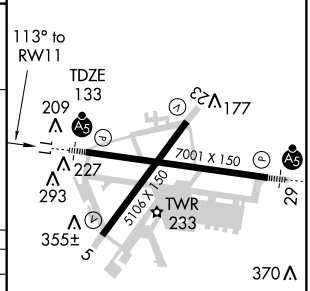
MALSR

MISSED APPROACH: Climb to 2000 direct JISMI and left turn via 004° track to MHT VOR/DME and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER *	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	479/50		346 (400-1)	
LNAV/VNAV DA	576/50		443 (500-1)	
LNAV MDA	660/50	527 (600-1)		660/60 527 (600-1¼)
CIRCLING	680-1	547 (600-1)	700 - 1½ 567 (600-1½)	780 - 2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

APP CRS	Rwy Idg	5106
233°	TDZE	129
	Apt Elev	133

RNAV (GPS) RWY 23

BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Boston altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct CACVA and via 211° track to WHYBE and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95

(IAF) LAWRENCE LWM

2000 306° (10.1) WITCH

(IAF) EZKOW

5 NM

2000 NoPT 210° (7.3)

2000 NoPT 143° (5)

053° 233°

(IF/IAF) JENDI

1800 233° (6.1)

Procedure NA for arrivals at LOBBY via V431 westbound.

(FAF) OYIVE

R-4102 A & B

3000 to Ezkow 075° (19.9)

3000 to Ezkow 067° (19.6)

LOBBY

JABMU

3100 067° (10)

DREEM

349 385± 260± 573 RW23 373 463 669 327 435 661 720 1456 1449

CACVA

211° (8.9)

MSA RW 23 25 NM 3300

MISSED APCH FIX

4 NM

088° 268°

WHYBE

3000	CACVA	TRK 211°	WHYBE

5 NM Holding Pattern

OYIVE JENDI

RW23 3.04° TCH 53 1800 053° 233° 2000 233°

VGSI and descent angles not coincident.

5 NM 6.1 NM

ELEV 133

233° to RW23

TDZE 129 23 177 209 227 293 355± 7001 X 150 5106 X 150 TWR 233 11 29 5 370

CATEGORY	A	B	C	D
LNAV MDA	640-1	511 (600-1)	640-1½	511 (600-1½)
CIRCLING	680-1	547 (600-1)	700-1½ 567 (600-1½)	780-2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 86612 W29A	APP CRS 293°	Rwy Idg 7001	TDZE 128	Apt Elev 133

RNAV (GPS) RWY 29

BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

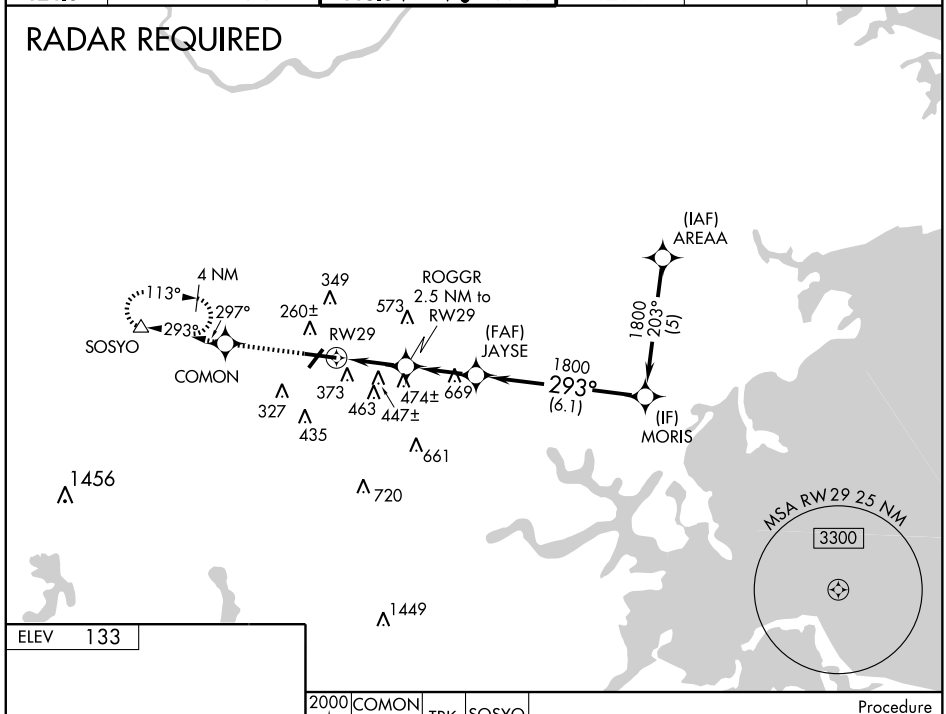
Baro-VNAV NA when using Boston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boston altimeter setting and increase all DA 48 ft and all MDA 60 ft; increase LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C and D visibilities ¼ mile. VDP NA when using Boston altimeter setting.

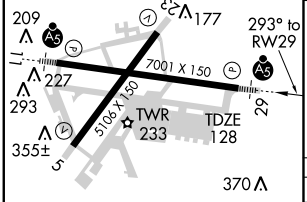
MALSR

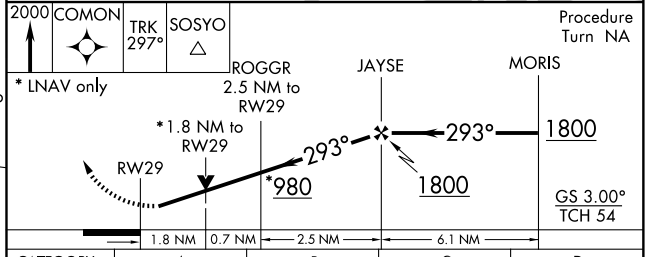
MISSED APPROACH: Climb to 2000 direct COMON and via 297° track to SOSYO and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	328-½ 200 (200-½)			
LNAV/ VNAV DA	793-1¾ 665 (700-1¾)			
LNAV MDA	740-½ 612 (700-½)		740-1¼ 612 (700-1¼)	740-1½ 612 (700-1½)
CIRCLING	740-1 607 (700-1)		780-1¾ 647 (700-1¾)	800-2 667 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

NE-1, 14 JAN 2010 to 11 FEB 2010

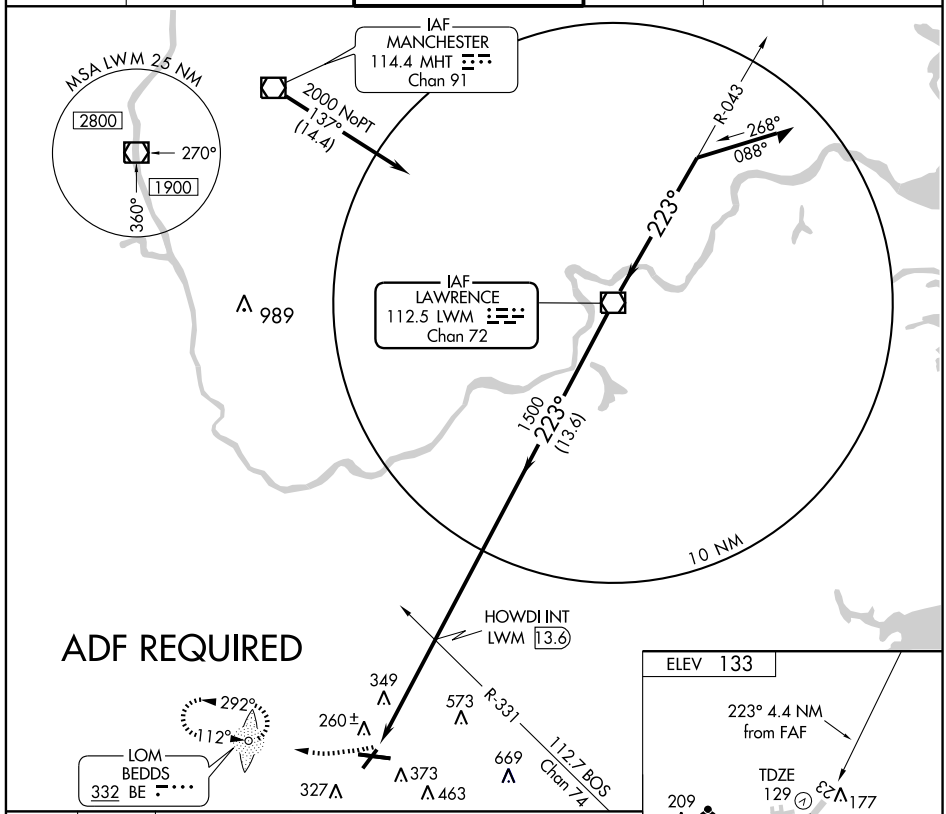
VOR/DME LWM 112.5 Chan 72	APP CRS 223°	Rwy Idg 5106 TDZE 129 Apt Elev 133

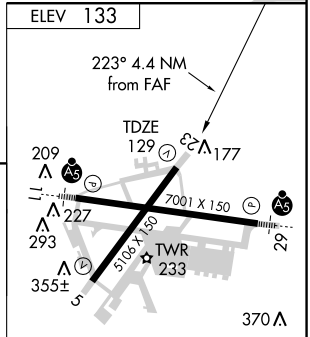
VOR RWY 23

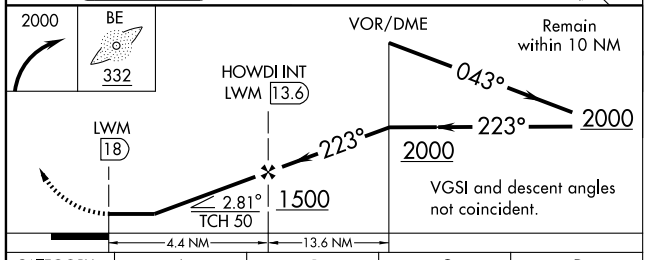
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

MISSED APPROACH: Climbing right turn to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95







MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

CATEGORY	A	B	C	D
S-23	680-1 551 (600-1)		680-1½ 551 (600-1½)	680-1¾ 551 (600-1¾)
CIRCLING	700-1 567 (600-1)	720-1 587 (600-1)	720-1½ 587 (600-1½)	780-2 647 (700-2)

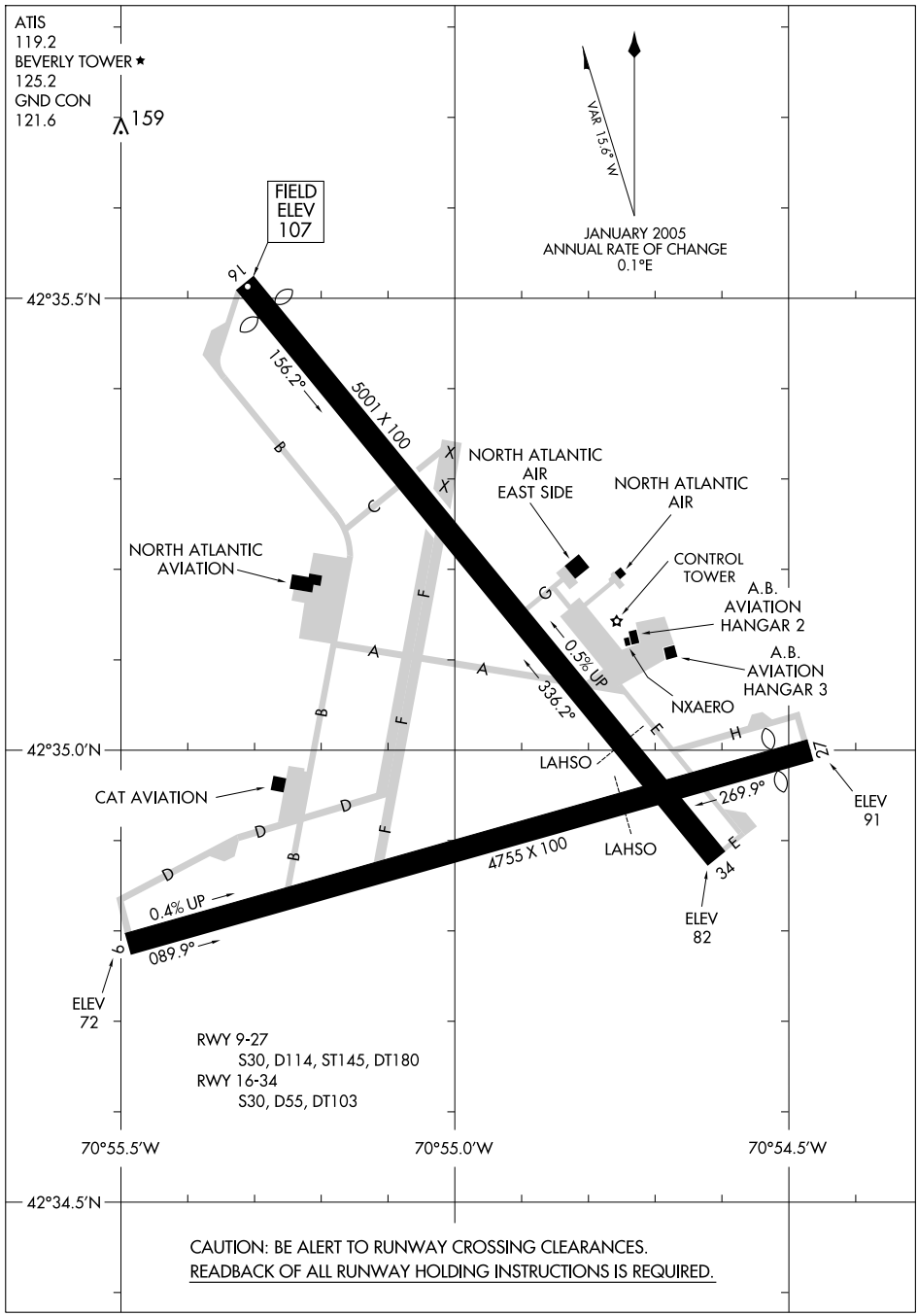
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-5039 (FAA)

BEVERLY MUNI (BVY)
BEVERLY, MASSACHUSETTS

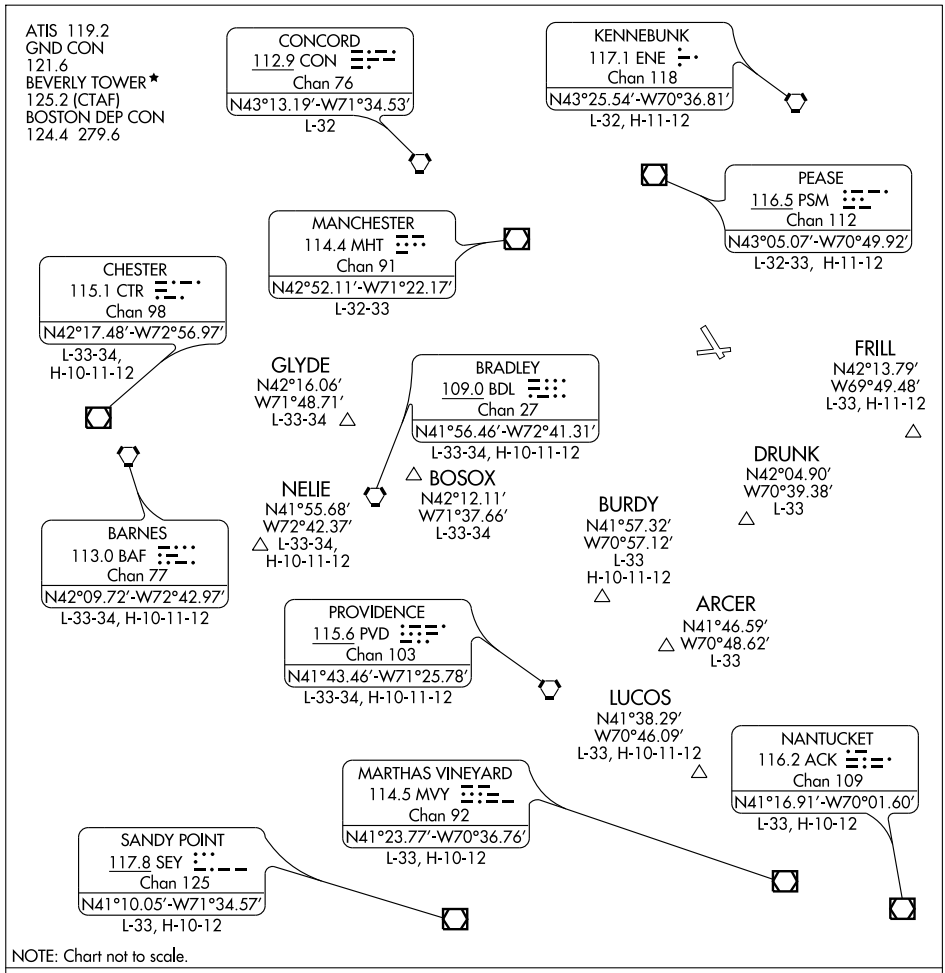


NE-1, 14 JAN 2010 to 11 FEB 2010

BEVERLY SIX DEPARTURE

AL-5039 (FAA)

BEVERLY MUNI (BVY)
BEVERLY, MASSACHUSETTS



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000'. Expect further clearance to filed altitude/flight level ten minutes after departure.

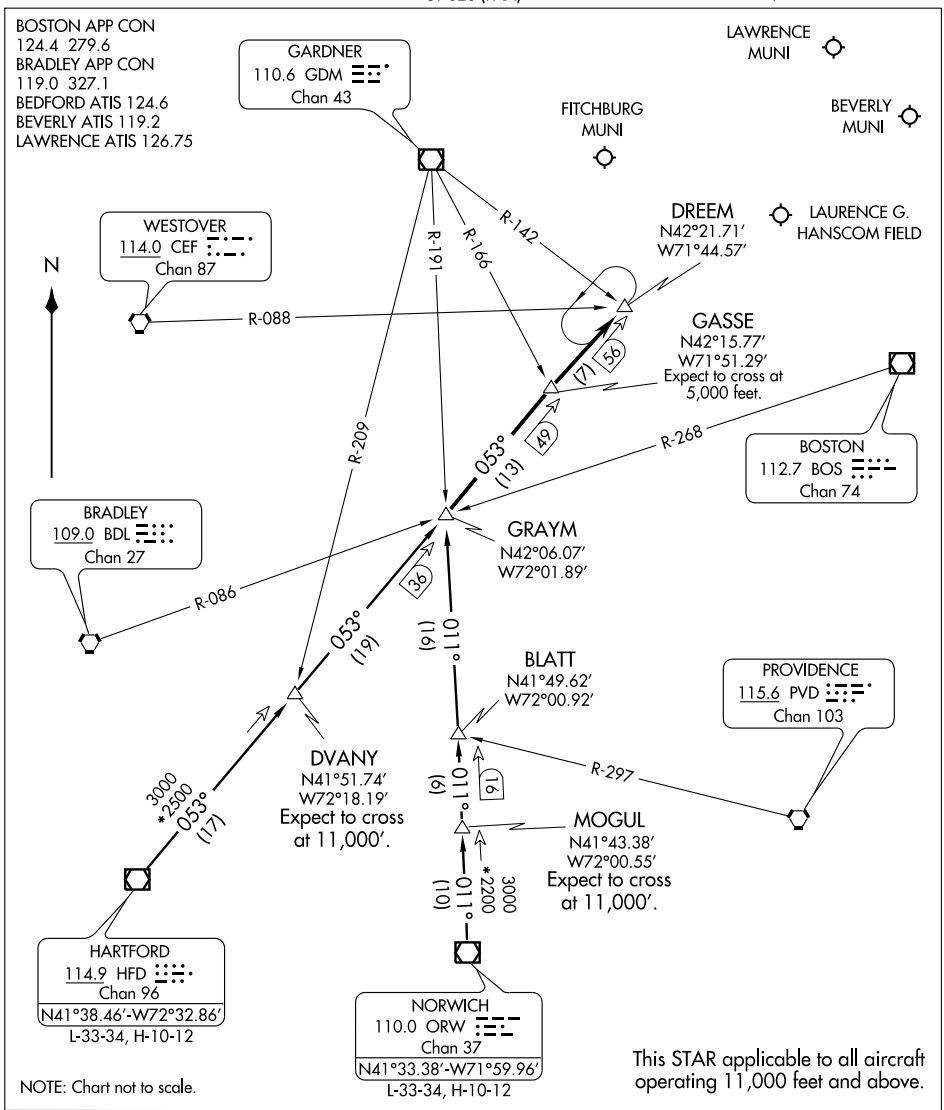
TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

NE-1, 14 JAN 2010 to 11 FEB 2010

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BVY	APP CRS	Rwy Idg	4762
110.5	157°	TDZE	107
Chan 42		Apt Elev	107

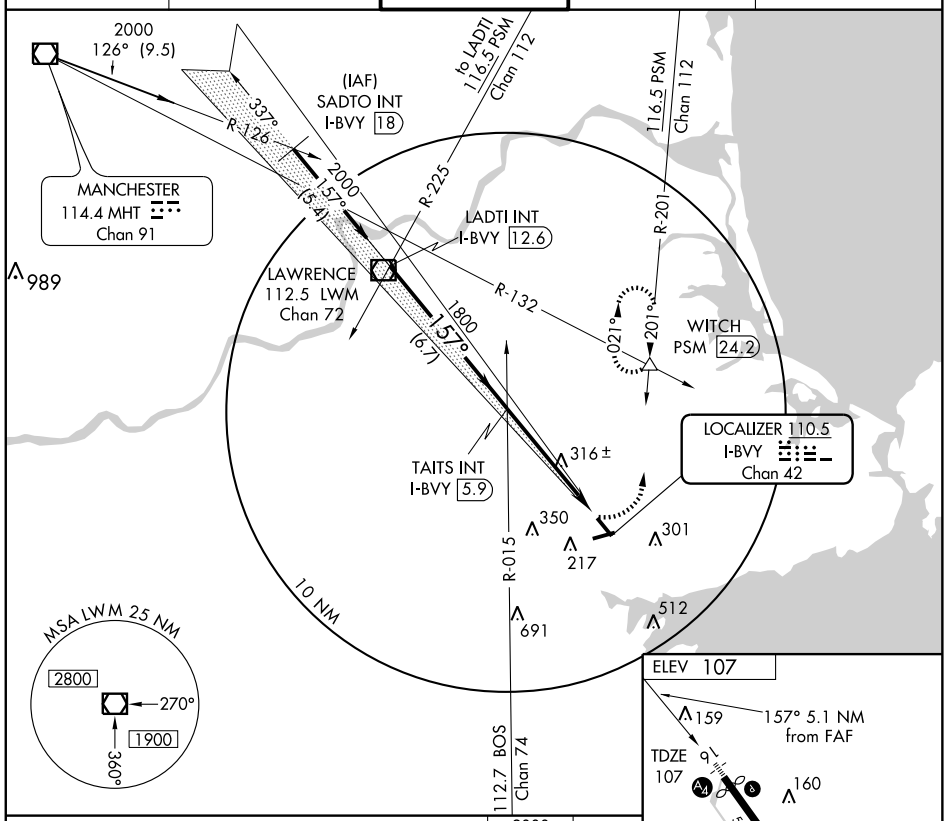
LOC RWY 16
BEVERLY MUNI (BVY)

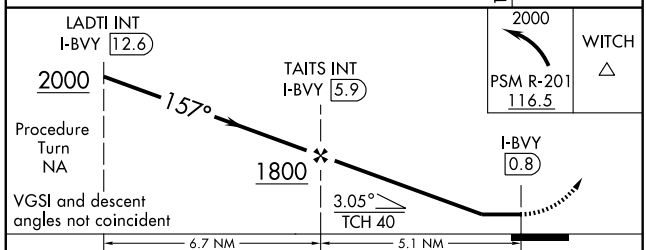
Inoperative table does not apply.

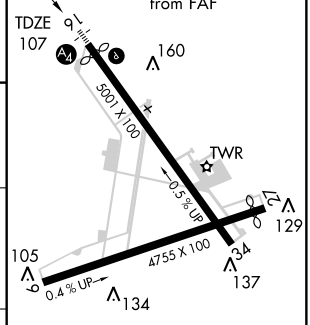
MALSF

MISSED APPROACH: Climbing left turn to 2000 via PSM R-201 to WITCH Int/24.2 DME and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER ★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-16	580-1 473 (500-1)		580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	620-1 513 (600-1)		620-1½ 513 (600-1½)	700-2 593 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 and 9-27 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4762
157°	TDZE	107
	Apt Elev	107

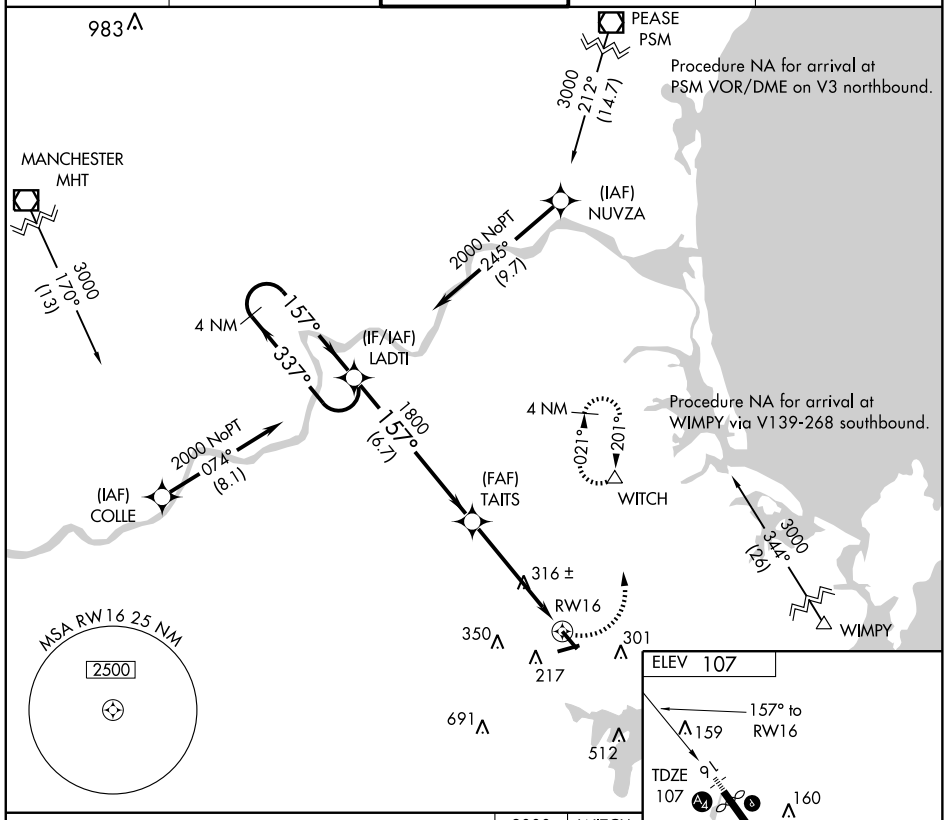
RNAV (GPS) RWY 16
BEVERLY MUNI (BVY)

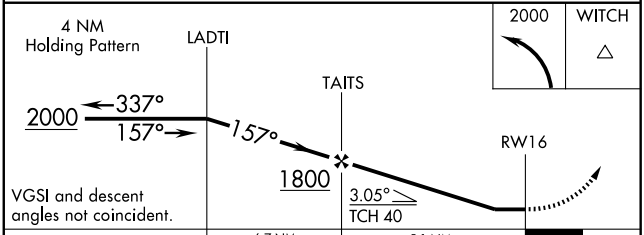
DME/DME RNP-0.3 NA.
Inoperative table does not apply.

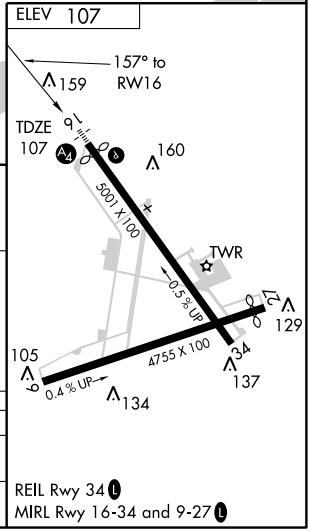
MALSF

MISSED APPROACH: Climbing left turn to 2000 direct WITCH and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	580-1	473 (500-1)	580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	600-1	493 (500-1)	620-1½ 513 (600-1½)	700-2 593 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 and 9-27 L

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME LWM	APP CRS	Rwy Idg	4762
112.5	154°	TDZE	107
Chan 72		Apt Elev	107

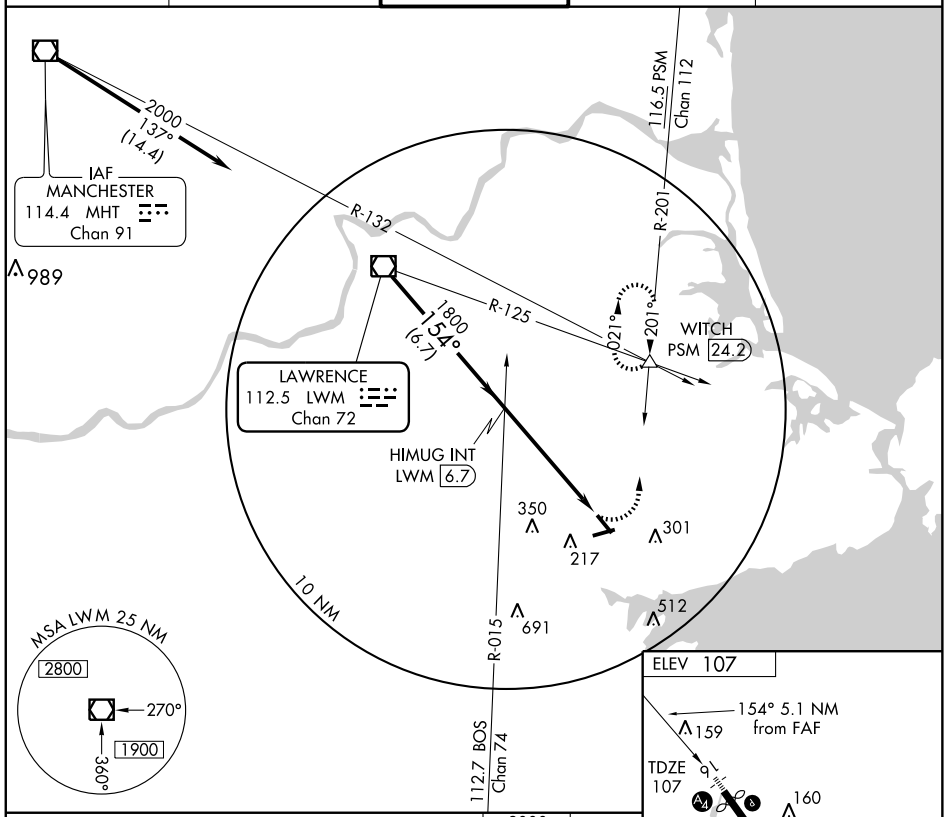
VOR RWY 16
BEVERLY MUNI (BVY)

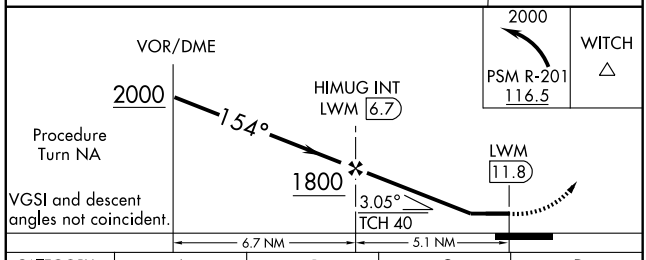
Inoperative table does not apply.

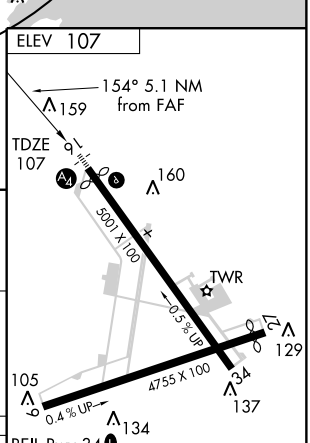
MALSF

MISSED APPROACH: Climbing left turn to 2000 via PSM R-201 to WITCH Int/24.2 DME and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER ★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95







REIL Rwy 34 L

MIRL Rwy 16-34 and 9-27 L

CATEGORY	A	B	C	D
S-16	720-1 613 (700-1)		720-1¾ 613 (700-1¾)	720-2 613 (700-2)
CIRCLING	720-1 613 (700-1)		720-1¾ 613 (700-1¾)	740-2 633 (700-2)

FAF to MAP 5.1 NM

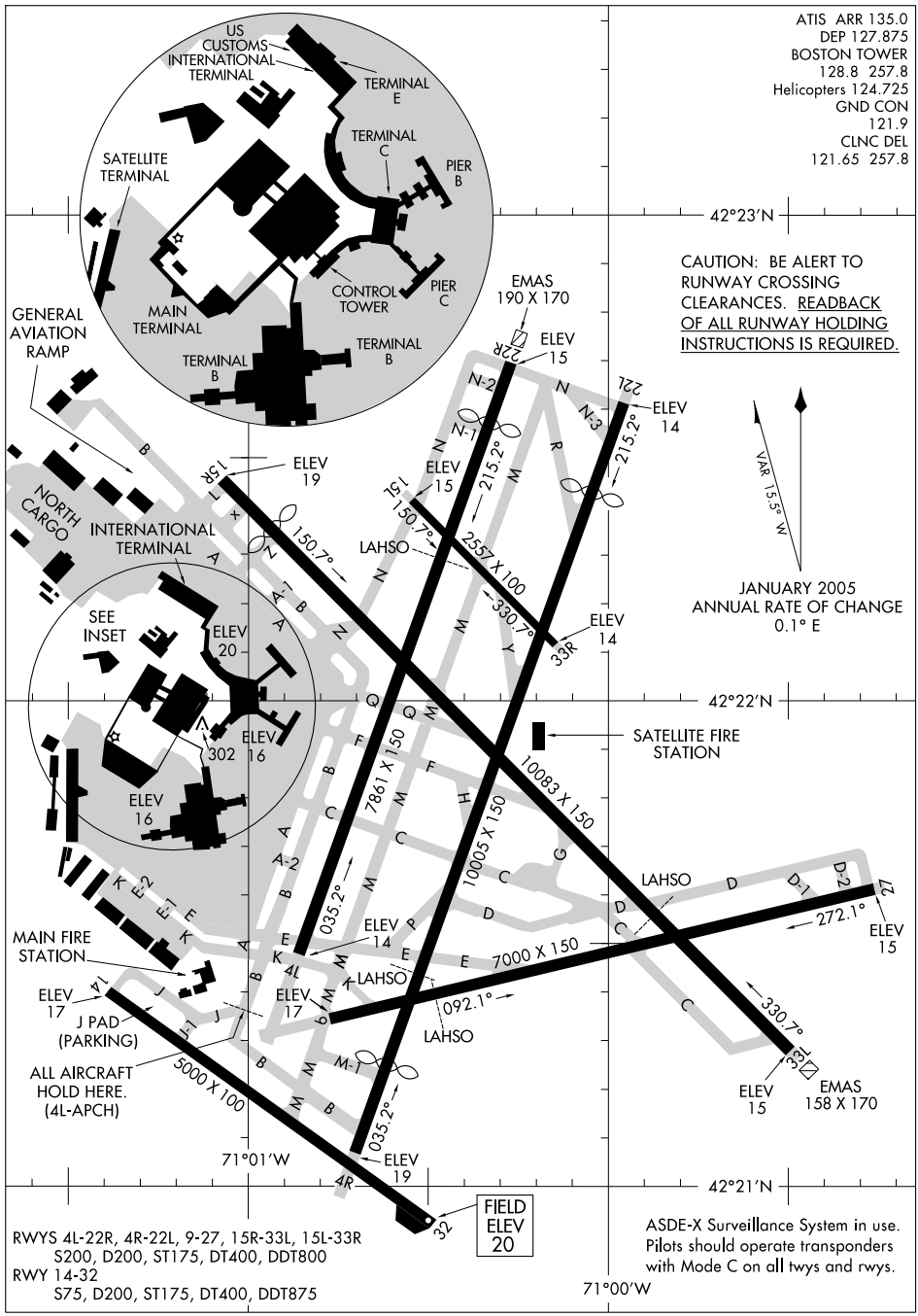
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
AL-58 (FAA)
BOSTON, MASSACHUSETTS



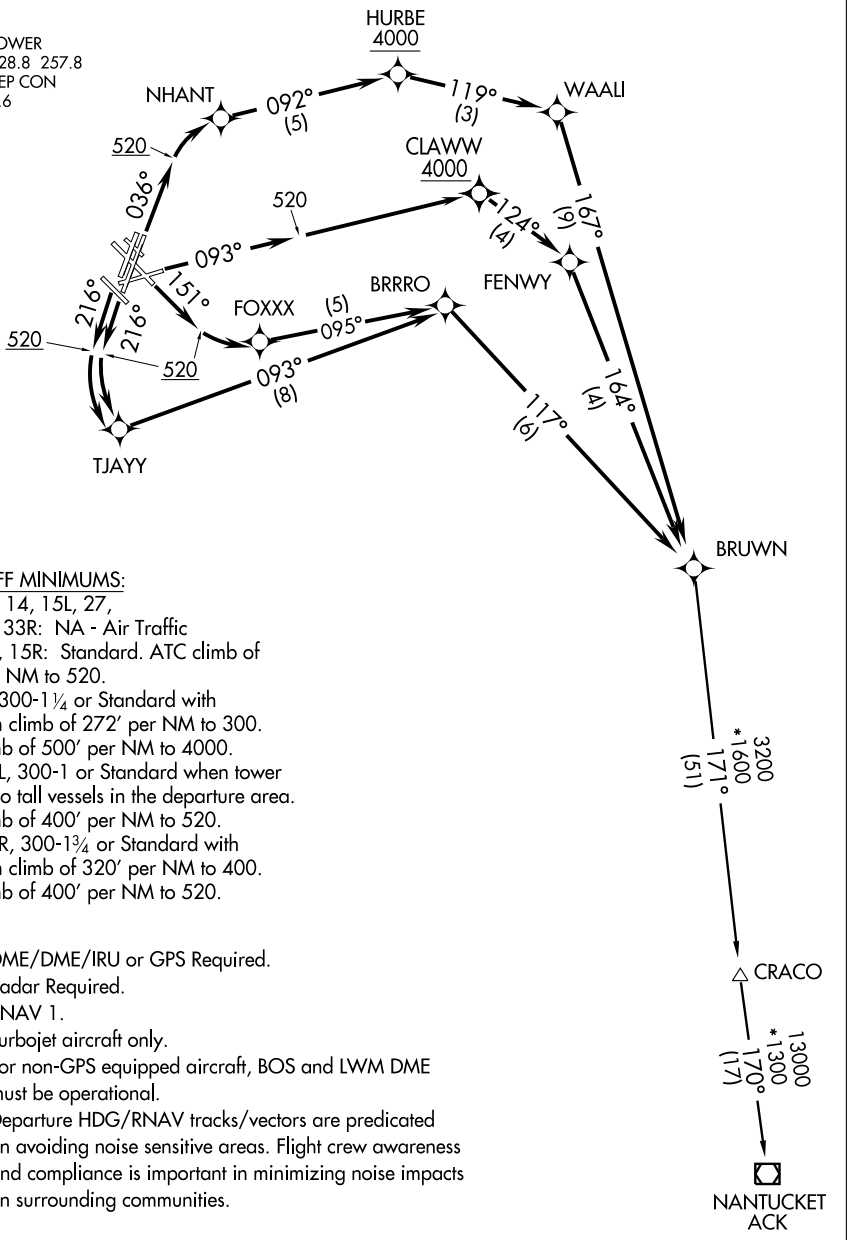
NE-1, 14 JAN 2010 to 11 FEB 2010

BRUWN ONE DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS:
RWY 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic
RWY 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
RWY 9, 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
RWY 22L, 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
RWY 22R, 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, BOS and LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...

TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

....via depicted route to BRUWN. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

NANTUCKET TRANSITION (BRUWN1.ACK):

TAKE-OFF OBSTACLES:

RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL.

RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.

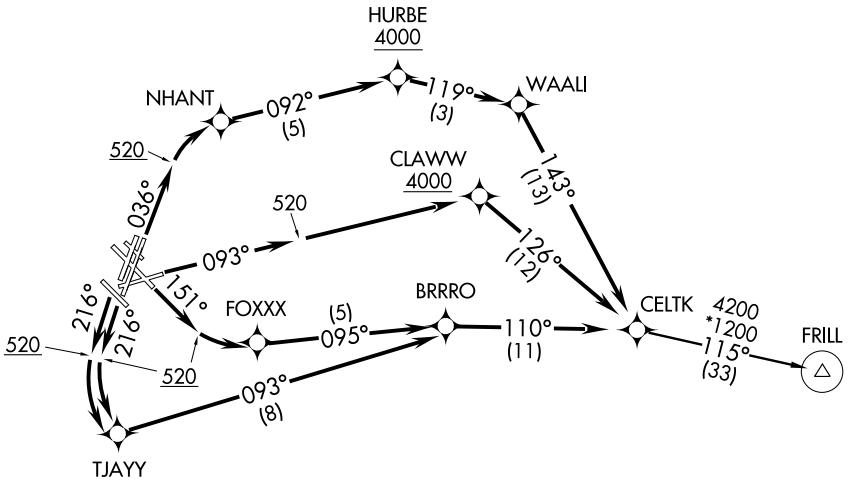
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.

RWY 22L: RIG 2,441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

RWY 22R: RIG 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

CELTK ONE DEPARTURE (RNAV)

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4R departure, For non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwys 9, 15R, 22L, 22R, departure, For non-GPS equipped aircraft, BOS and LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwy 4R, 15R: Standard.
ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300.
ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400.
ATC climb of 400′ per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

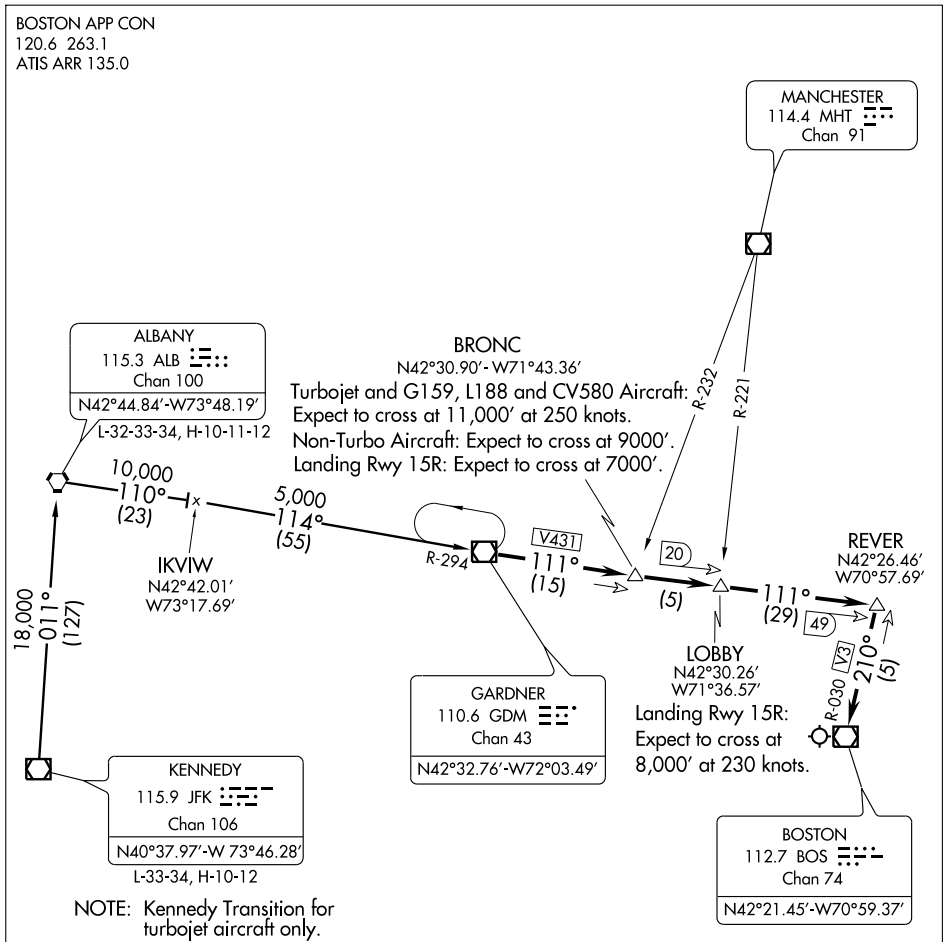
....via depicted route to CELTK. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

FRILL TRANSITION (CELTK1.FRILL):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
RWY 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
RWY 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 14 JAN 2010 to 11 FEB 2010

GARDNER THREE ARRIVAL ST-58 (FAA)



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.GDM3): From over ALB VORTAC via ALB R-110 and GDM R-294 to GDM VOR/DME. Thence....

KENNEDY TRANSITION (JFK.GDM3): From over JFK VOR/DME via JFK R-011 to ALB VORTAC, then via ALB R-110 and GDM R-294 to GDM VOR/DME. Thence....

....From over GDM VOR/DME via GDM R-111 (V431) to BOS R-030 (V3) to BOS VOR/DME. Expect radar vectors to final approach course.

HYLND ONE DEPARTURE (RNAV)

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

MANCHESTER
MHT

8000
*1900
328°
(18)

KERMT

7700
*1500
330°
(5)

HYLND

(4)
295°

KANGY

(3)
311°

SHAAN

320°
(9)

PTRIK

337°
(3)

040°
(4)

322°
(7)

MARBB

STAYC

KNOFF

350°
(6)

HEARR

HURBE
4000

058°
(4)

014°
(3)

BUOYY

024°
(2)

TURRN

092°
(5)

520

NHANT

036°

049°
(3)

CLAWW
4000

040°
(4)

093°

520

151°

216°

216°

520

520

FOXXX

(7)
092°

BOATT

092°
(10)

TJAYY

TAKE-OFF MINIMUMS

Rwys 4L, 14, 15L, 27,32, 33L, 33R:
NA - Air Traffic
Rwys 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9, 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L, 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R, 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence . . . .

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned atitude direct CLAWW, cross CLAWW at or above 4000 thence . . . .

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence . . . .

TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

. . . . via depicted route to HYLND. Maintain 5000' or lower assigned altitude.
Expect clearance to filed altitude/flight level ten (10) minutes after departure.

MANCHESTER TRANSITION (HYLND1.MHT):

TAKE-OFF OBSTACLES NOTES

Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL.

Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.

Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

Rwy 22R: RIG 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BOS	APP CRS	Rwy Idg	8851
110.3	036°	TDZE	18
Chan 40		Apt Elev	19

ILS or LOC RWY 4R

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

CATs C and D circling not authorized west of Rwys 4L and 15R.
** Inoperative table does not apply.

ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

MISSED APCH FIX

114.4 MHT Chan 91
R-030
210°
030°
WAXEN
BOS 14
112.7 BOS Chan 74
R-145

RADAR or DME REQUIRED

LOCALIZER 110.3
I-BOS
Chan 40

BOSTON
112.7 BOS
Chan 74

LOM
MILTT
375 BO
I-BOS 6.9
RADAR

NABBO
I-BOS 11.9
RADAR

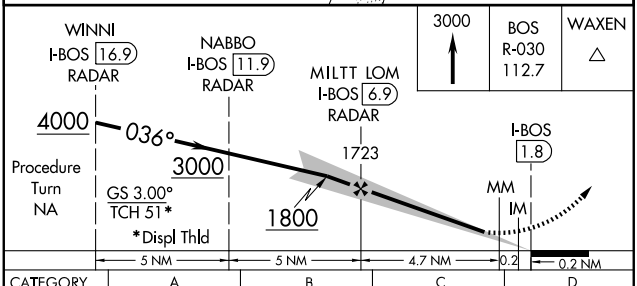
LOM
STOGE
397 OW

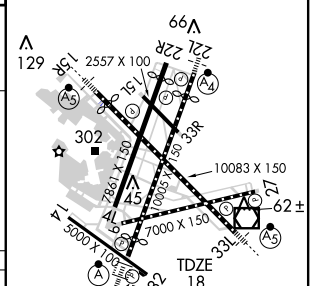
(IAF)
WINNI
I-BOS 16.9
RADAR

10 NM
036° (5)
1800
3000
216°

MSA BO 25 NM
180°
2500
2000
360°

ELEV 19





036° 5.1 NM from FAF

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

CATEGORY	A	B	C	D
S-ILS 4R	218/18 200 (200-½)			
S-LOC 4R	440/24 422 (500-½)		440/40 422 (500-¾)	
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA

S-ILS 4R**	359/60 341 (400-1¼)
S-LOC 4R**	440/60 422 (500-1¼)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LIP	APP CRS	Rwy Idg	10083
110.7	331°	TDZE	16
Chan 44		Apt Elev	20

ILS or LOC RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Circling NA for CATs C and D W of Rwys 4L and 15R. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BOS VOR/DME R-030 to WAXEN/BOS VOR/DME 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

RADAR REQUIRED

114.4 MHT Chan 91

WAXEN BOS 14

210° 030° R-145

LYNDY 382 LQ

R-030

10 NM

ALTERNATE MISSED APCH FIX

216° 036°

LYNDY LQ 382

LOCALIZER 110.7 I-LIP Chan 44

BOSTON 112.7 BOS Chan 74

527 381 516 302 234± 231 129 161± 333 207 363 920 701 210± 210± 363± 338 201± MM 1449 242 NIMOY I-LIP 4.6 RADAR COHAS I-LIP 9.6 RADAR 990

MSA BOS 25 NM 125° 2500 2000 035°

1500 331° (5) 3000 331° (5.4)

(IAF) BENNN I-LIP 15 RADAR 151°

ELEV 20

129 99 2557 X 100 22R 22L 15R 15L 33R 33L 10083 X 150 7861 X 150 10005 X 150 7000 X 150 5000 X 100 4L 4R 27 9 32 302 45 62± TDZE 16

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

331° 4.4 NM from FAF

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

1500 | 3000 BOS R-030 112.7 | WAXEN | NIMOY I-LIP 4.6 RADAR | COHAS I-LIP 9.6 RADAR | BENNN I-LIP 15 RADAR

I-LIP DME ANTENNA | I-LIP 0.2 | I-LIP 1.4 | MM | 1500 | 3000 | 331° | 4000 | GS 3.00° TCH 57

VGSI and glidepath not coincident.

0.4 | 0.9 | 3.1 NM | 5 NM | 5.4 NM

CATEGORY	A	B	C	D
S-ILS 33L	216/18 200 (200-½)			
S-LOC 33L	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	640-1 620 (700-1)		640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BOS	APP CRS	Rwy Idg 8851
110.3	036°	TDZE 18
Chan 40		Apt Elev 19

ILS RWY 4R (CAT II)

BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

** When control tower reports tall vessels in approach area, procedure not authorized.

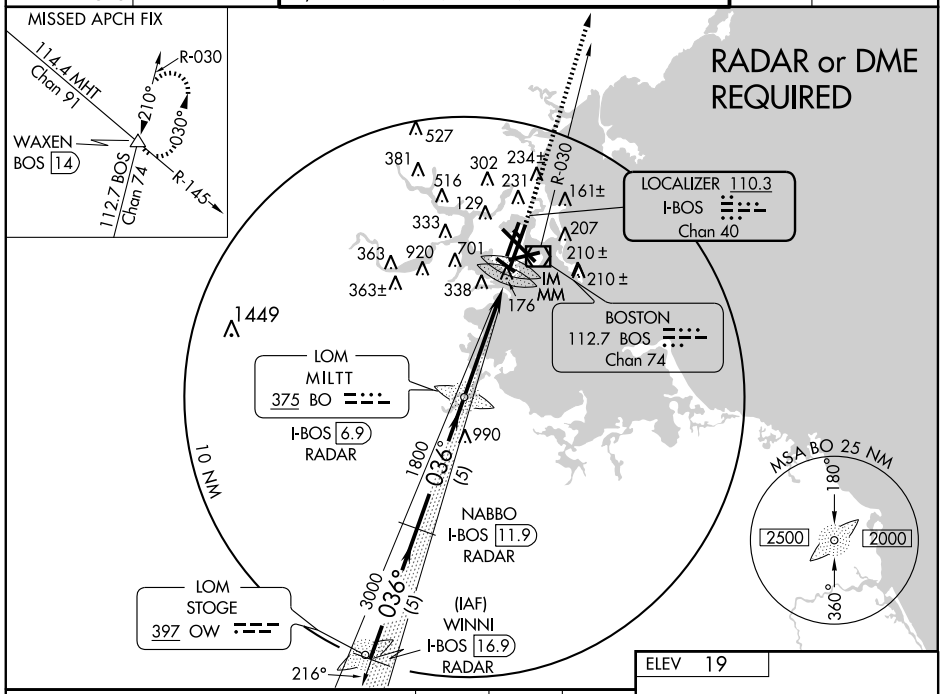
ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

MISSED APCH FIX

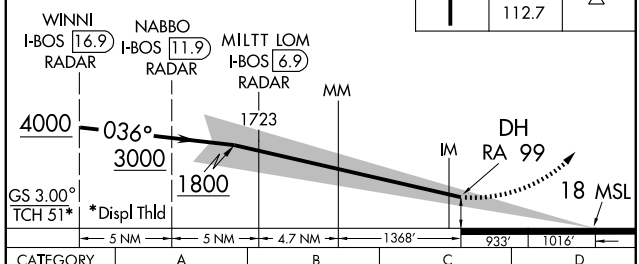
RADAR or DME REQUIRED



NE-1, 14 JAN 2010 to 11 FEB 2010

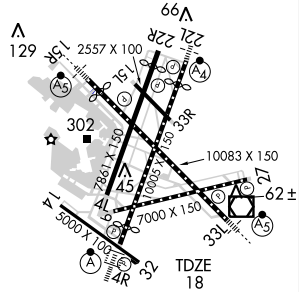
Procedure Turn NA

3000	BOS R-030 112.7	WAXEN



CATEGORY	A	B	C	D
S-ILS 4R**	RA 99/12	100 DA 118		

ELEV 19



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

LOC/DME I-BOS	APP CRS	Rwy Idg 8851
110.3 Chan 40	036°	TDZE 18
		Apt Elev 19

ILS RWY 4R (CAT III)

BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

* * When control tower reports tall vessels in approach area, procedure not authorized.

ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

MISSED APCH FIX

114.4 MHT Chan 91 R-030 210° 030° WAXEN BOS 14 112.7 BOS Chan 74 R-145

RADAR or DME REQUIRED

LOCALIZER 110.3 I-BOS Chan 40

BOSTON 112.7 BOS Chan 74

LOM MILTT 375 BO I-BOS 6.9 RADAR

LOM STOGE 397 OW

NABBO I-BOS 11.9 RADAR

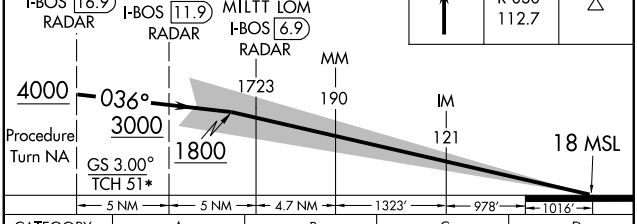
WINNI I-BOS 16.9 RADAR (IAF)

10 NM

MSA BO 25 NM 180° 2500 2000 360°

* Displ Thld

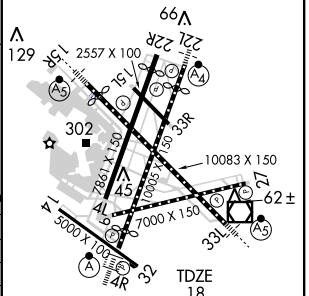
3000 BOS R-030 112.7 WAXEN



CATEGORY	A	B	C	D
S-ILS 4R**		CAT IIIa	RVR 07	
S-ILS 4R**		CAT IIIb	RVR 06	
S-ILS 4R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 19



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MDC	APP CRS	Rwy Idg	9201
110.7	150°	TDZE	17
Chan 44		Apt Elev	19

ILS RWY 15R

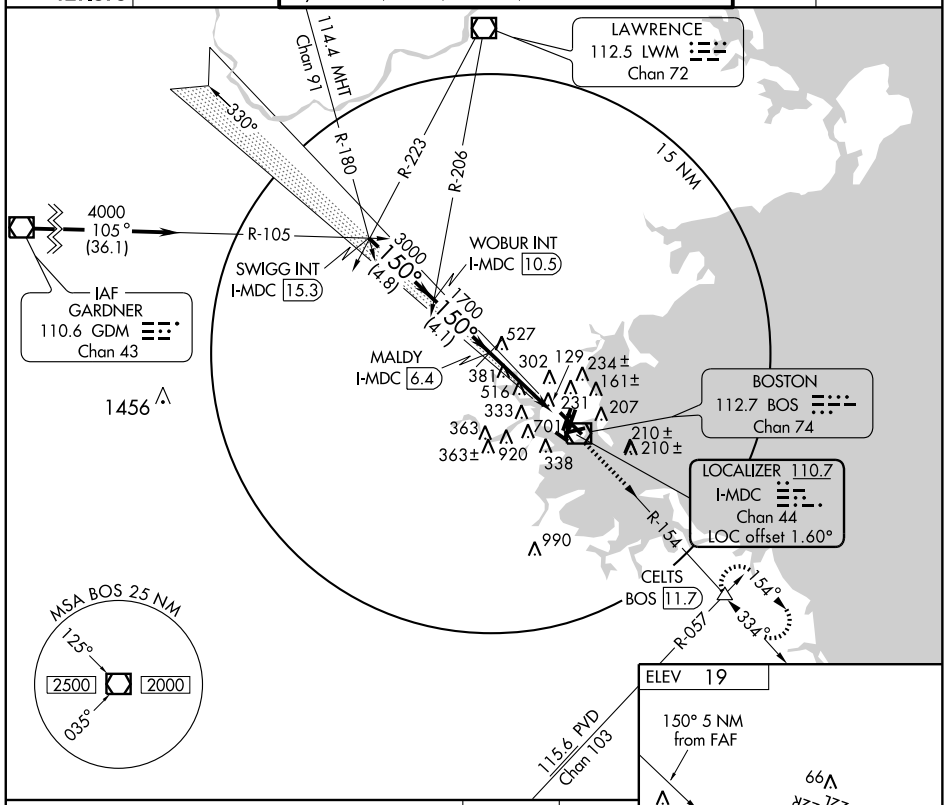
BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

CAT C and D circling not authorized west of Rwys 4L and 15R
For inoperative MALSR, increase S-LOC 15R CATs A and B visibility to RVR 5000. DME REQUIRED.

MALSR

MISSED APPROACH: Climb to 3000 via BOS R-154 to CELTS Int/BOS 11.7 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		



CATEGORY	A	B	C	D
S-ILS 15R	267/24 250 (300-½)			
S-LOC 15R	600/24 583 (600-½)		600/50 583 (600-1)	600/60 583 (600-1¼)
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwys 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LQN	APP CRS	Rwy Idg	8806
110.3	216°	TDZE	16
Chan 40		Apt Elev	19

ILS RWY 22L

BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

*DME or RADAR required for LOC minimums.
ADF REQUIRED
Circling not authorized Cat C and D west of Rwys 4L and 15R.
Inoperative table does not apply to S-LOC 22L Cat C.

MALSF

MISSED APPROACH: Climb to 3000 direct MILTT LOM and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

RADAR REQUIRED

112.5 LWM Chan 72

036°

NOLEY INT
I-LQN 12.9
RADAR

R-164

R-152

3000
216°
(3.5)

10 NM

WYANE INT
I-LQN 9.4
RADAR

1700
216°
(4.9)

393

VOCUS
I-LQN 4.5
RADAR

527 381 516 302 234 231 161± 129 207 333 363 920 701 210± 363± 338 210±

BOSTON
112.7 BOS
Chan 74

1449

LOM
MILTT
375 BO

LOCALIZER 110.3
I-LQN
Chan 40

MSA BOS 25 NM
125°
2500
2000
035°

036° 216° 990

ELEV 19

129 15R 2557 X 100 22L 22R 216° 5 NM from FAF TDZE 16 15L 27L 27R 33R 302 7861 X 150 10083 X 150 10083 X 150 45 62± 14 5000 X 100 7000 X 150 4R 32 33L TDZ/CL Rwys 4R, 15R and 33L

REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

FAF to MAP	5 NM				
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

3000 BO 375

VOCUS
I-LQN 4.5
RADAR

WYANE INT
I-LQN 9.4
RADAR

NOLEY INT
I-LQN 12.9
RADAR

1700

216° 4000
3000

1700

GS 3.00°
TCH 55

5 NM 4.9 NM 3.5 NM

CATEGORY	A	B	C	D
S-ILS 22L	216/40 200 (200-¾)			
S-LOC 22L*	540/40 524 (600-¾)		540 - 1½ 524 (600-1½)	540 -1¾ 524 (600-1¾)
CIRCLING	640-1 621 (700-1)		640 -1¾ 621 (700 -1¾)	640 - 2 621 (700-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DGU	APP CRS	Rwy Idg 7000
111.3	273°	TDZE 17
Chan 50		Apt Elev 19

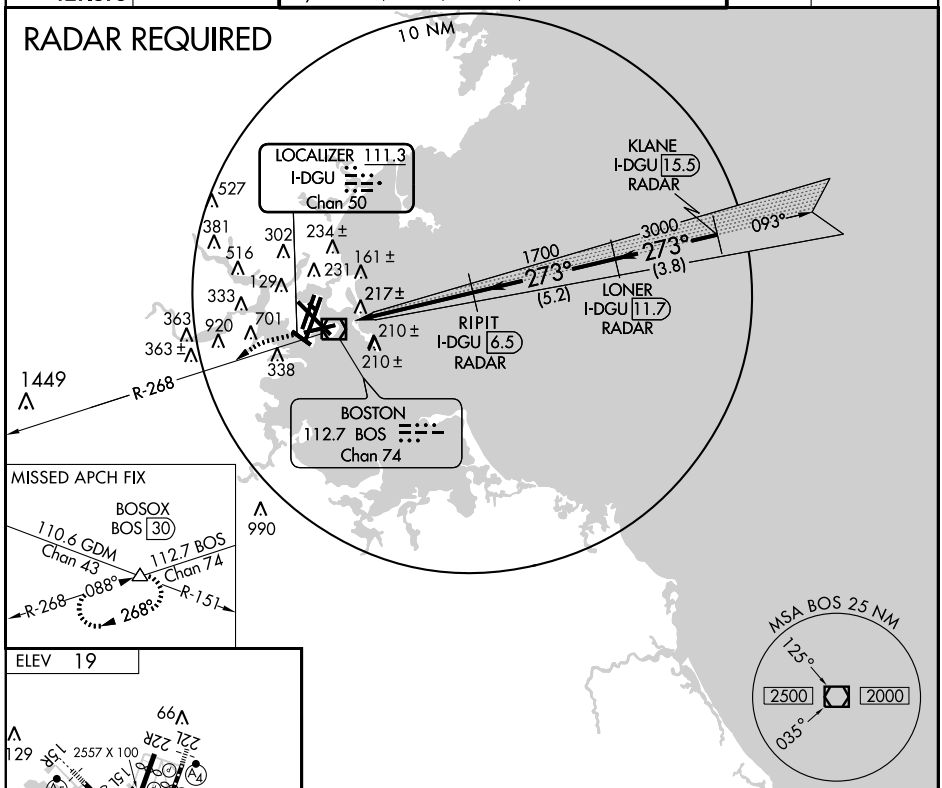
ILS RWY 27

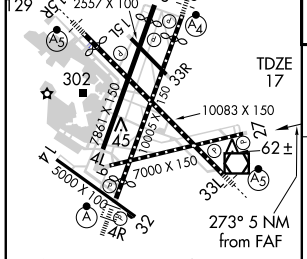
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

* Radar or DME REQUIRED.
Cats C and D circling NA west of Rwys 4L and 15R.

MISSED APPROACH: Climb to 3000 via BOS VORTAC R-268 to BOSOX INT/BOS 30 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

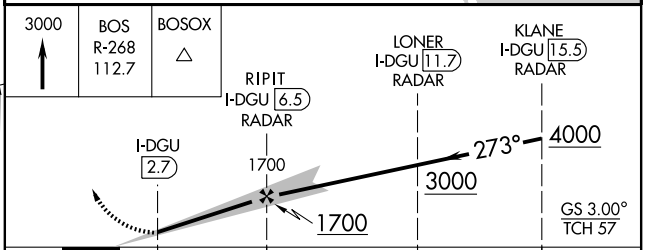




TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-ILS 27	460-1½ 443 (500-1½)			
S-LOC 27 *	460-1½ 443 (500-1½)			
CIRCLING	640-1½ 621 (700-1½)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

BOSTON, MASSACHUSETTS

AL-58 (FAA)

LOC/DME I-LIP	APP CRS	Rwy Idg	10083
110.7	331°	TDZE	16
Chan 44		Apt Elev	20

ILS RWY 33L (CAT II)

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

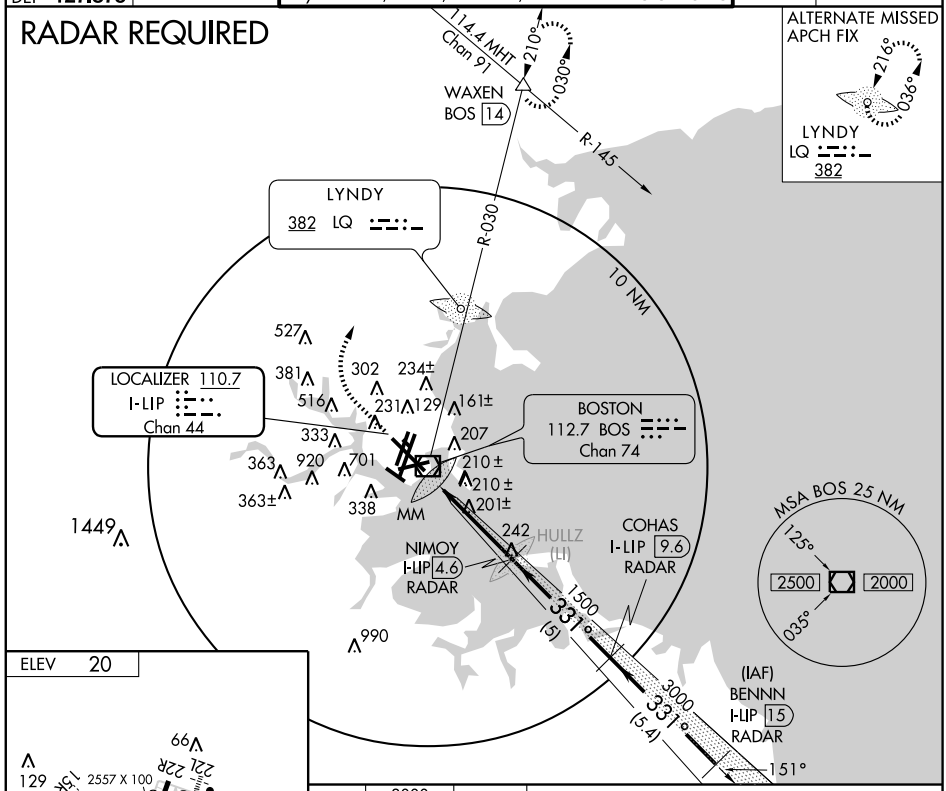
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. DME or Radar required.

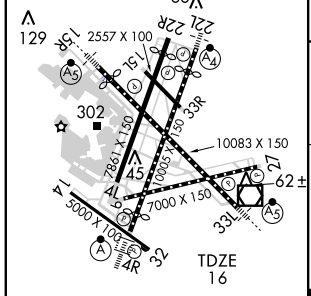
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BOS VOR/DME R-030 to WAXEN/BOS VOR/DME 14 DME and hold.

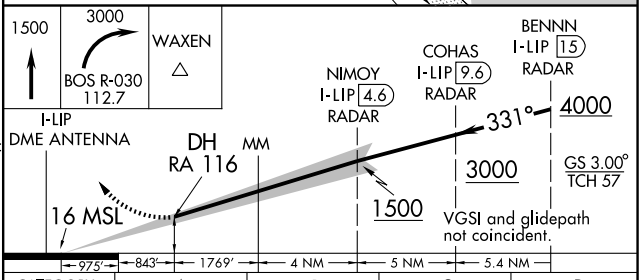
ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

RADAR REQUIRED





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
S-ILS 33L	RA 116/12 100 DA 116			

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1. 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

CALVERTON TRANSITION (CCC.INNDY2)
HAMPTON TRANSITION (HTO.INNDY2)
KENNEDY TRANSITION (JFK.INNDY2)

. . . . From PVD VORTAC via 095° track to INNDY WP, then via 023° heading. Expect radar vectors.

NOTE: DME/DME/IRU or GPS Required.

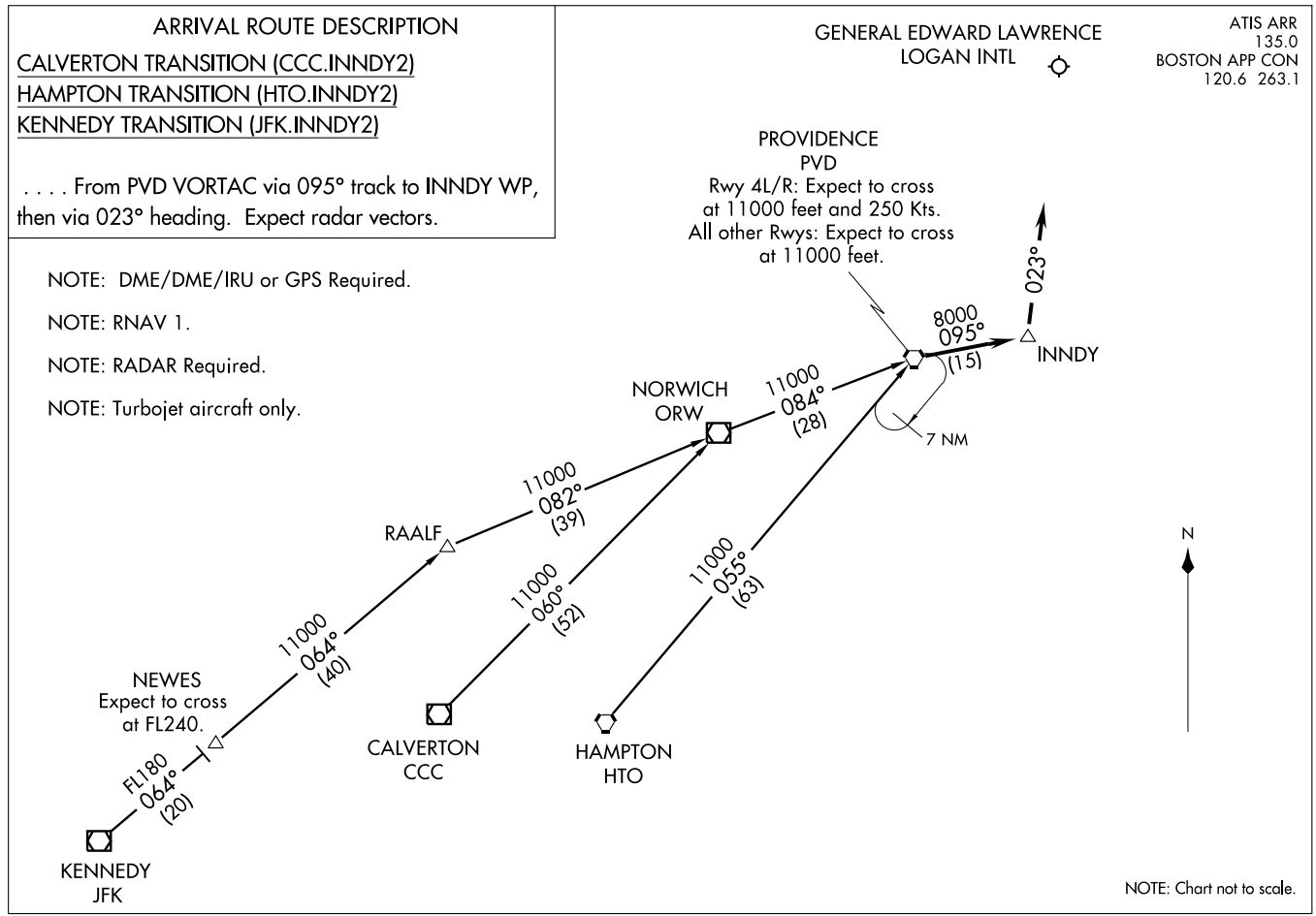
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: Turbojet aircraft only.

GENERAL EDWARD LAWRENCE LOGAN INTL

ATIS ARR 135.0
BOSTON APP CON 120.6 263.1



(INNDY.INNDY2) 09071

INNDY TWO ARRIVAL (RNAV)

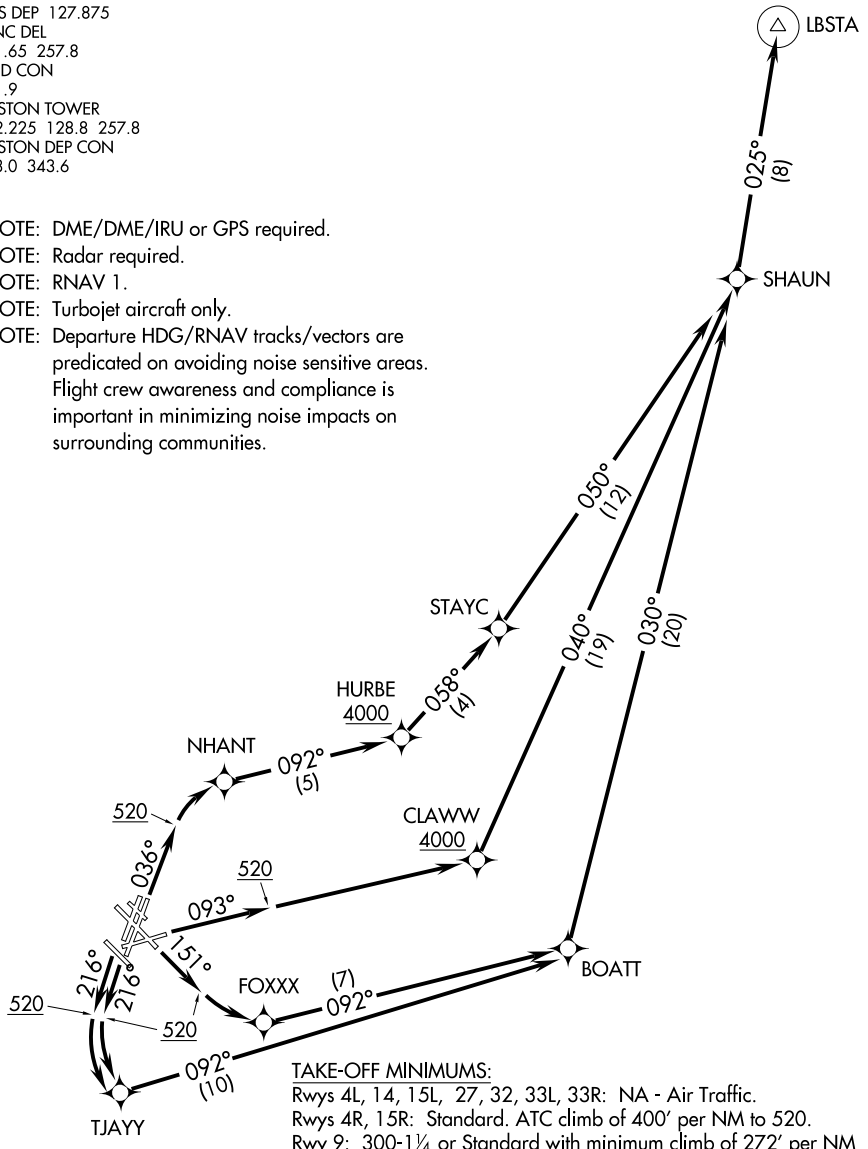
ST-58 (FAA)

GENERAL EDWARD LAWRENCE LOGAN INTL
BOSTON, MASSACHUSETTS

LBSTA ONE DEPARTURE (RNAV)

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.



TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwys 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

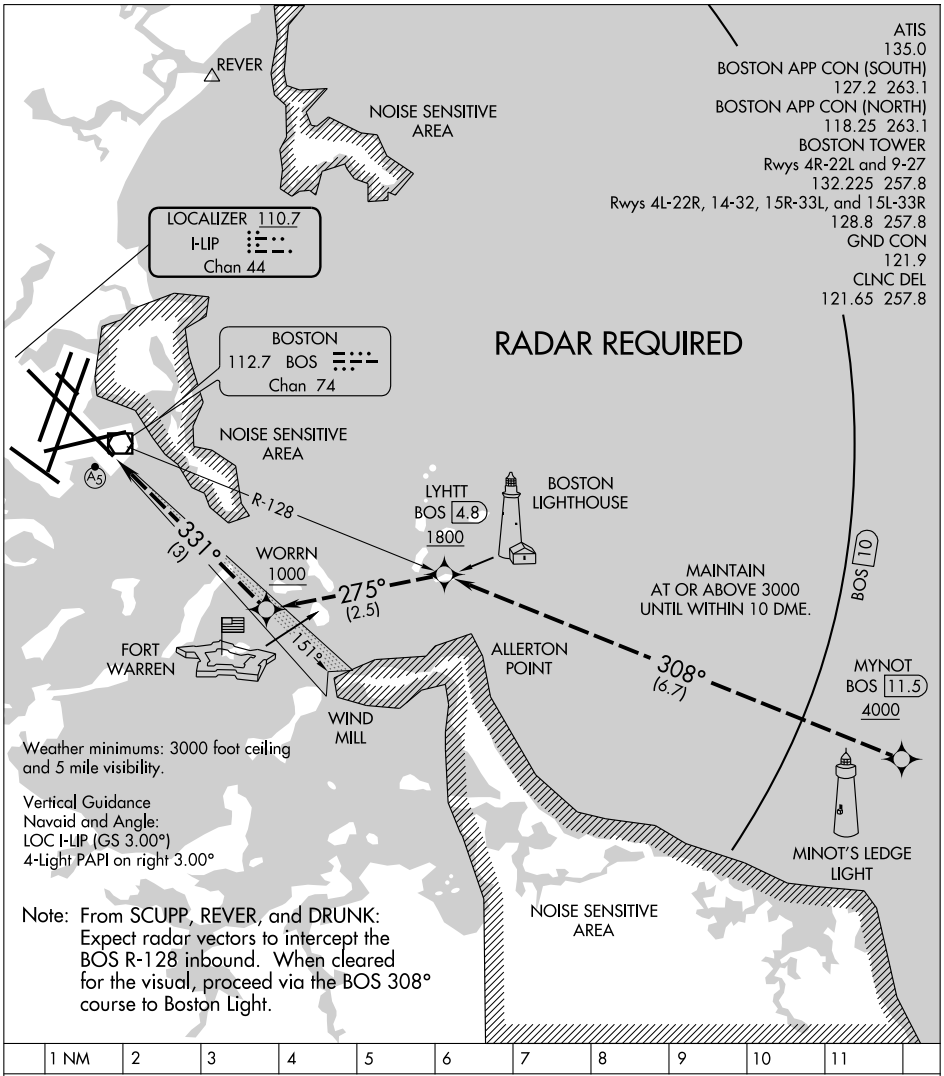
TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000 thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

....via depicted route to LBSTA. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

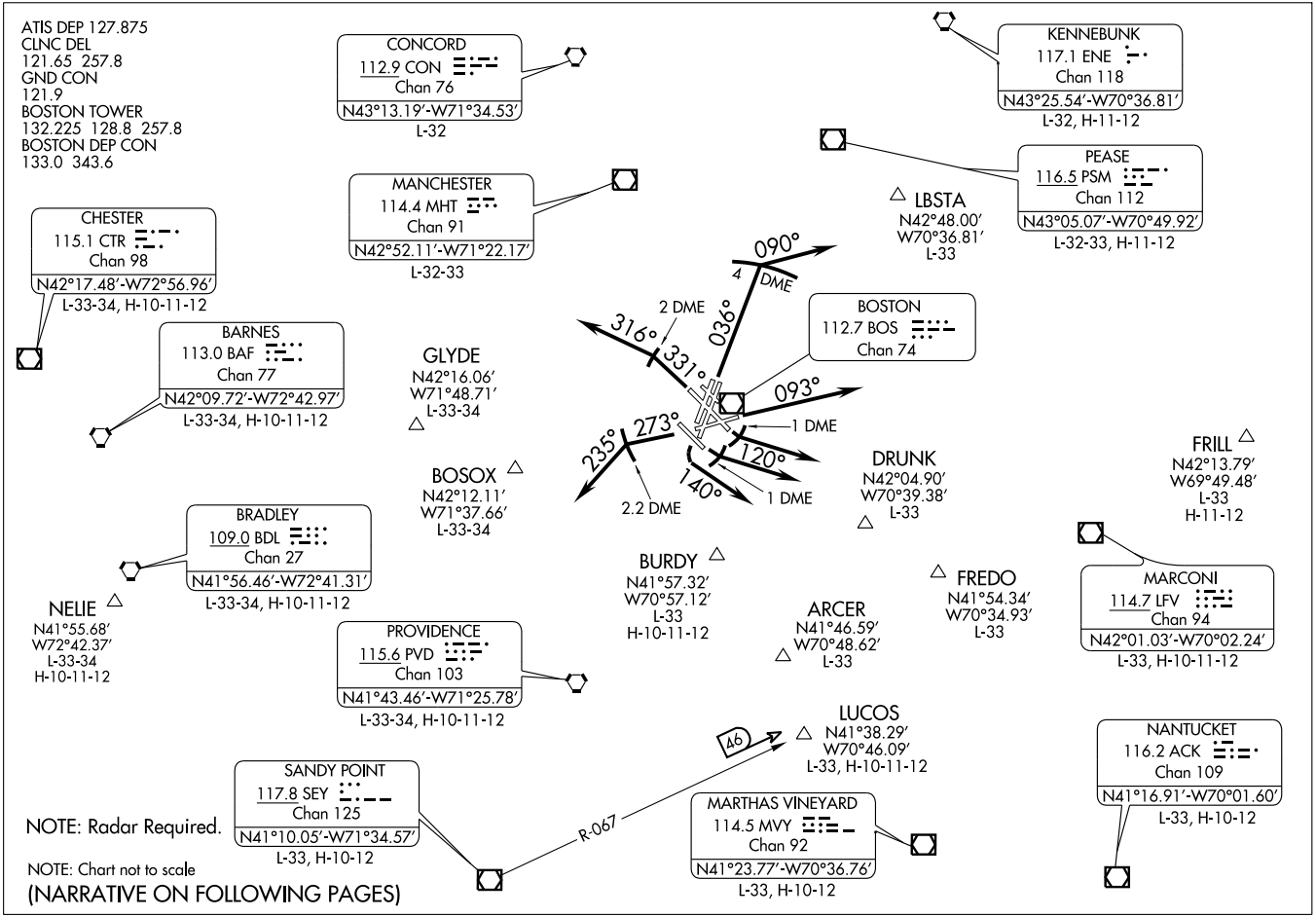
TAKE-OFF OBSTACLES:
Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
Rwy 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

LIGHT VISUAL RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
AL-58 (FAA)
BOSTON, MASSACHUSETTS



LOGAN FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:
TAKE-OFF RUNWAY 4R/L: Fly heading 036° to BOS 4 DME, then turn right heading 090°, thence....
TAKE-OFF RUNWAY 9: Fly heading 093°, thence....
TAKE-OFF RUNWAY 14: Fly heading 142° to BOS 1 DME, then turn left heading 120°, thence....
TAKE-OFF RUNWAY 15R: Fly heading 151° to BOS 1 DME, then turn left heading 120°, thence....
TAKE-OFF RUNWAY 22R/L: Turn left heading 140°, thence....
TAKE-OFF RUNWAY 27: Fly heading 273° to BOS 2.2 DME, then turn left heading 235°, thence....
TAKE-OFF RUNWAY 33L: Fly heading 331° to BOS 2 DME, then turn left heading 316°, thence....

NON JET AIRCRAFT: Climb on assigned heading, thence....

....expect radar vectors to assigned ROUTE/NAVAID/FIX. Jet aircraft maintain 5000′ or lower assigned altitude. Non-jet aircraft maintain 3000′ or lower assigned altitude. All aircraft expect clearance to filed altitude/flight level ten (10) minutes after departure.

NOTE: JET AIRCRAFT departure headings/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000′ before proceeding on course.

TAKE-OFF MINIMUMS:
RWY 15L, 32, 33R, NA - ENVIRONMENTAL.
RWY 4R, STANDARD.
RWY 4L, 300-1 or STANDARD with minimum climb of 358′ per NM to 300′.
RWY 9, 300-1¼ or STANDARD with minimum climb of 272′ per NM to 300′.
RWY 14, STANDARD with minimum ATC climb of 500′ per NM to 420′.
RWY 15R, STANDARD with minimum ATC climb of 431′ per NM to 420′.
RWY 22L, 300-1 or STANDARD when tower reports no tall vessels in the departure area.
RWY 22R, 300-1¾ or STANDARD with minimum climb of 320′ per NM to 400′.
RWY 27, STANDARD with minimum climb of 477′ per NM to 1300′.
RWY 33L, STANDARD with minimum ATC climb of 465′ per NM to 200′.

(CONTINUED ON FOLLOWING PAGE)

NE-1, 14 JAN 2010 to 11 FEB 2010

(CONTINUED)

TAKE-OFF OBSTACLES:

RWY 4L, Light on blast fence 184′ from DER, 249′ left of centerline, 6′ AGL/23′ MSL.
Tree 2094′ from DER, 92′ left of centerline, 47′ AGL/77′ MSL.
Tree 3975′ from DER, 1486′ left of centerline, 50′ AGL/198′ MSL.
Tree 4228′ from DER, 544′ left of centerline, 47′ AGL/143′ MSL.
Ship 694′ from DER, on centerline, 50′ AGL/50′ MSL.
Light on blast fence 230′ from DER, 63′ right of centerline, 6′ AGL/23′ MSL.
Light on pole and mutiple trees beginning 1806′ from DER, 740′ right of centerline, up to 33′ AGL/79′ MSL.

RWY 4R, Light on pole and mutiple trees beginning 1807′ from DER, 403′ left of centerline, up to 33′ AGL/79′ MSL.
Ship 579′ from DER, on centerline, 50′ AGL/50′ MSL.
Crane 2001′ from DER, 434′ right of centerline, 101′ AGL/114′ MSL.
Mobile crane 2009′ from DER, 206′ right of centerline, 114′ AGL/134′ MSL.

RWY 9, Antenna on standpipe and tank beginning 5878′ from DER, 1429′ left of centerline, up to 138′ AGL/217′ MSL.
Ship 763′ from DER, on centerline, 65′ AGL/65′ MSL.

RWY 14, Ship rig 5439′ from DER, 1824′ right of centerline, 176′ AGL/176′ MSL.

RWY 15L, Sign 169′ from DER, 279′ right of centerline, 6′ AGL/19′ MSL.

RWY 15R, Sign 45′ from DER, 267′ right of centerline, 6′ AGL/16′ MSL.

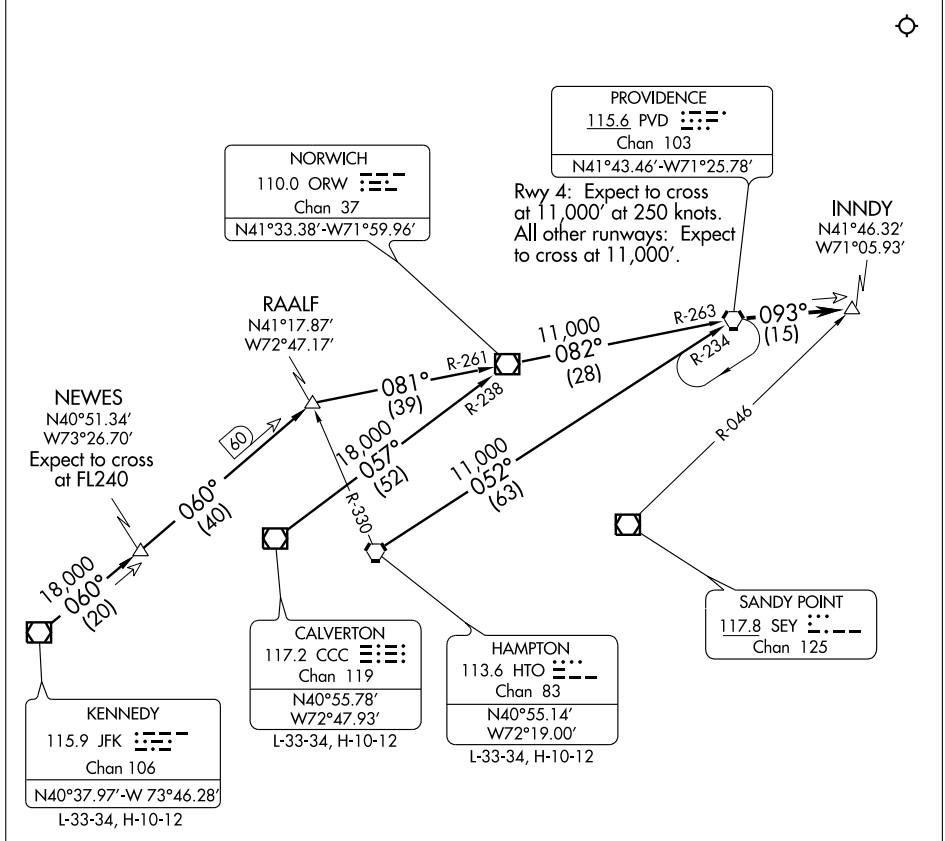
RWY 22L, Rig 2441′ from DER, 35′ left of centerline, 176′ AGL/176′ MSL.
Obstruction light pole 3586′ from DER, 926′ left of centerline, 108′ AGL/128′ MSL.
Mobile crane 3676′ from DER, 440′ right of centerline, 122′ AGL/145′ MSL.

RWY 22R, Rig 4586′ from DER, 1535′ left of centerline, 176′ AGL/176′ MSL.
Rig 4064′ from DER, 8′ right of centerline, 176′ AGL/176′ MSL.
Stacks 1.3 NM from DER, 1598′ right of centerline, 255′ AGL/278′ MSL.

RWY 27, Mutiple buildings beginning 1.3 NM from DER, 129′ left of centerline, up to 251′ AGL/261′ MSL.
Light pole and rod on pole beginning 1691′ from DER, 749′ right of centerline, up to 60′ AGL/100′ MSL.
Rig 4822′ from DER, 35′ right of centerline, 176′ AGL/176′ MSL.
Mutiple buildings beginning 1.7 NM from DER, 1479′ right of centerline, up to 685′ AGL/701′ MSL.

RWY 33L, Mutiple lights, rod on tank and light on building 796′ from DER, 604′ left of centerline, up to 46′ AGL/73′ MSL.
Building and chimney on building beginning 4301′ from DER, 1079′ left of centerline, up to 40′ AGL/149′ MSL.
Bridge 1.4 NM from DER, 2615′ left of centerline, 263′ AGL/263′ MSL.
Mutiple trees, wind direction indicator on tower and sign beginning 249′ from DER, 51′ right of centerline, up to 35′ AGL/101′ MSL.

BOSTON APP CON
120.6 263.1
ATIS ARR 135.0



NOTE: For turbojet only.

NOTE: Chart not to scale.

CALVERTON TRANSITION (CCC.ORW3): From over CCC VOR/DME via CCC R-057 and ORW R-238 to ORW VOR/DME, then via ORW R-082 and PVD R-263 to PVD VORTAC. Thence....

HAMPTON TRANSITION (HTO.ORW3): From over HTO VORTAC via HTO R-052 and PVD R-234 to PVD VORTAC. Thence....

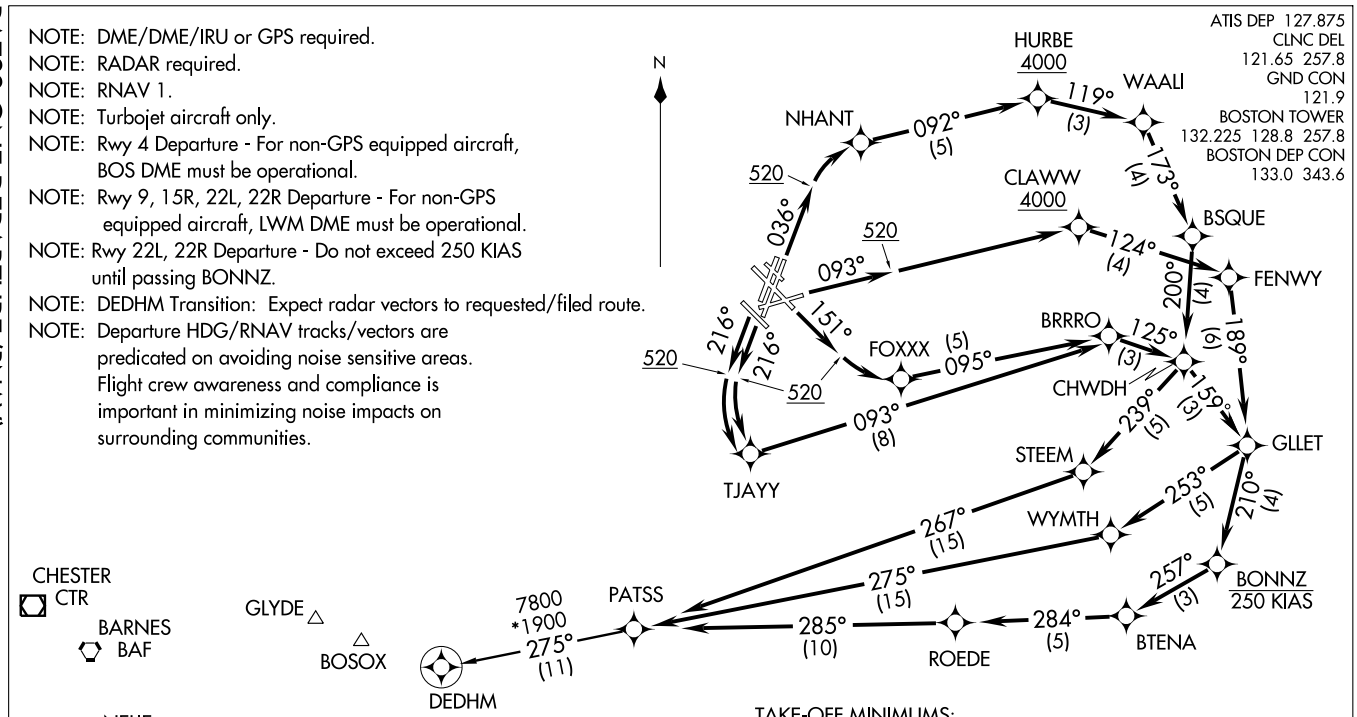
KENNEDY TRANSITION (JFK.ORW3): From over JFK VOR/DME via R-060 to RAALF INT, then via ORW R-261 to ORW VOR/DME, then via ORW R-082 and PVD R-263 to PVD VORTAC. Thence....

....From over PVD VORTAC via PVD R-093 to INNDY INT. Expect radar vectors to final approach course.

PATSS ONE DEPARTURE (RNAV)

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4 Departure - For non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwy 9, 15R, 22L, 22R Departure - For non-GPS equipped aircraft, LWM DME must be operational.
NOTE: Rwy 22L, 22R Departure - Do not exceed 250 KIAS until passing BONNZ.
NOTE: DEDHM Transition: Expect radar vectors to requested/filed route.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwy 4R, 15R: Standard. ATC climb of 400' per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272' per NM to 300. ATC climb of 500' per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400' per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320' per NM to 400. ATC climb of 400' per NM to 520.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, and via track 119° to WAALI and track 173° to BSQUE and track 200° to CHWDH and track 239° to STEEM and track 267° to PATSS, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, and via track 124° to FENWY and track 189° to GLLET and track 253° to WYMTH and track 275° to PATSS, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX and via track 095° to BRRRO and track 125° to CHWDH and track 159° to GLLET and track 210° to BONNZ and track 257° to BTENA and track 284° to ROEDE and 285° to PATSS, thence...

TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY and via track 093° to BRRRO and track 125° to CHWDH and track 159° to GLLET and track 210° to BONNZ and track 257° to BTENA and track 284° to ROEDE and 285° to PATSS, thence...

....Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

DEDHM TRANSITION (PATSS1.DEDHM):

TAKE-OFF OBSTACLES:

Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.

Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.

Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

Rwy 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

APP CRS	Rwy ldg	8851
036°	TDZE	18
	Apt Elev	19

RNAV (GPS) RWY 4R

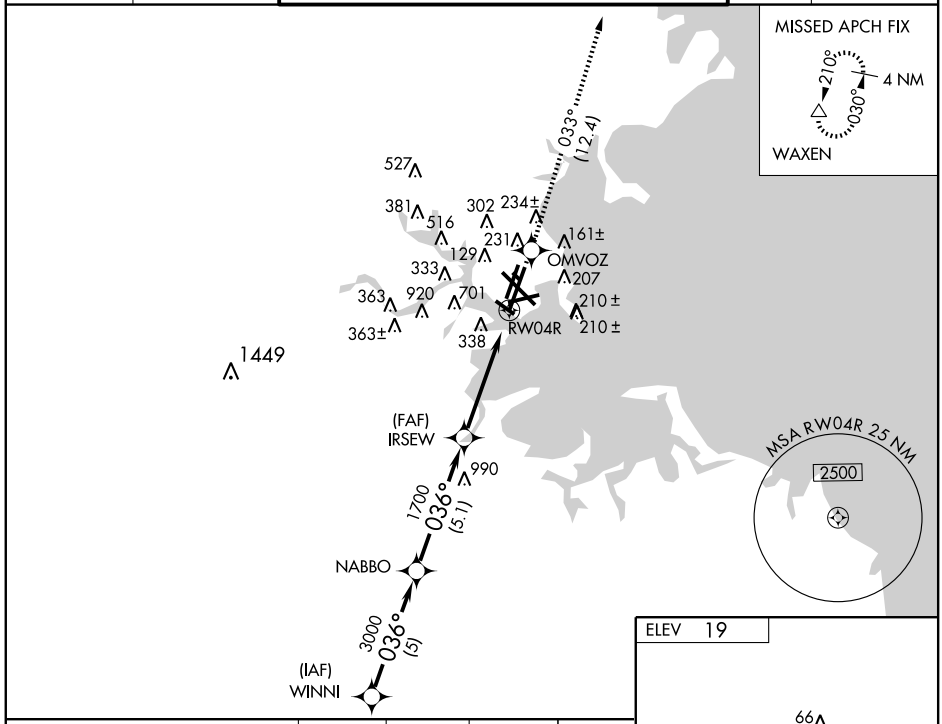
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

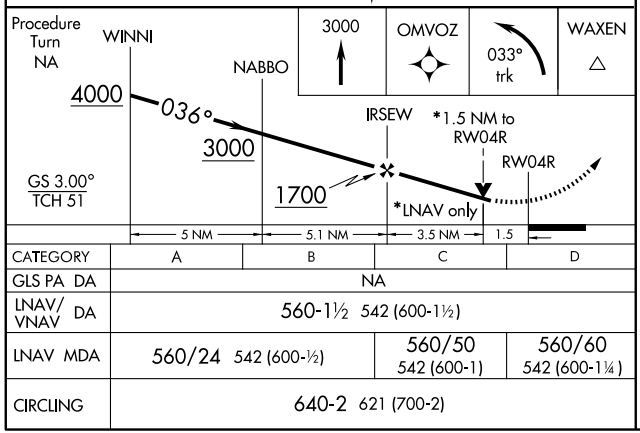
CATs C and D circling not authorized west of Rwys 4L and 15R.
Baro-VNAV NA below -15°C (5°F).
When control tower reports tall vessels in approach area, LNAV/VNAV DA NA, increase LNAV CAT A and B visibility to RVR 4000.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ALSF-2

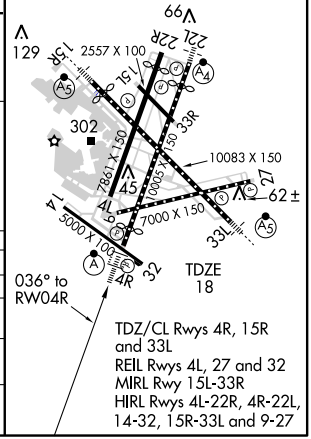
MISSED APPROACH: Climb to 3000 direct OMVOZ WP then left turn via 033° track to WAXEN WP and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	560-1½ 542 (600-1½)			
LNAV MDA	560/24 542 (600-½)		560/50 542 (600-1)	560/60 542 (600-1¼)
CIRCLING	640-2 621 (700-2)			



NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9201
149°	TDZE	17
	Apt Elev	19

RNAV (GPS) RWY 15R

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

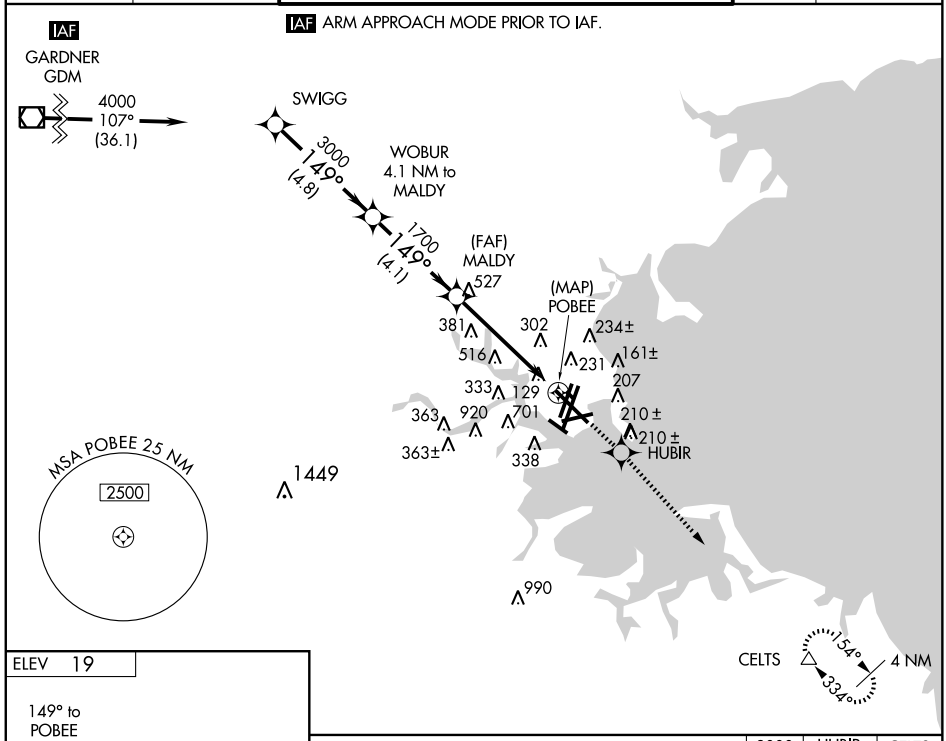
V A NA W — CATs C and D circling not authorized west of Rwys 4L and 15R. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

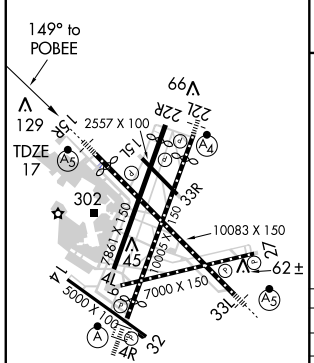
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct HUBIR WP and via 154° track to CELTS WP and hold.

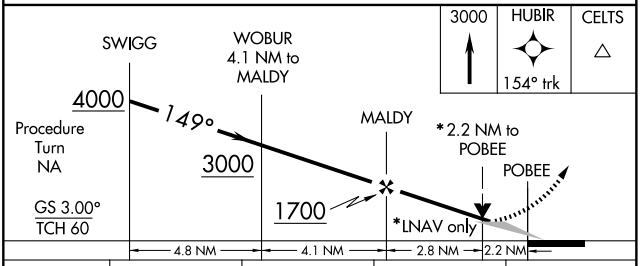
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

IAF ARM APPROACH MODE PRIOR TO IAF.





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	760-2 743 (800-2)			
LNAV MDA	780/24 763 (800-½)	780/40 763 (800-¾)	780-1¾ 763 (800-1¾)	780-2 763 (800-2)
CIRCLING	780-2½ 761 (800-2½)			

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8806
216°	TDZE	16
	Apt Elev	19

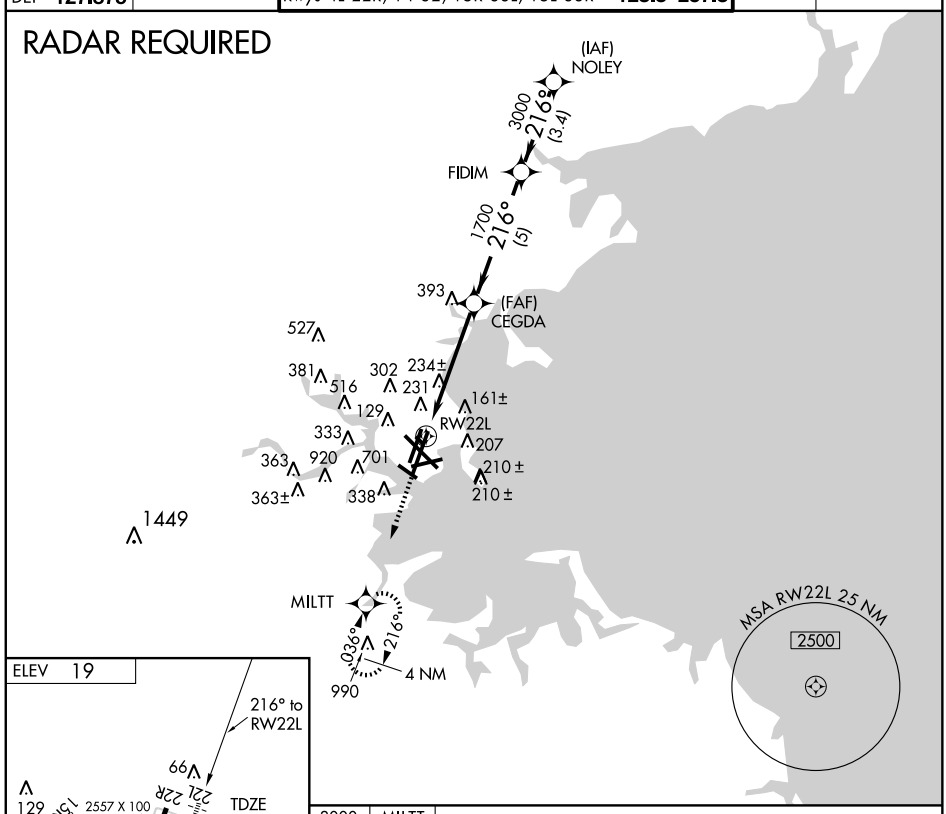
RNAV (GPS) RWY 22L

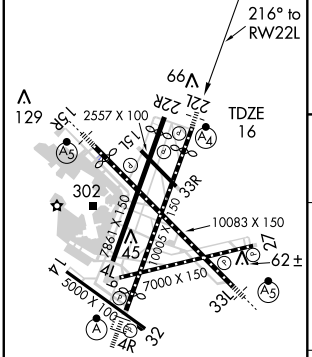
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

▼ CATs C and D circling not authorized west of Rwys 4L and 15R.	MALSF	MISSED APPROACH: Climb to 3000 direct MILTT WP and hold.
⚠ NA Inoperative table does not apply to LNAV Cat C. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.		

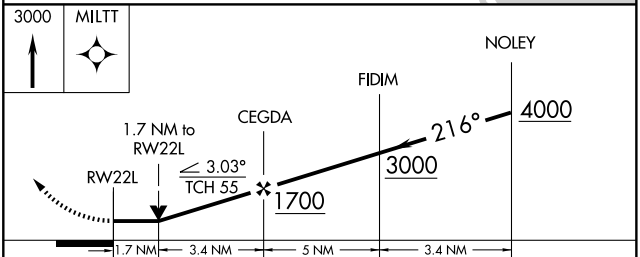
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

RADAR REQUIRED





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
LNAV MDA	600/40 584 (600-¾)		600-1½ 584 (600-1½)	600-1¾ 584 (600-1¾)
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7000
273°	TDZE	17
	Apt Elev	19

RNAV (GPS) RWY 27

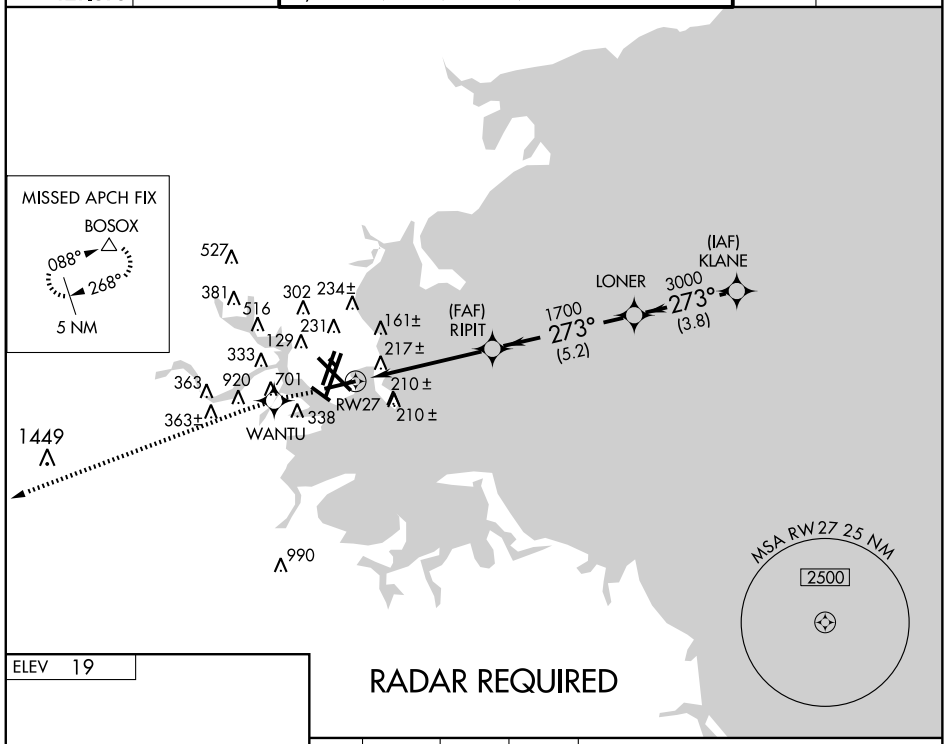
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

T
A NA
W

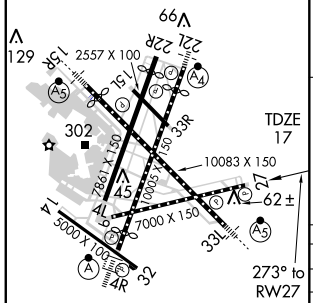
CATs C and D circling not authorized west of Rwys 4L and 15R.
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WANTU WP and 267° track to BOSOX WP and hold.

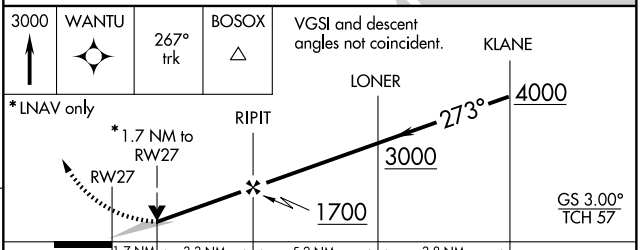
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		



ELEV 19



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	480-1½ 463 (500-1½)			
LNAV MDA	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	640-2 623 (700-2)
CIRCLING	640-1½ 621 (700-1½)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
332°	TDZE	20
	Apt Elev	20

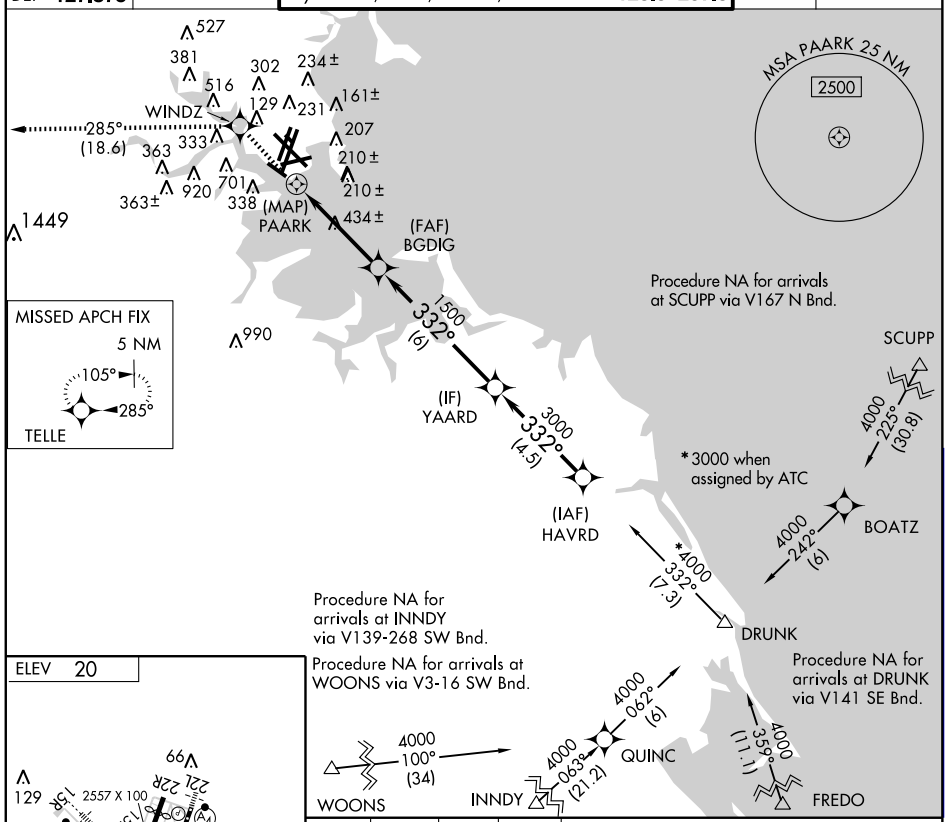
RNAV (GPS) RWY 32

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

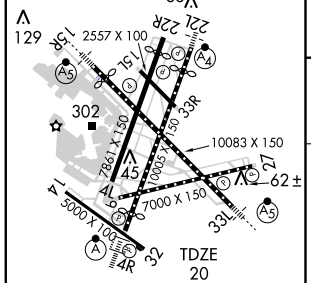
DME/DME RNP-0.3 NA. Circling to Rwy 14 NA.
Circling NA for Cats B, C and D west of Rwys 4L and 15R.

MISSED APPROACH: Climb to 3000 direct WINDZ and via 285° track to TELLE and hold.

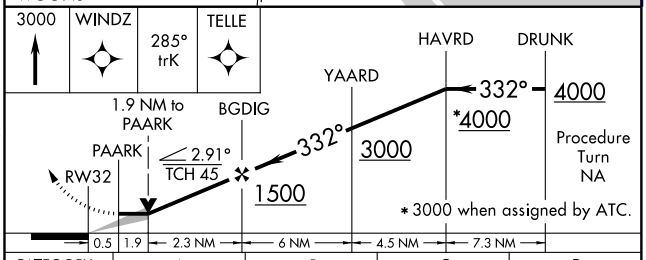
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		



ELEV 20



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
LNAV MDA	820-1 800 (800-1)	820-1¼ 800 (800-1¼)	820-2¼ 800 (800-2¼)	820-2½ 800 (800-2½)
CIRCLING	960-1¼ 940 (1000-1¼)		960-2¾ 940 (1000-2¾)	960-3 940 (1000-3)

NE-1, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

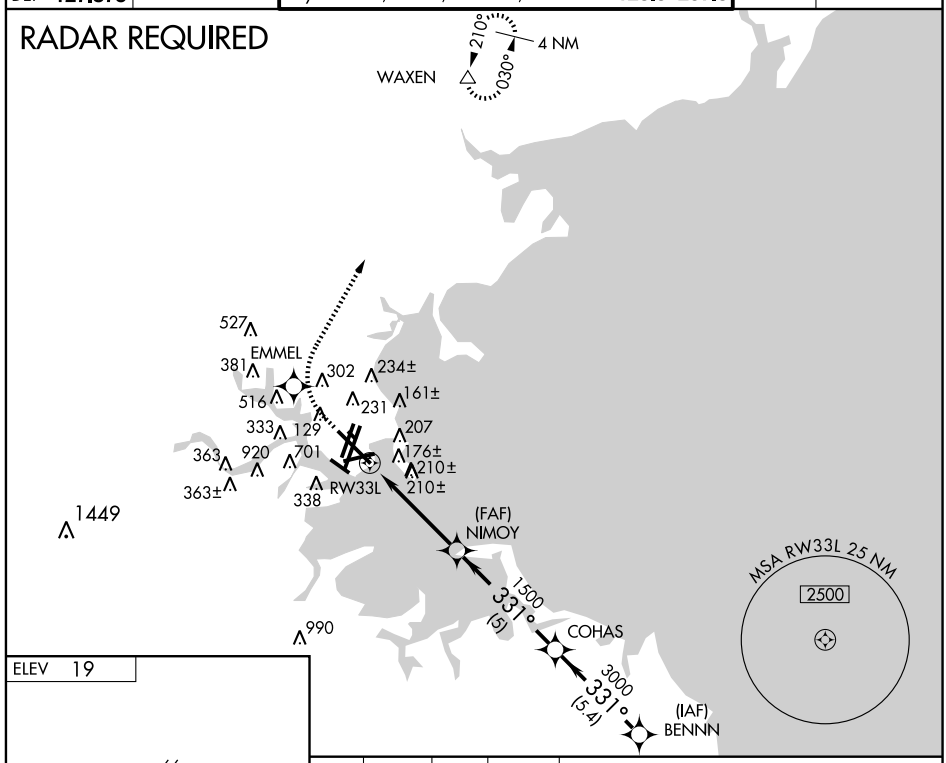
APP CRS	Rwy ldg	TDZE	Apt Elev
331°	10083	16	19

T NA W — Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Cats C and D Circling not authorized west of Rwys 4L and 15R.

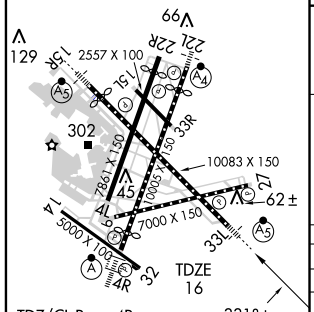
MALSR (A5) — MISSED APPROACH: Climb to 3000 direct EMMEL WP and via 045° track to WAXEN WP and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0 DEP 127.875	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8 Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8	121.9	121.65 257.8

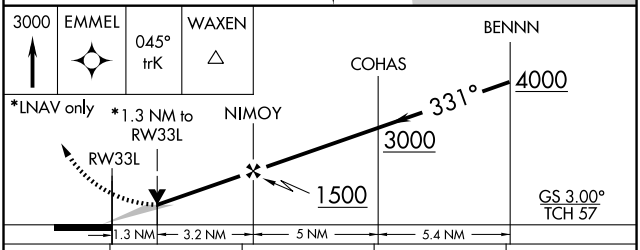
RADAR REQUIRED



ELEV 19



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

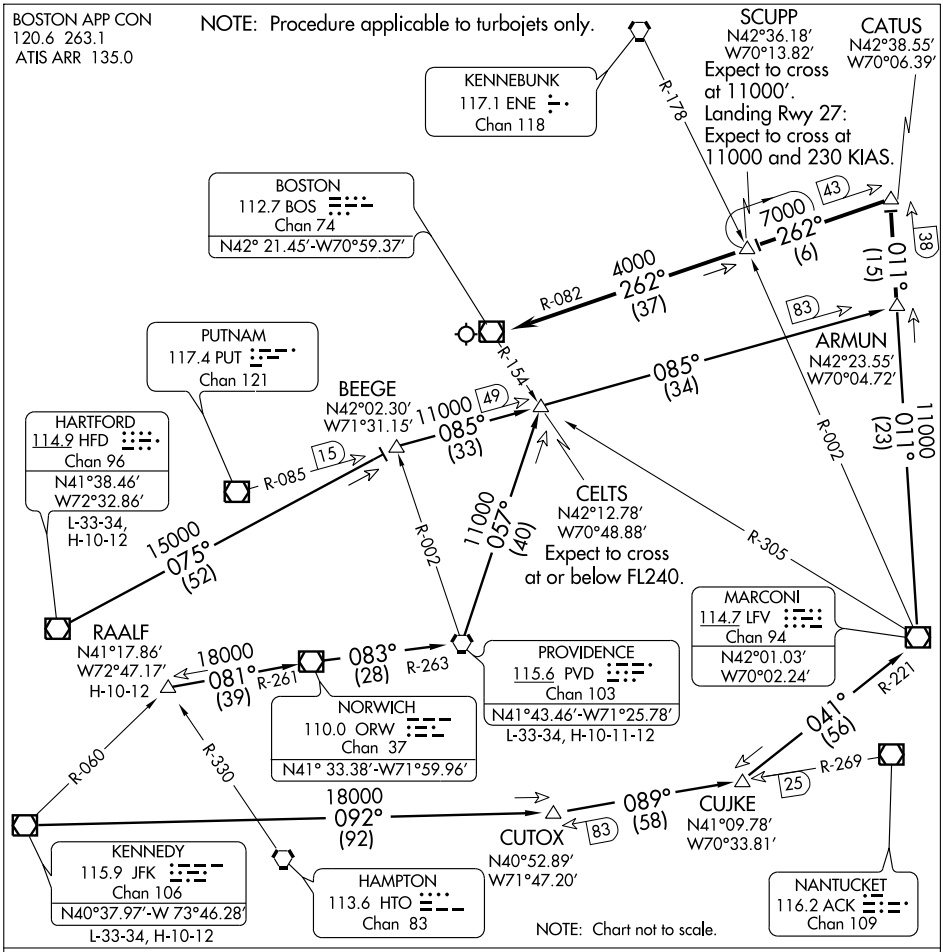


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	480/50 464 (500-1)			
LNAV MDA	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

SCUPP FOUR ARRIVAL

GENERAL EDWARD LAWRENCE LOGAN INTL
BOSTON, MASSACHUSETTS



HARTFORD TRANSITION (HFD.SCUPP4): From over HFD VOR/DME via HFD R-075 to BEEGE INT, then via PUT R-085 to ARMUN INT. Thence....

KENNEDY TRANSITION (JFK.SCUPP4): From over JFK VOR/DME via JFK R-092 to CUTOX INT, then via ACK R-269 to CUJKE INT, then via LFV R-221 to LFV VOR/DME, then via LFV R-011 to ARMUN INT. Thence....

PROVIDENCE TRANSITION (PVD.SCUPP4): From over the PVD VORTAC via PVD R-057 to CELTS INT, then via PUT R-085 to ARMUN INT. Thence....

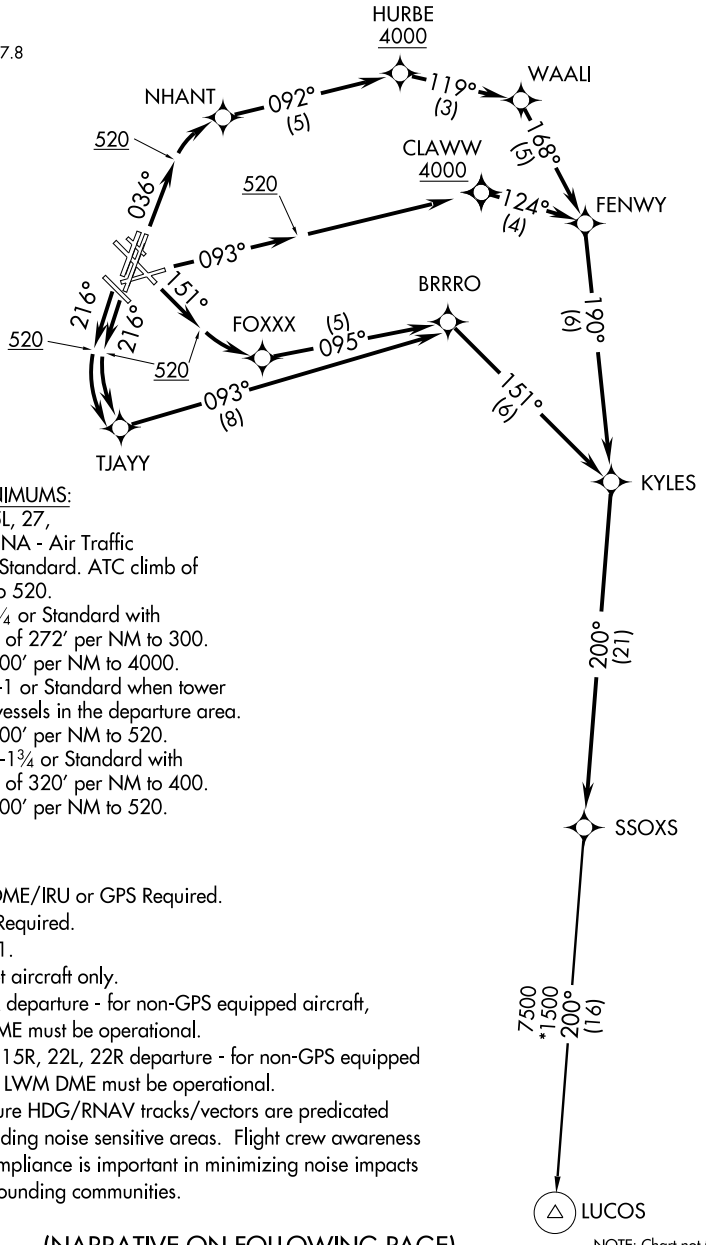
RAALF TRANSITION (RAALF.SCUPP4): From over RAALF INT via ORW R-261 to ORW VOR/DME, then via PVD R-263 to PVD VORTAC, then via PVD R-057 to CELTS INT, then via PUT R-085 to ARMUN INT. Thence....

....From over ARMUN INT via LFV VOR/DME R-011 to CATUS INT, then via BOS VOR/DME R-082 to SCUPP INT, then via BOS R-082 to BOS VOR/DME. Expect radar vectors to final approach course prior to BOS VOR/DME.

NE-1, 14 JAN 2010 to 11 FEB 2010

SSOXS ONE DEPARTURE (RNAV)

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS:
Rwy 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic
Rwy 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4R departure - for non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwy 9, 15R, 22L, 22R departure - for non-GPS equipped aircraft, LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...

TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

. . . . via depicted route to SSOXS. Maintain 5000' or lower assigned altitude.
Expect clearance to filed altitude/flight level ten (10) minutes after departure.

LUCOS TRANSITION (SSOXS1.LUCOS):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2,001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
RWY 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
RWY 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME BOS	APP CRS	Rwy Idg	N/A
112.7	310°	TDZE	N/A
Chan 74		Apt Elev	19

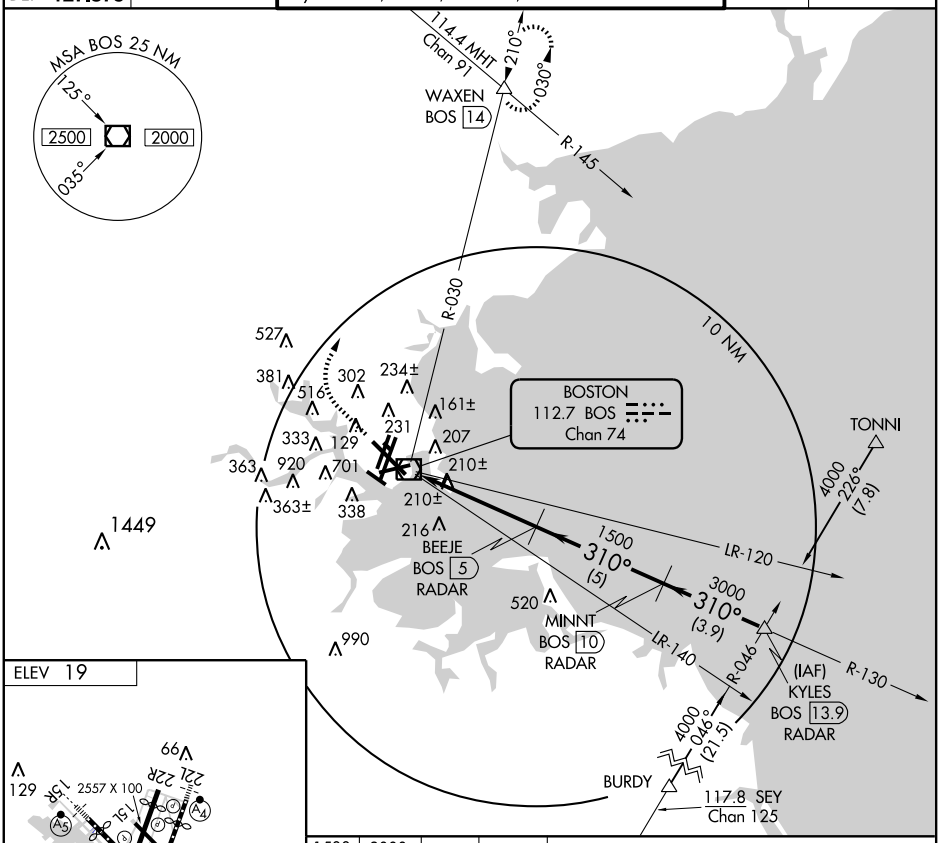
VOR/DME or GPS-A

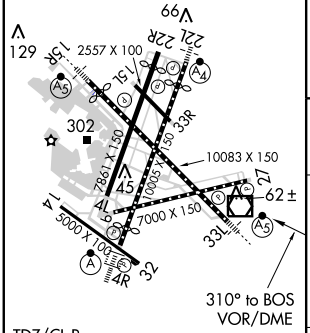
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

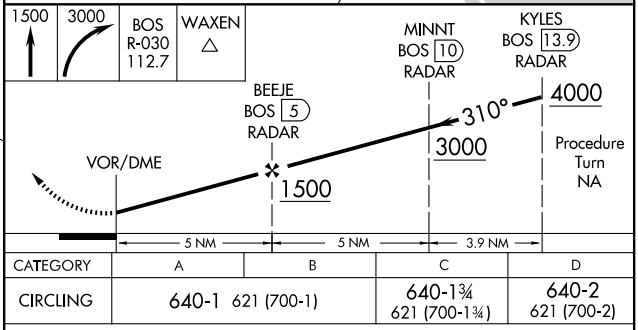
Circling not authorized for CATs C and D Rwy 4L clockwise to Rwy 15R.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via BOS R-030 to WAXEN Int/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		







CATEGORY	A	B	C	D
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME BOS	APP CRS	Rwy Idg	9201
112.7	144°	TDZE	17
Chan 74		Apt Elev	19

VOR/DME RWY 15R

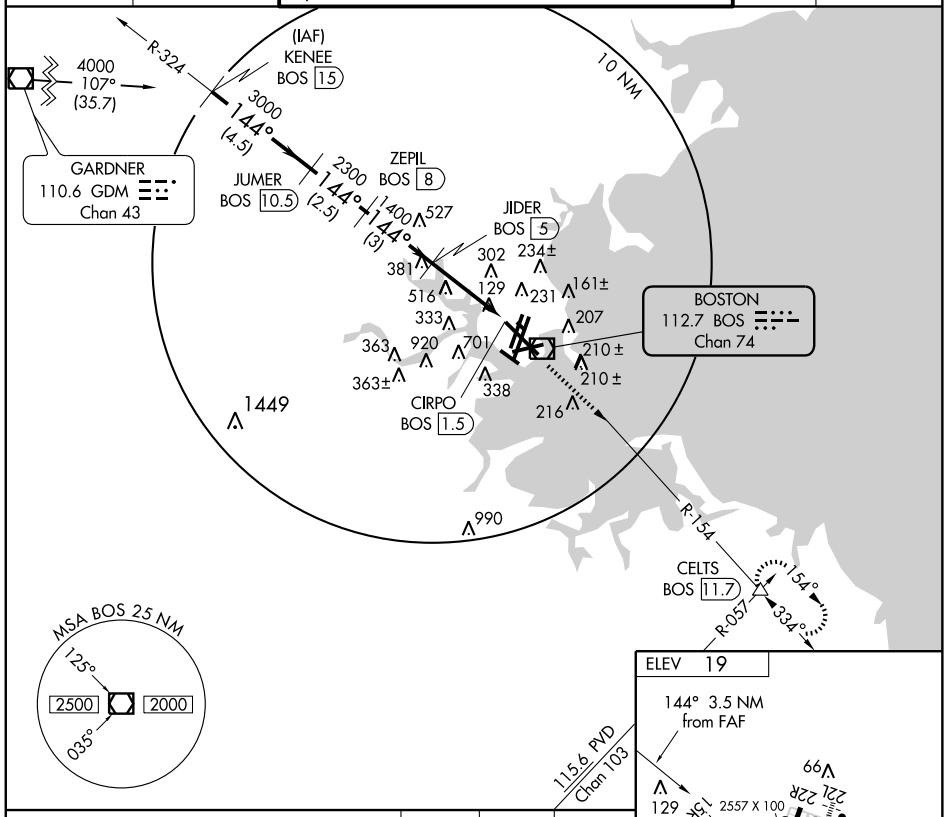
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For inoperative MALSR, increase S-15R Cat A visibility to RVR 5000.
Cat C and D circling not authorized west of Rwys 4L and 15R.

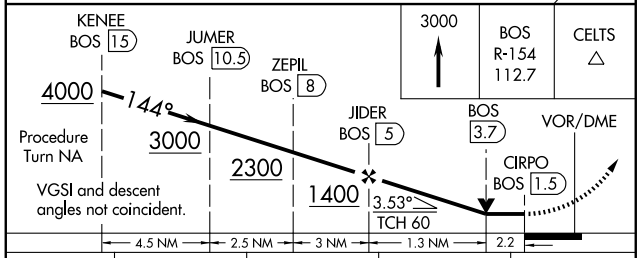
MALSR

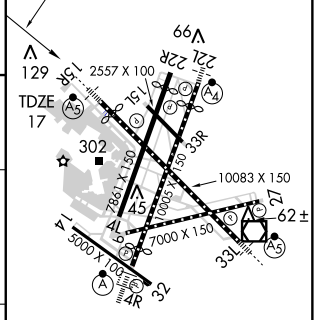
MISSED APPROACH: Climb to 3000 via BOS R-154 to CELTS Int/BOS 11.7 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		



115.6 PVD
Chan 103





CATEGORY	A	B	C	D
S-15R	780/40 763 (800-¾)		780-1¾ 763 (800-1¾)	780-2 763 (800-2)
CIRCLING	780-1 761 (800-1)	780-1¼ 761 (800-1¼)	780-2¼ 761 (800-2¼)	780-2½ 761 (800-2½)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27, and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L, and 9-27.

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME BOS	APP CRS	Rwy Idg	7000
112.7	260°	TDZE	17
Chan 74		Apt Elev	19

VOR/DME RWY 27

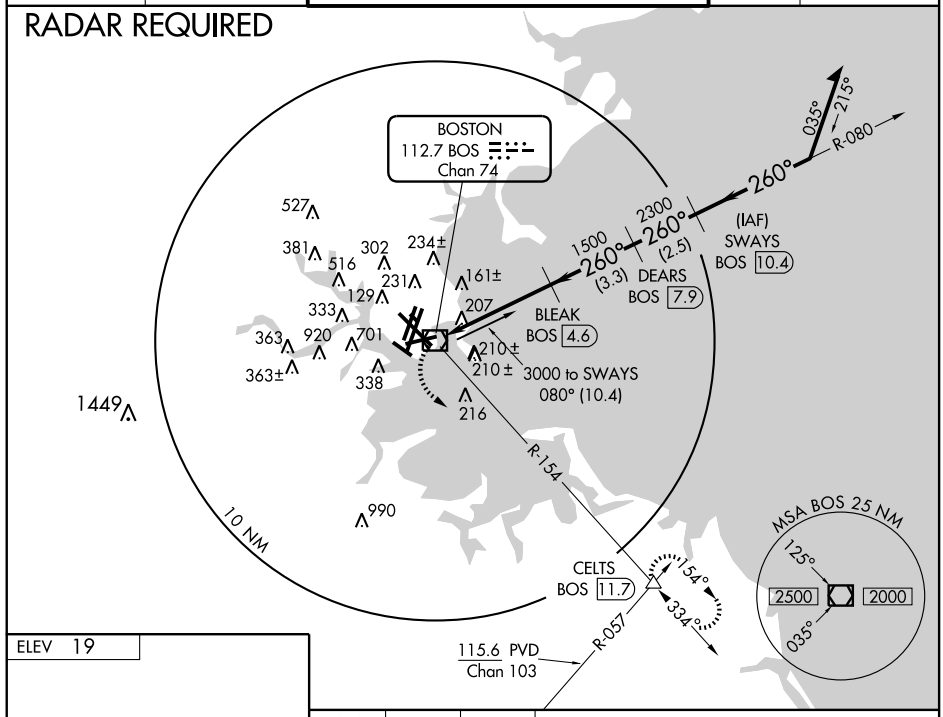
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

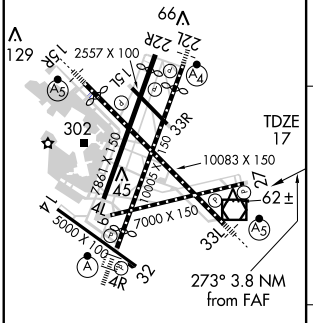
Circling not authorized CATs C and D west of Rwys 4L and 15R.

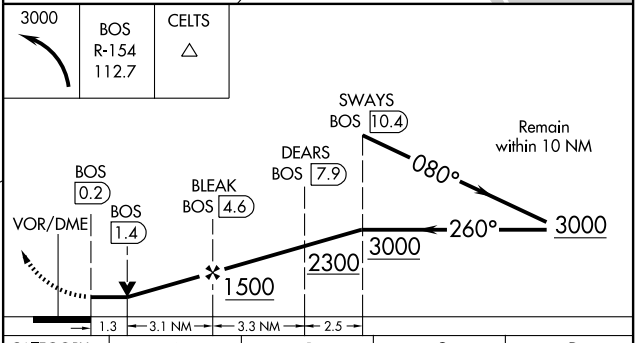
MISSED APPROACH: Climbing left turn to 3000 via BOS R-154 to CELTS Int and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

RADAR REQUIRED







CATEGORY	A	B	C	D
S-27	460-1½ 443 (500-1½)			
CIRCLING	640-1½ 621 (700-1½)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L,

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME BOS	APP CRS	Rwy Idg	10,083
112.7	342°	TDZE	16
Chan 74		Apt Elev	19

VOR/DME RWY 33L

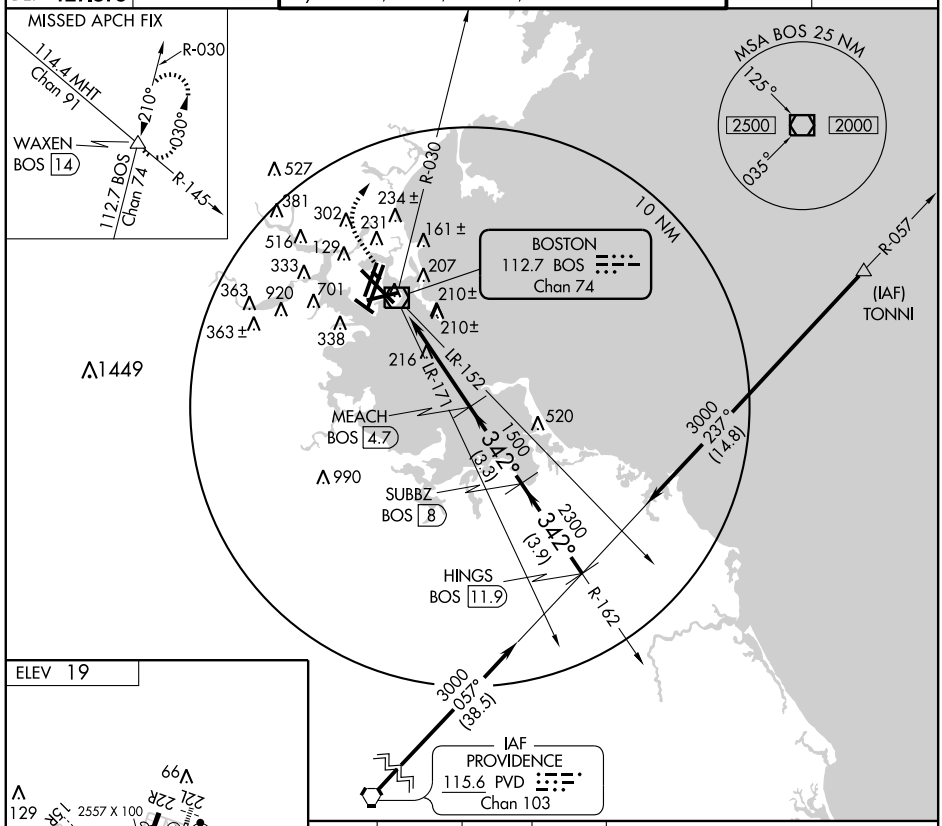
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

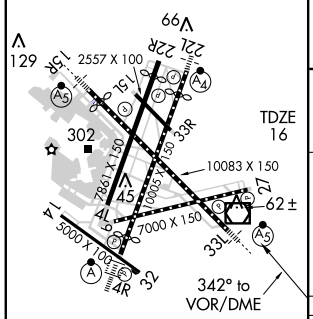
Circling not authorized for CATs C and D west of Rwys 4L and 15R.

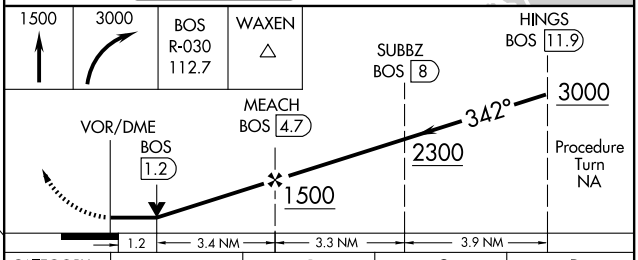
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via BOS R-030 to WAXEN Int/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		





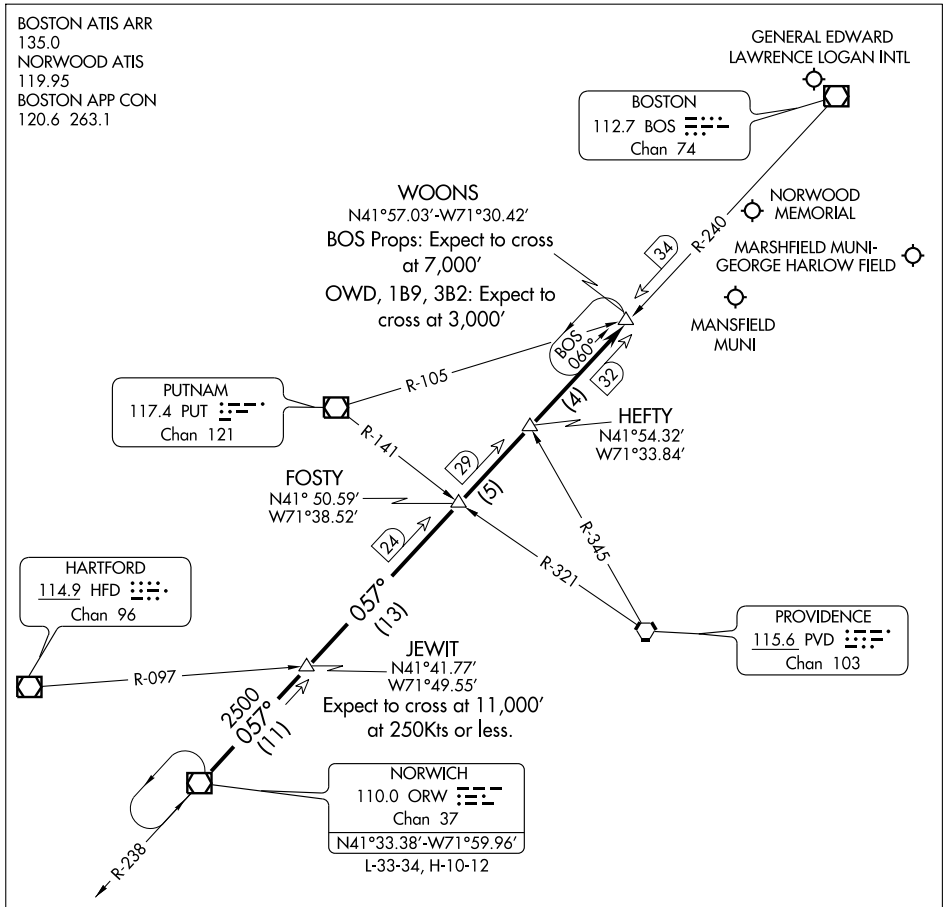


CATEGORY	A	B	C	D
S-33L	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1, 14 JAN 2010 to 11 FEB 2010

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

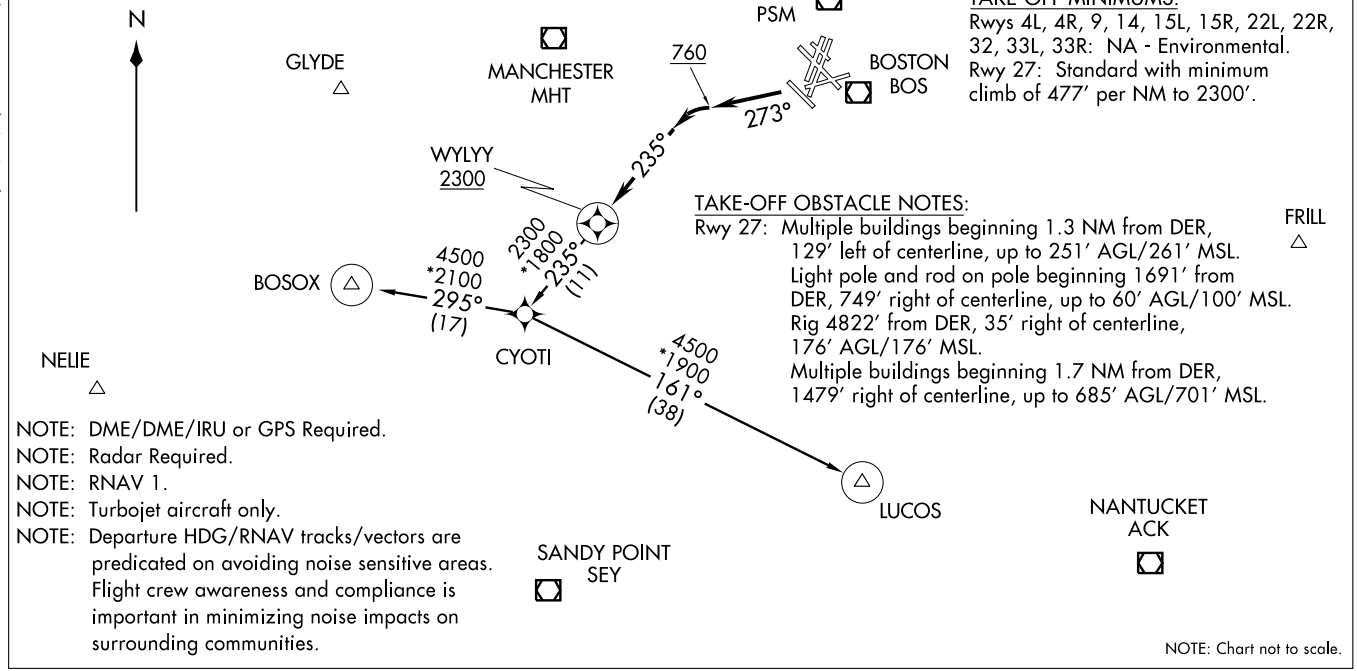
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27: Climb heading 273° to 760 MSL, then climbing left turn on 235° course to WYLYY, thence....

....via depicted route. Cross WYLYY at or above 2300'. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

BOSOX TRANSITION (WYLYY7.BOSOX):

LUCOS TRANSITION (WYLYY7.LUCOS):



TAKE-OFF MINIMUMS:
Rwys 4L, 4R, 9, 14, 15L, 15R, 22L, 22R, 32, 33L, 33R: NA - Environmental.
Rwy 27: Standard with minimum climb of 477' per NM to 2300'.

TAKE-OFF OBSTACLE NOTES:
Rwy 27: Multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL.
Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL.
Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL.
Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

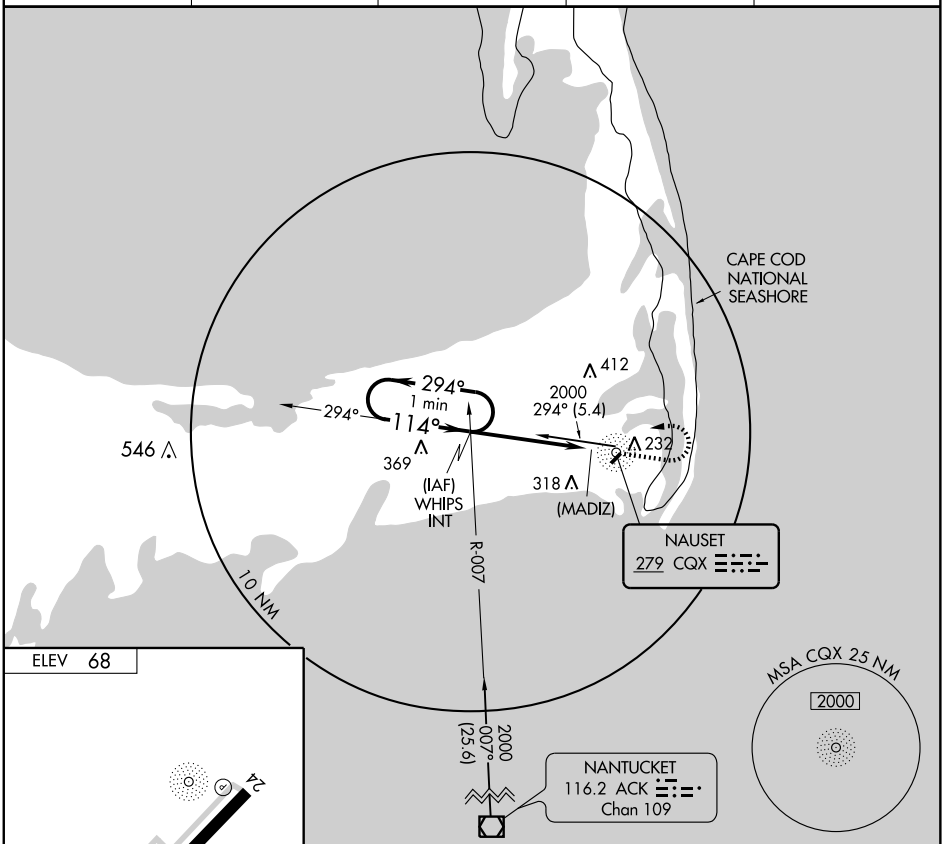
NDB CQX 279	APP CRS 114°	Rwy Idg N/A TDZE N/A Apt Elev 68

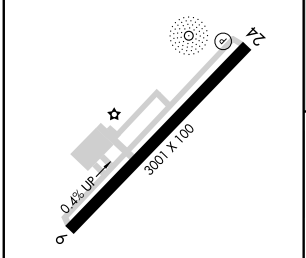
NDB or GPS-A
CHATHAM MUNI (CQX)

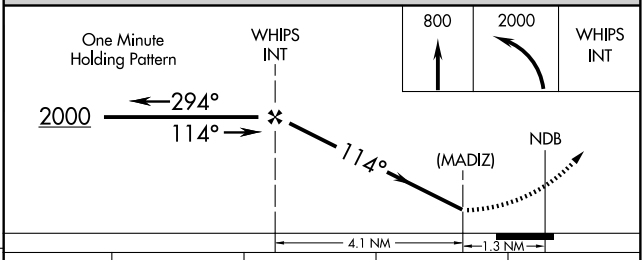
▼ If local altimeter setting not received, use Hyannis altimeter setting and increase all MDA's 40 feet.
▲ NA

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 to WHIPS Int/CQX 294° bearing/ACK R-007 and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.875	118.2	127.3	122.8 (CTAF)	122.95 L







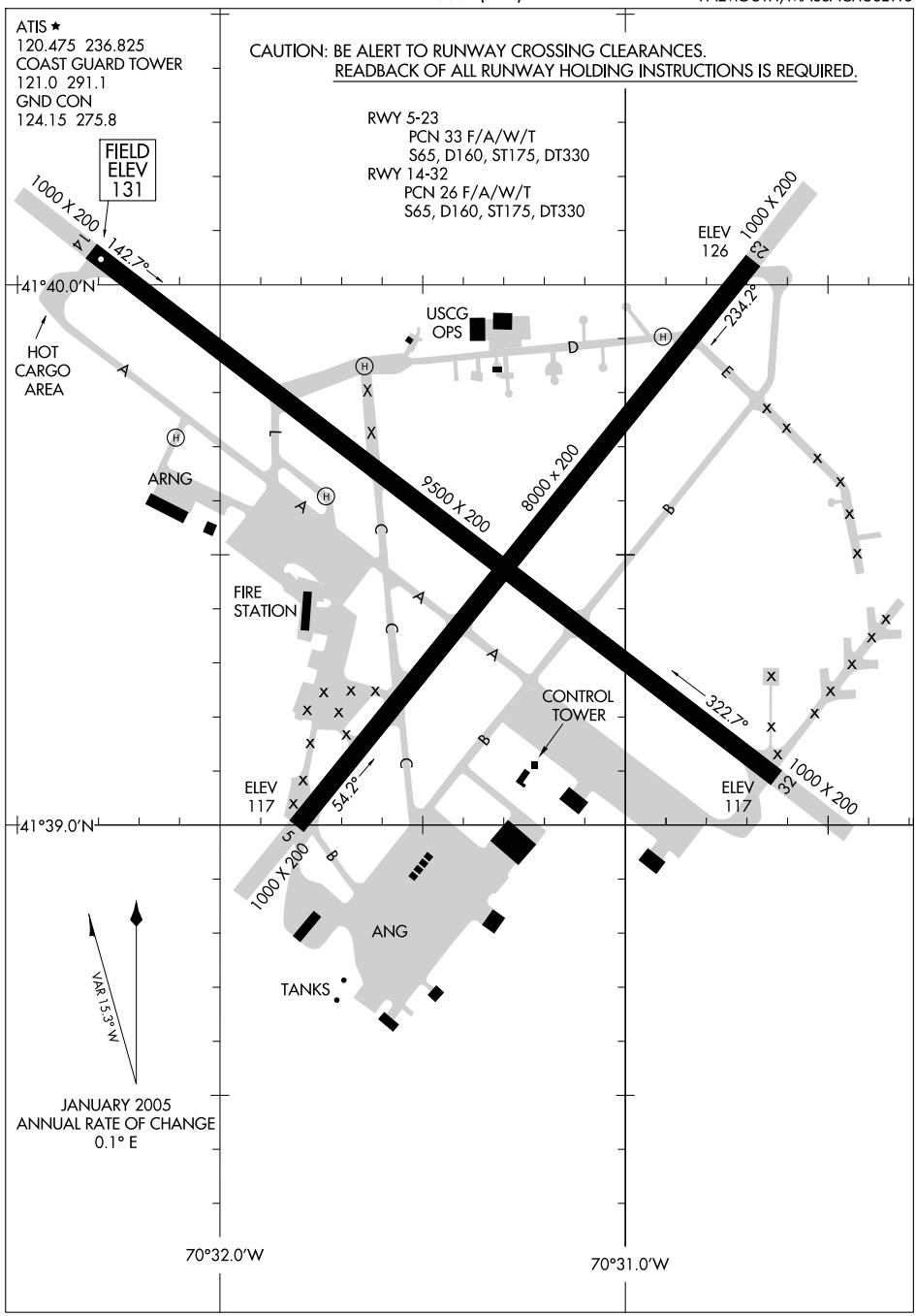
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	580-1½ 512 (600-1½)		660-1½ 592 (600-1½)	660-2 592 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

FALMOUTH/CAPE COD COAST GUARD AIR STATION (FMH)
AL-10362 (FAA)
FALMOUTH, MASSACHUSETTS



NE-1, 14 JAN 2010 to 11 FEB 2010

LOC I-FMH	APP CRS	Rwy Idg	8000
110.1	234°	TDZE	125
		Apt Elev	130

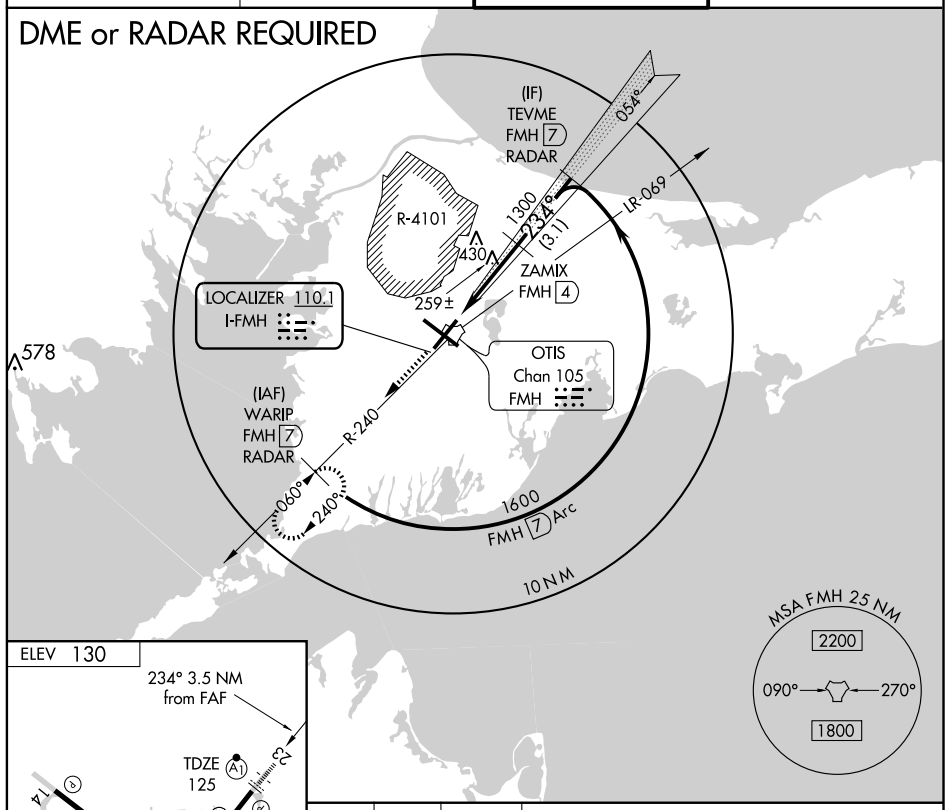
COPTER ILS or LOC/DME RWY 23

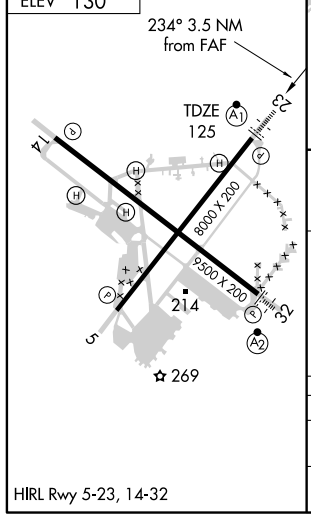
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

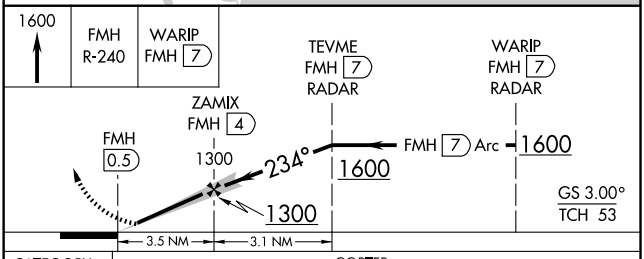
NA	TACAN required. United States Coast Guard use only. For inoperative ALSF-1, increase S-ILS-23 and S-LOC 23 visibility to RVR 2400. DME from FMH TACAN. Simultaneous reception of I-FMH and FMH DME required.	ALSF-1 (A1)	MISSED APPROACH: Climb to 1600 via FMH R-240 to WARIP/FMH 7 DME/RADAR and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8

DME or RADAR REQUIRED







CATEGORY	COPTER	
S-ILS 23	225/12	100 (100-¼)
S-LOC 23	520/12	395 (400-¼)

HIRL Rwy 5-23, 14-32

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC I-FMH	APP CRS	Rwy Idg	8000
110.1	234°	TDZE	125
		Apt Elev	130

ILS or LOC RWY 23

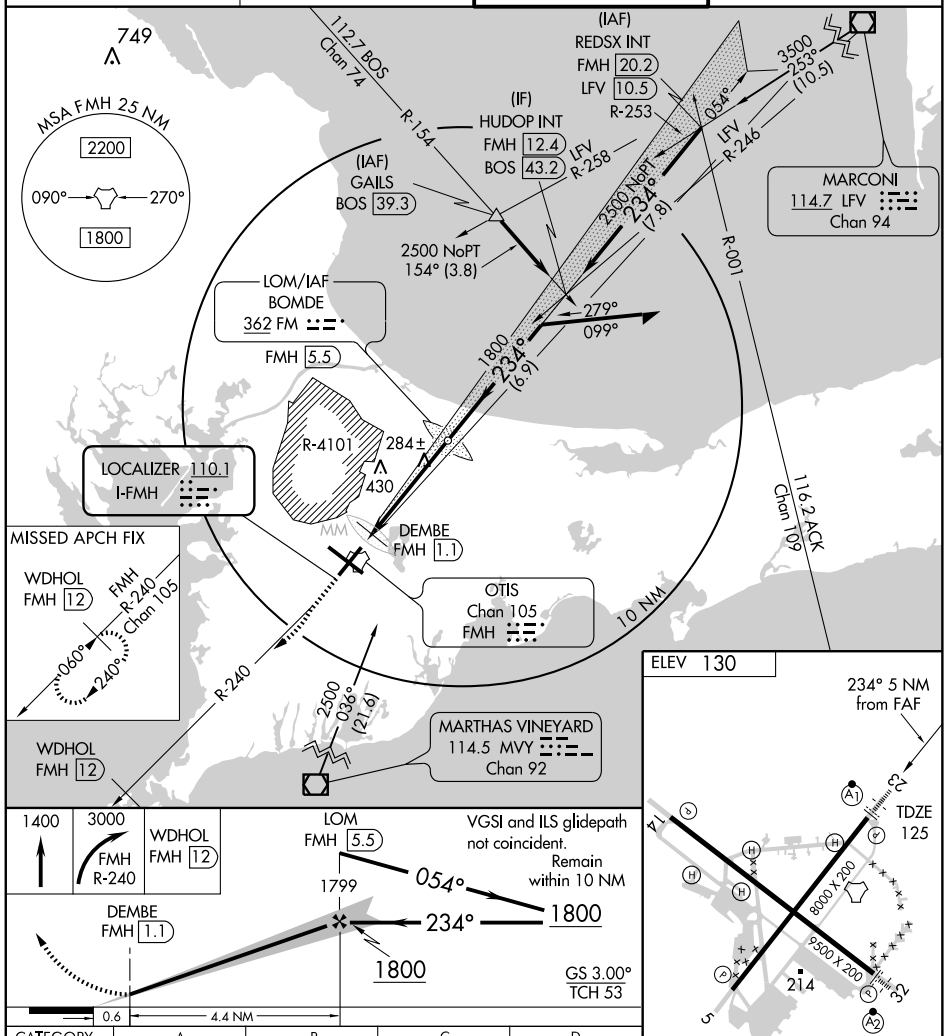
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

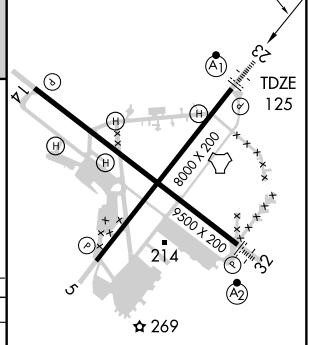
Circling NA NE of Rwy 14 and NW of Rwy 23. TACAN Required.

ALSF-1

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via FMH R-240 to WDHOL/12 DME and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8





HIRL Rwy 5-23, 14-32

CATEGORY	A	B	C	D
S-ILS 23	325/24 200 (200-½)			
S-LOC 23	640/24 515 (600-½)		640/50 515 (600-1)	640/60 515 (600-1¼)
CIRCLING	640-1 510 (600-1)		640-1½ 510 (600-1½)	680-2 550 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-BNX	APP CRS	Rwy Idg	9500
109.9	322°	TDZE	117
		Apt Elev	130

ILS or LOC RWY 32

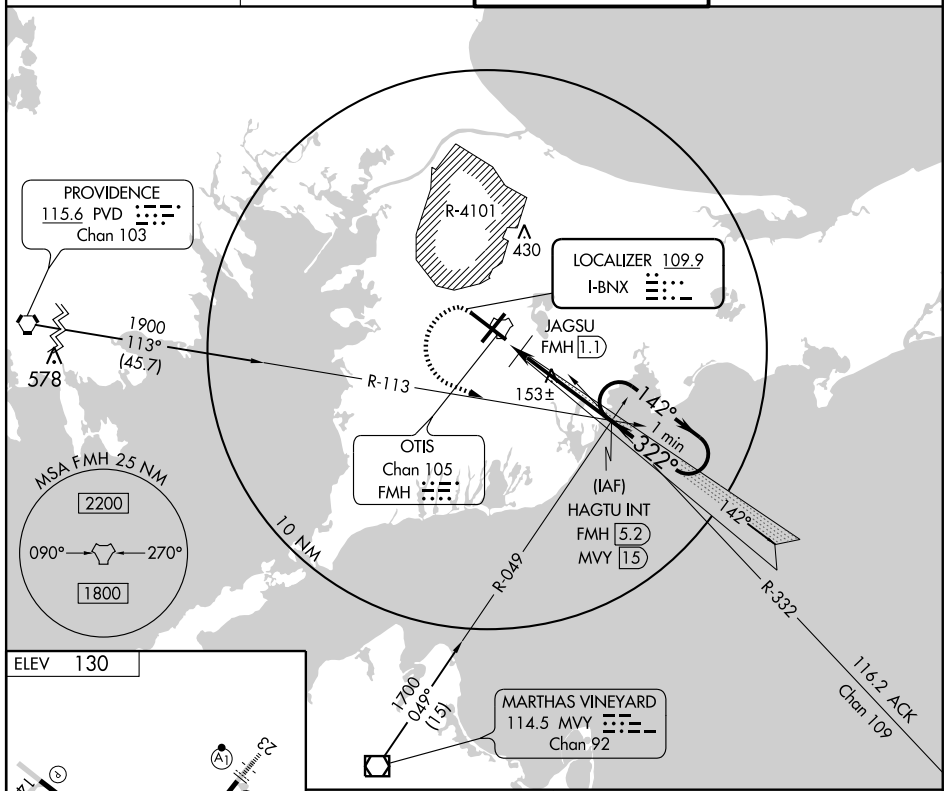
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

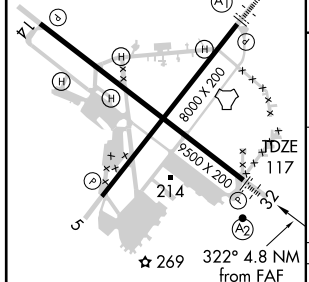
Inoperative table does not apply to S-LOC 32 Cat C. Circling NA NE of Rwy 14 and NW of Rwy 23.

SALSF

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 via heading 112° and I-BNX SE course to HAGTU INT/FMH 5.2 DME and hold.

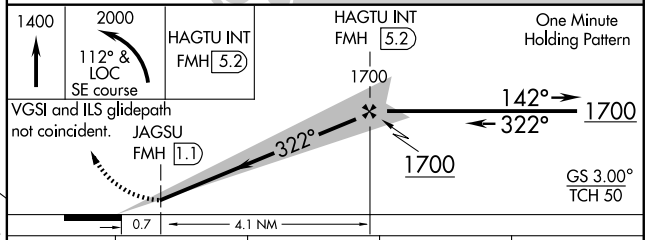
ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8





HIRL Rwy 5-23, 14-32

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-ILS 32	317- ¾ 200 (200-¾)			
S-LOC 32	540- ¾ 423 (500-¾)		540-1¼ 423 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

FALMOUTH, MASSACHUSETTS

AL-10362 (FAA)

NDB FM	APP CRS	Rwy Idg	8000
362	234°	TDZE	125
		Apt Elev	130

NDB RWY 23

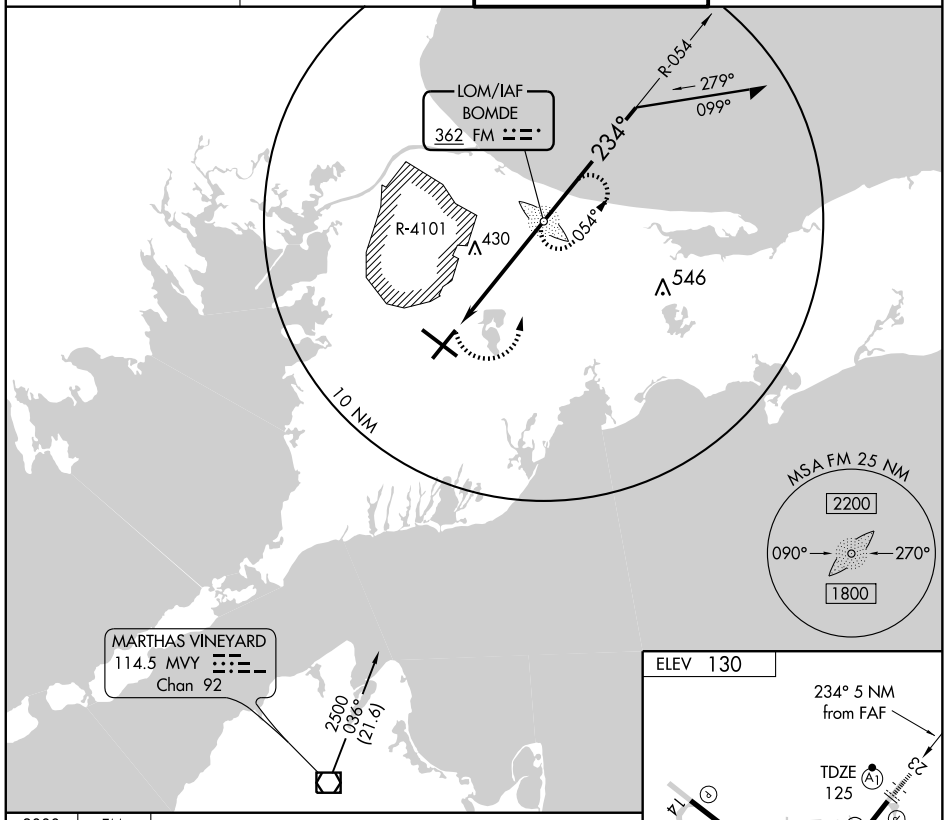
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

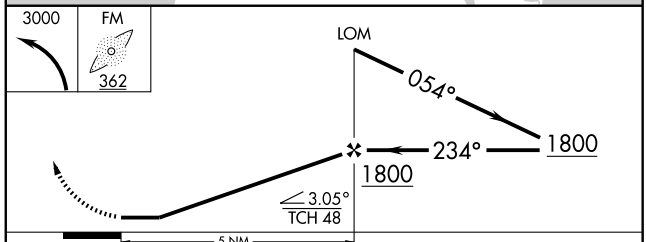
Circling NA NE of Rwy 14 and NW of Rwy 23.

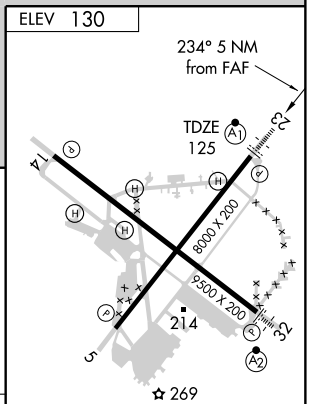
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct FM LOM and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







HIRL Rwy 5-23, 14-32

CATEGORY	A	B	C	D
S-23	780/40	655 (700-¾)	780/60 655 (700-1¼)	780 - 1¾ 655 (700-1¾)
CIRCLING	780-1	650 (700-1)	780-1¾ 650 (700-1¾)	780-2 650 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:01	3:21	2:31	2:00	1:40

NE-1. 14 JAN 2010 to 11 FEB 2010

TACAN FMH Chan 105	APP CRS 063°	Rwy Idg 8000 TDZE 117 Apt Elev 130

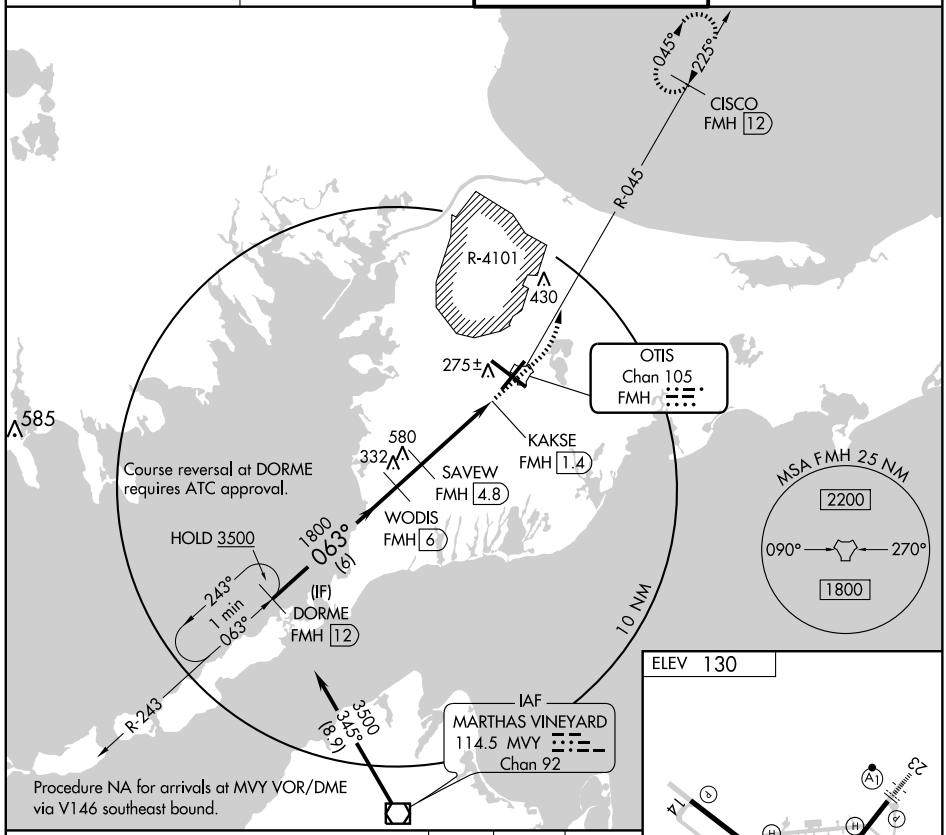
TACAN RWY 5

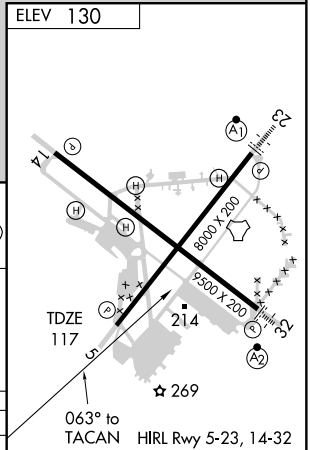
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

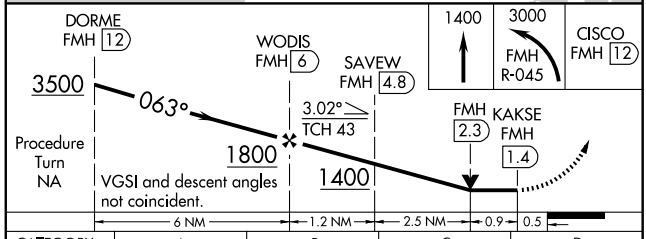
Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH TACAN R-045 to CISCO/12 DME and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







CATEGORY	A	B	C	D
S-5	540-1 423 (500-1)		540-1¼ 423 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1. 14 JAN 2010 to 11 FEB 2010

FALMOUTH, MASSACHUSETTS

AL-10362 (FAA)

TACAN FMH Chan 105	APP CRS 134°	Rwy Idg 9500 TDZE 130 Apt Elev 130

TACAN RWY 14

FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH TACAN R-045 to CISCO/12 DME and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8

Procedure NA for arrivals at LFV VOR/DME via V167 northeast bound.

MARCONI 114.7 LFV Chan 94

3500 250° (19)

IAF PROVIDENCE 115.6 PVD Chan 103

872

3500 100° (30.7)

Procedure NA for arrivals on PVD VORTAC airway radials 093 CW 132.

FMH R-314

(IF) TAVOE FMH 12

3500 FMH 12 Arc

045° 225°

(IAF) CISCO FMH 12

1700 134° (6)

R-4101 460

R-045 FMH

430

322

LIGTE FMH 6

RECKU FMH 3.7

273

HOKAM FMH 2

OTIS Chan 105 FMH

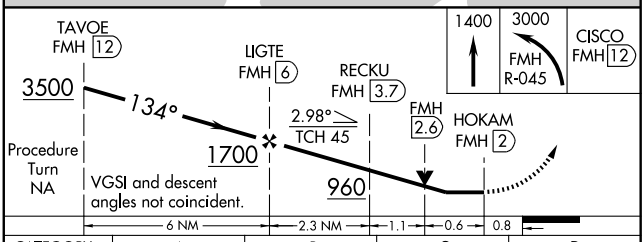
MSA FMH 25 NM

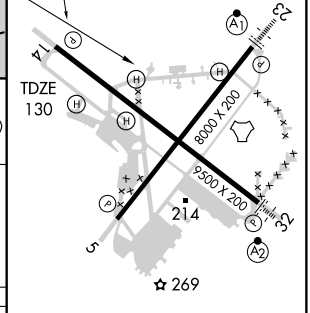
2200

090° 270°

1800

10 NM





HIRL Rwy 5-23, 14-32

CATEGORY	A	B	C	D
S-14	540-1 410 (500-1)		540-1¼ 410 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-1. 14 JAN 2010 to 11 FEB 2010

FALMOUTH, MASSACHUSETTS

AL-10362 (FAA)

TACAN FMH Chan 105	APP CRS 222°	Rwy Idg 8000 TDZE 125 Apt Elev 130

TACAN RWY 23

FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

Circling NA NE of Rwy 14 and NW of Rwy 23.

ALSF-1

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via FMH TACAN R-240 to WDHOL/FHM 12 DME and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8

692

Procedure NA for arrivals at LFV VOR/DME via V167 northeast bound.

R-042

3500
252°
(19.3)

IAF
MARCONI
114.7 LFV
Chan 94

(IF)
WANER
FMH 12

222°
1 min
042°

HOLD 3500

1900
222°
(6)

HUPMA
FMH 6

R-4101

430

KIPDE
FMH 1.1

OTIS
Chan 105
FMH

10 NM

MSA FMH 25 NM
2200
090° 270°
1800

WDHOL
FMH 12

R-240

060°

240°

ELEV 130

222° to TACAN

TDZE
125

14

23

5

32

8000 X 200

9500 X 200

214

269

HIRL Rwy 5-23, 14-32

1400

3000

FMH
R-240

WDHOL
FMH 12

WANER
FMH 12

HUPMA
FMH 6

FMH
KIPDE
FMH 2.3
FMH 1.1

222°

3500

1900

2.96°
TCH 48

Procedure Turn NA

0.6 1.2 3.7 NM 6 NM

CATEGORY	A	B	C	D
S-23	740/24 615 (700-½)		740/60 615 (700-1¼)	740-1½ 615 (700-1½)
CIRCLING	740-1 610 (700-1)		740-1¾ 610 (700-1¾)	740-2 610 (700-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1. 14 JAN 2010 to 11 FEB 2010

TACAN FMH Chan 105	APP CRS 336°	Rwy Idg 9500 TDZE 117 Apt Elev 130

TACAN RWY 32

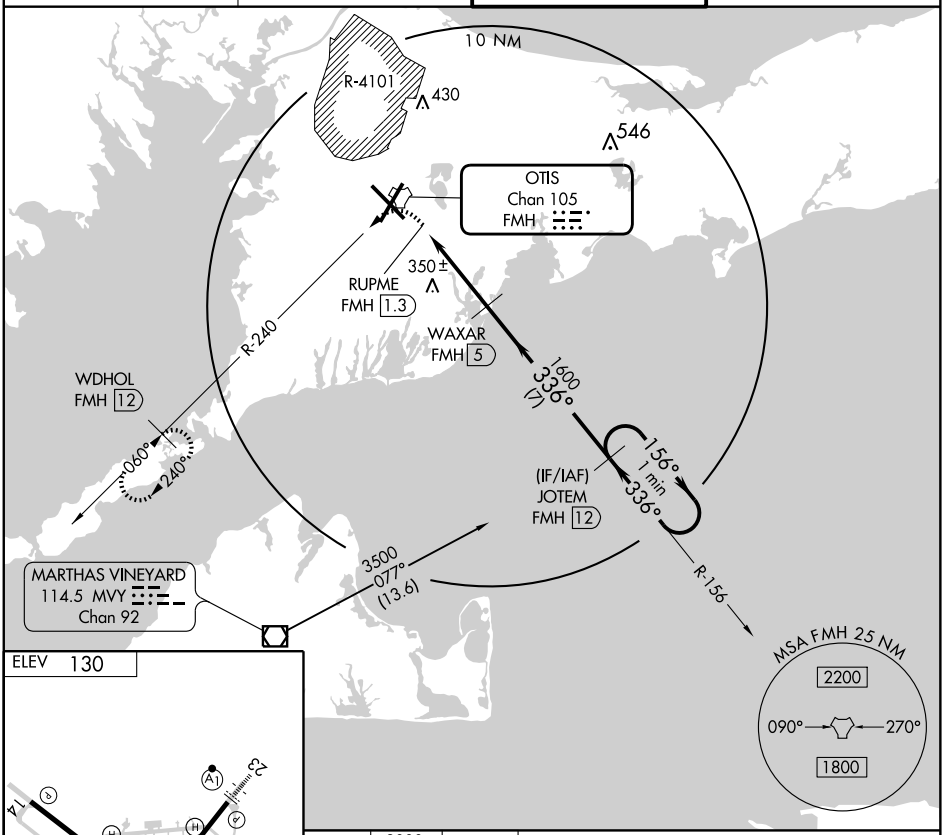
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

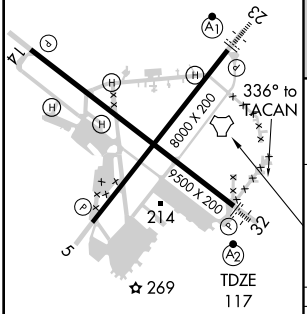
Inoperative table does not apply to Cat C.
Circling NA NE of Rwy 14 and NW of Rwy 23.

SALSF

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH R-240 to WDHOL/12 DME and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8

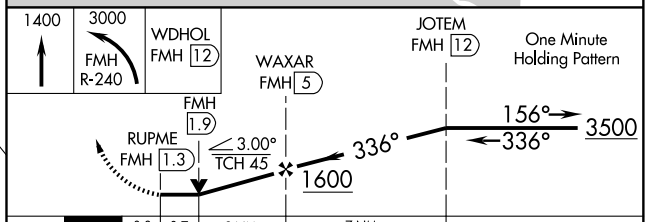




HIRL Rwy 5-23, 14-32

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



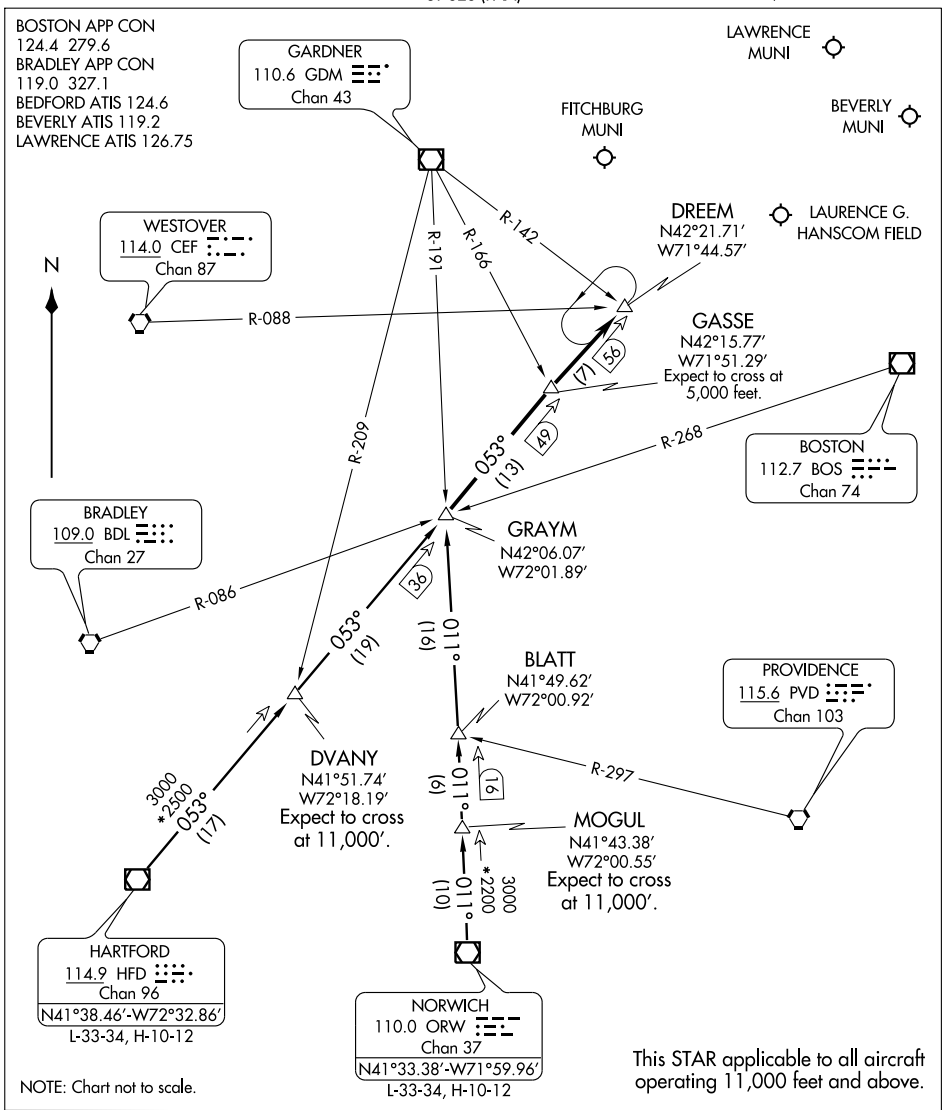
CATEGORY	A	B	C	D
S-32	620-¾ 503 (500-¾)		620-1½ 503 (500-1½)	
CIRCLING	620-1 490 (500-1)		620-1½ 490 (500-1½)	680-2 550 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

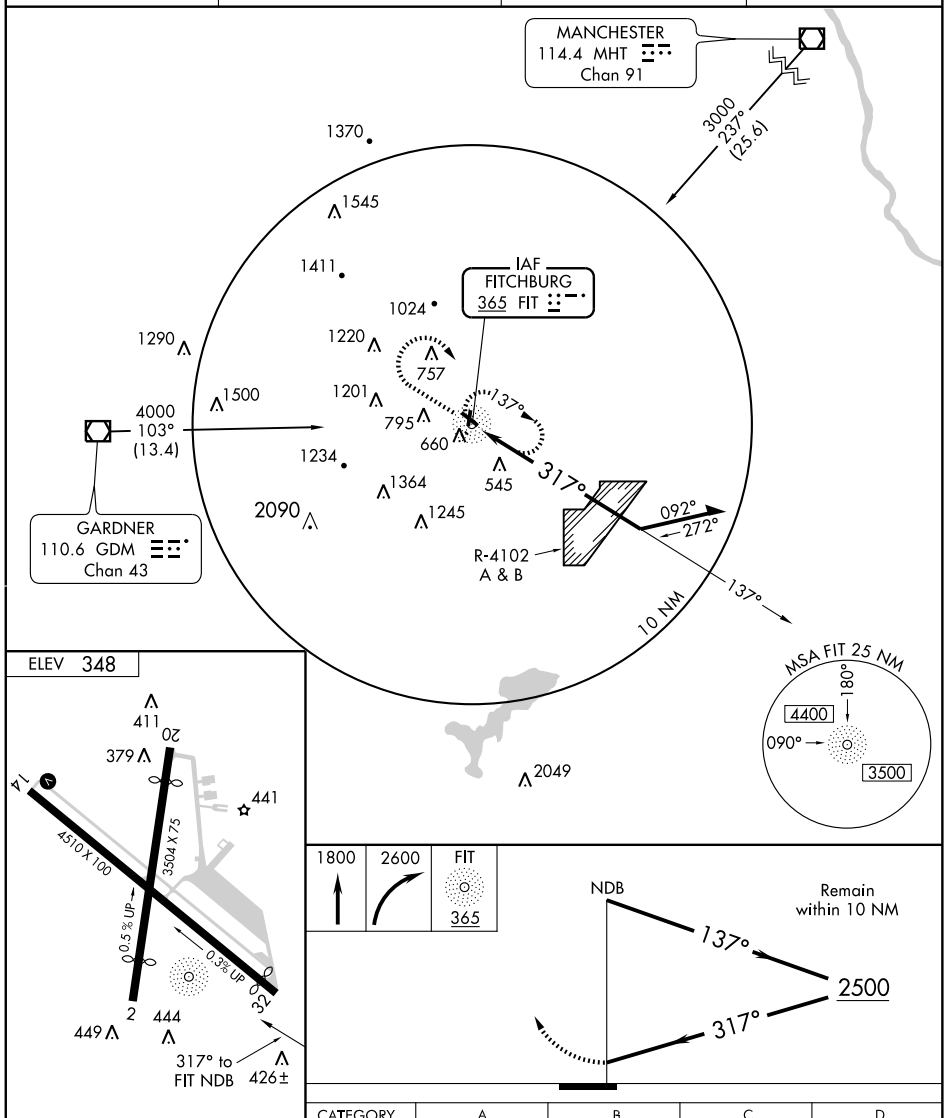
NE-1, 14 JAN 2010 to 11 FEB 2010

NDB FIT	APP CRS	Rwy Idg	N/A
365	317°	TDZE	N/A
		Apt Elev	348

NDB-A
FITCHBURG MUNI (FIT)

MISSED APPROACH: Climb to 1800, then climbing right turn to 2600 direct FIT NDB and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L



CATEGORY	A	B	C	D
CIRCLING	1180-1 832 (900-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

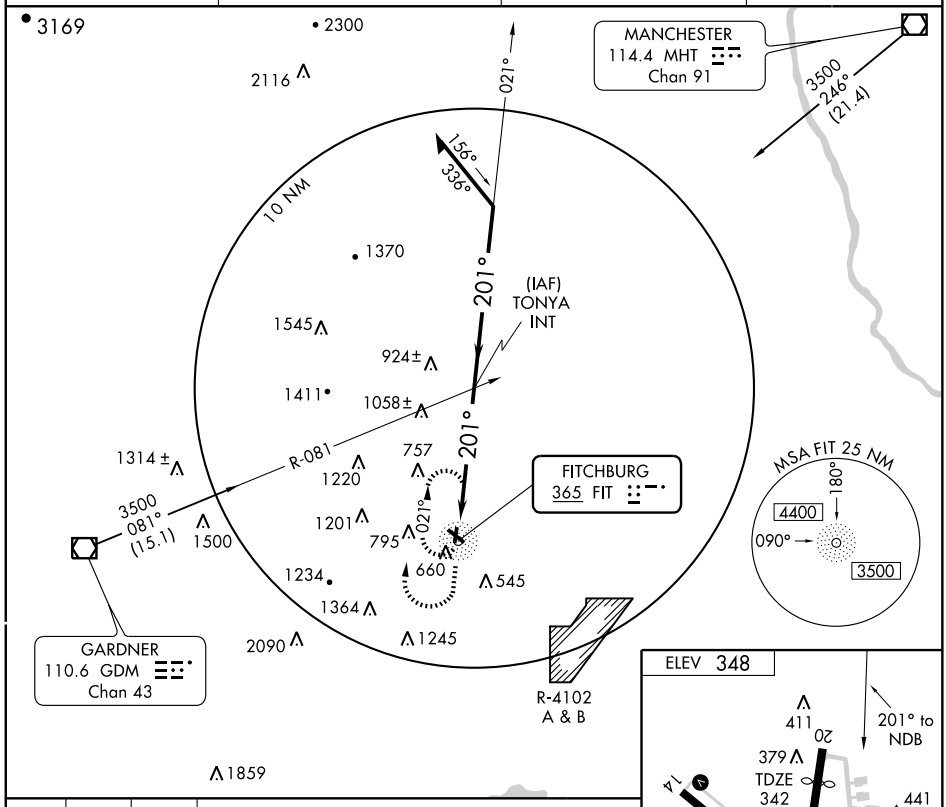
NDB FIT	APP CRS		
365	201°	Rwy Idg	3043
		TDZE	342
		Apt Elev	348

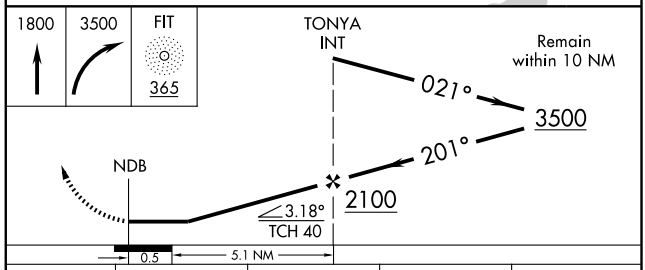
NDB RWY 20
FITCHBURG MUNI (FIT)

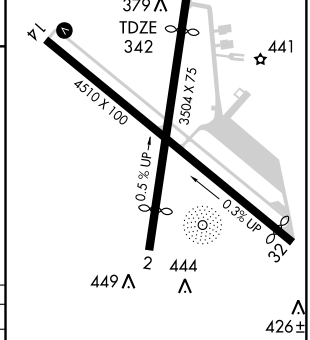
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 direct FIT NDB and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
S-20	1280-1¼ 938 (1000-1¼)		1280-2¾ 938 (1000-2¾)	NA
CIRCLING	1280-1¼ 932 (1000-1¼)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

FITCHBURG, MASSACHUSETTS

APP CRS	Rwy Idg	4510
158°	TDZE	340
	Apt Elev	348

AL-747 (FAA)

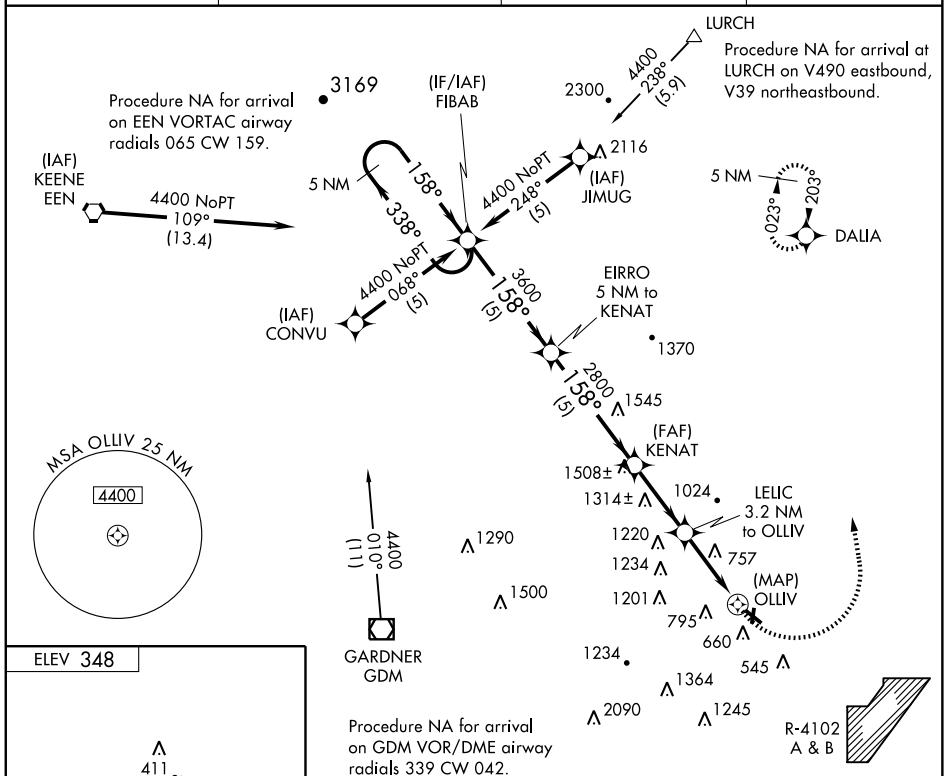
RNAV (GPS) RWY 14

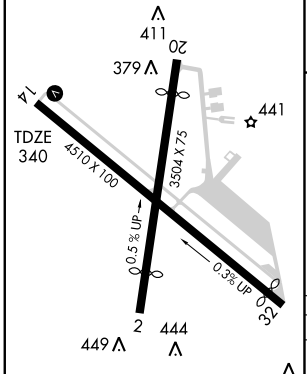
FITCHBURG MUNI (FIT)

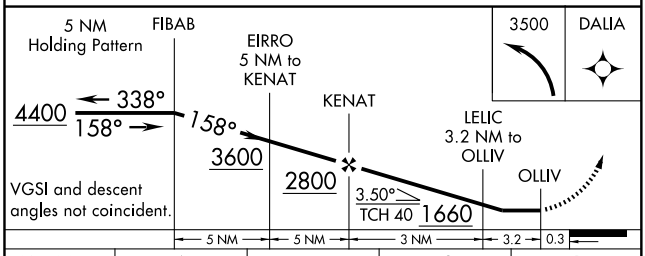
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1320-1¼ 980 (1000-1¼)	1320-1½ 980 (1000-1½)	1320-3 980 (1000-3)	NA
CIRCLING	1320-1¼ 972 (1000-1¼)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3043
203°	TDZE	342
	Apt Elev	348

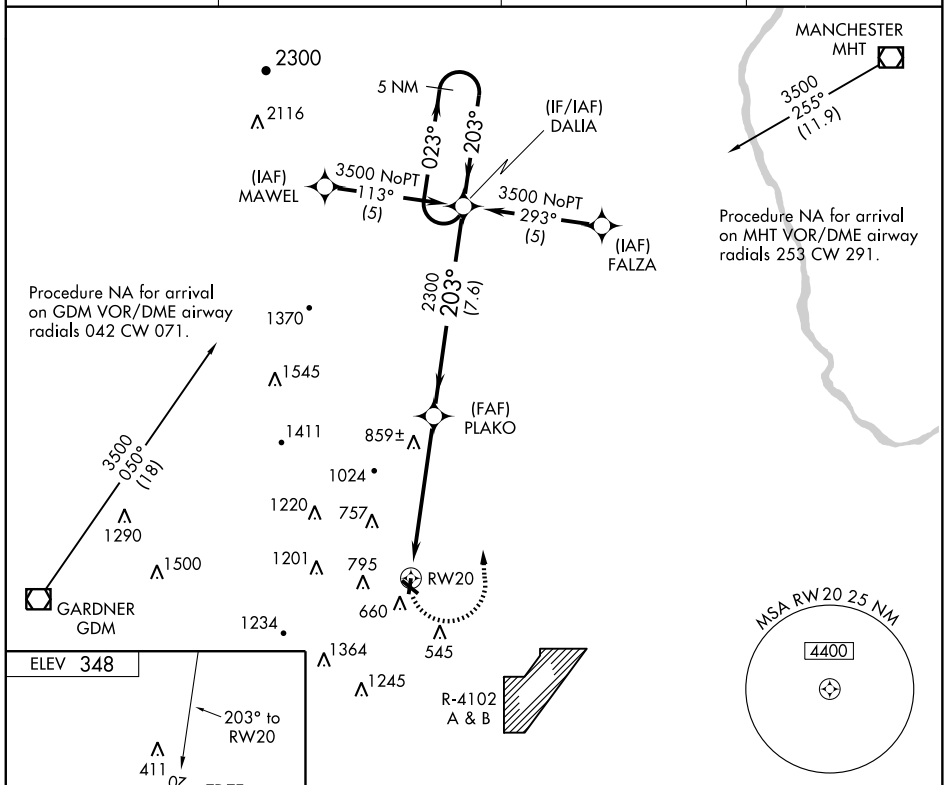
RNAV (GPS) RWY 20

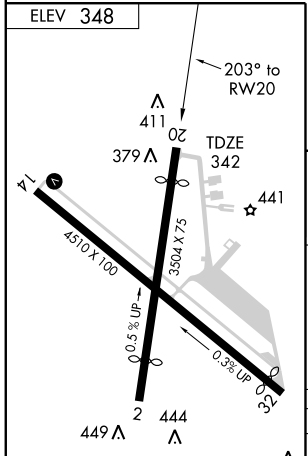
FITCHBURG MUNI (FIT)

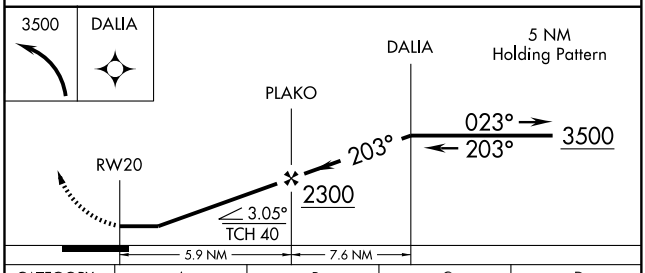
Straight-in minimums NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1120-1 778 (800-1)	1120-1¼ 778 (800-1¼)	1120-2¼ 778 (800-2¼)	NA
CIRCLING	1120-1 772 (800-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4269
324°	TDZE	335
	Apt Elev	348

RNAV (GPS) RWY 32

FITCHBURG MUNI (FIT)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct TAYUN and via 038° track to DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	123.0 L
135.175	124.4 279.6	122.7 (CTAF)	

MISSED APCH FIX

5 NM 023° 203° DALIA

038° (12.3)

1024

1220 TAYUN 757

1201 795 660 545 1234 1364 1245 2090

RW32 697±

R-4102 A & B

(FAF) CLETR

2000 324° (6.3)

Procedure NA for arrival on MHT VOR/DME airway radial 253.

MANCHESTER MHT

3000 208° (22.8)

(IAF) TOPTO

3000 NoPT 234° (5)

144° 324° 5 NM

MSA RW32 25 NM 4400

3000 NoPT 054° (5)

(IF/IAF) DESLO

(IAF) OWLET

2049

Procedure NA for arrivals at GLYDE via V270-292 W Bnd.

3100 069° (10.3)

GLYDE

ELEV 348

411 379 20 441 14 32 4510 X 100 3504 X 75 0.5% UP 0.3% UP TDZE 335 2 444 449 324° to RW32 426±

REIL Rwy 32 L

MIRL Rwy 14-32 L

3500	TAYUN	TRK 038°	DALIA

DESLO 5 NM Holding Pattern

CLETR 144° 324° 3000

RW32 324° 2000 3.04° TCH 40

5.1 NM 6.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1120-1 785 (800-1)	1120-1¼ 785 (800-1¼)	1120-2¼ 785 (800-2¼)	NA
CIRCLING	1120-1 772 (800-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME GDM	APP CRS	Rwy Idg	N/A
110.6	097°	TDZE	N/A
Chan 43		Apt Elev	955

VOR or GPS-A

GARDNER MUNI (GDM)

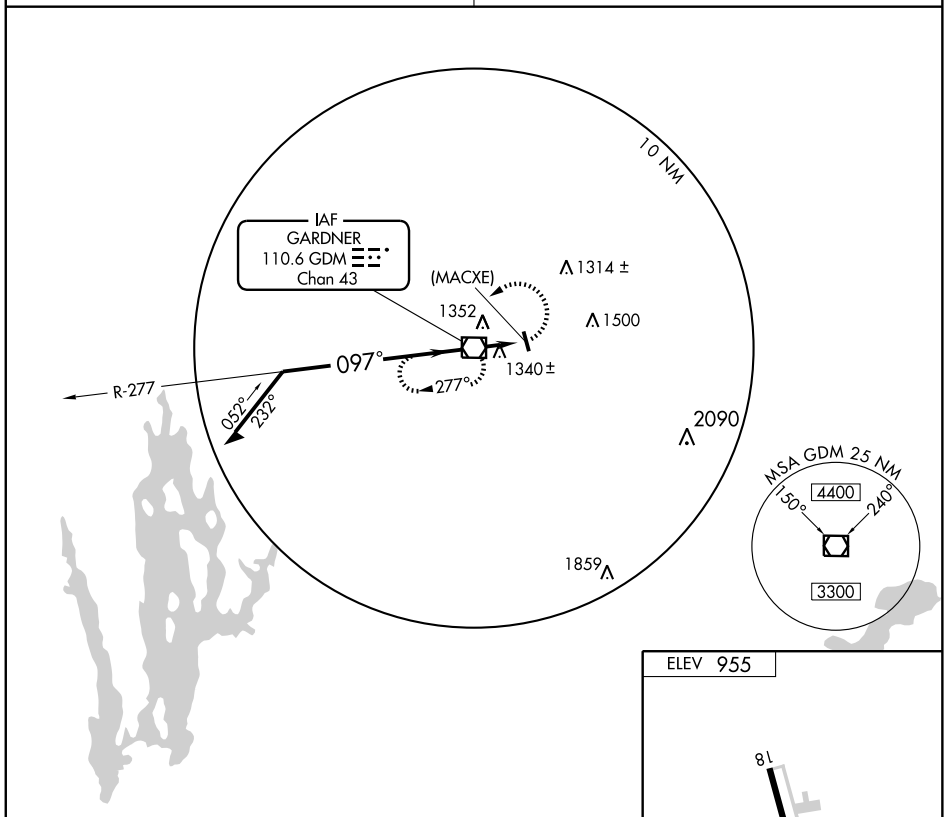
Use Worcester altimeter setting; when not recieved procedure not authorized.

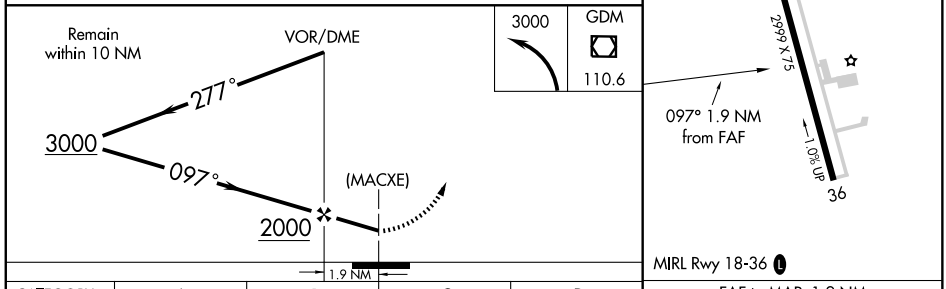
NA

MISSED APPROACH: Climbing left turn to 3000 direct GDM VOR/DME and hold.

BOSTON CENTER
123.75 338.2

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1720-1 765 (800-1)	1720-1¼ 765 (800-1¼)	1740-2¼ 785 (800-2¼)	1740-2½ 785 (800-2½)

FAF to MAP 1.9 NM

Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

NE-1. 14 JAN 2010 to 11 FEB 2010

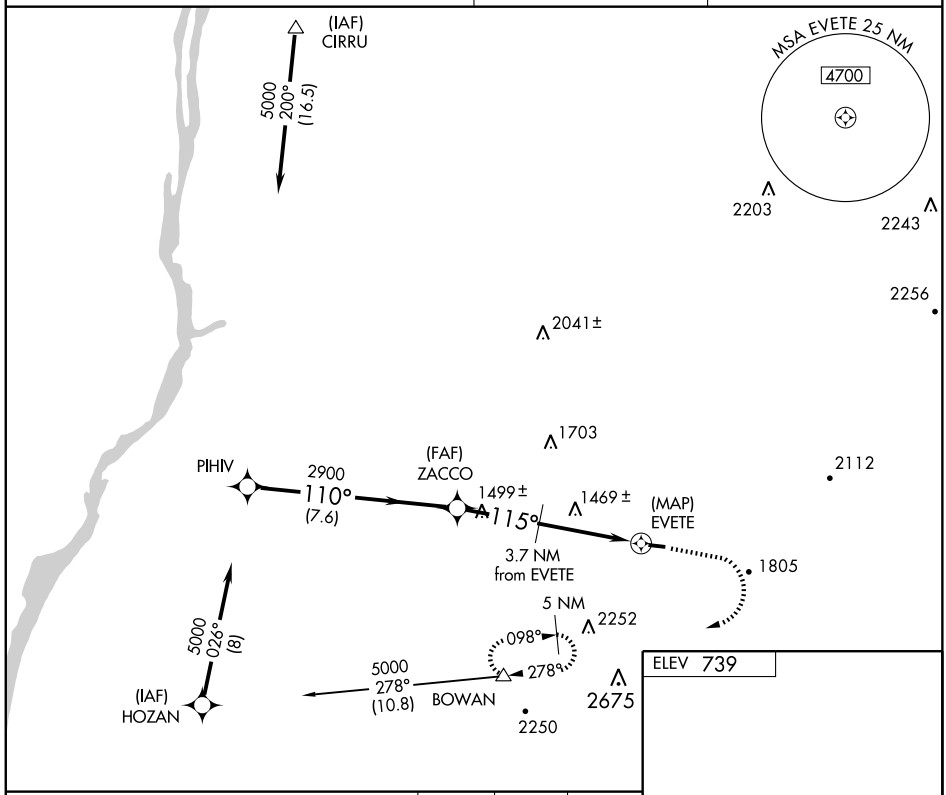
APP CRS	Rwy Idg	2409
115°	TDZE	739
	Apt Elev	739

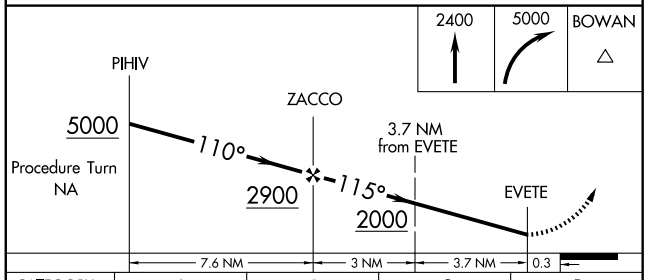
GPS RWY 11

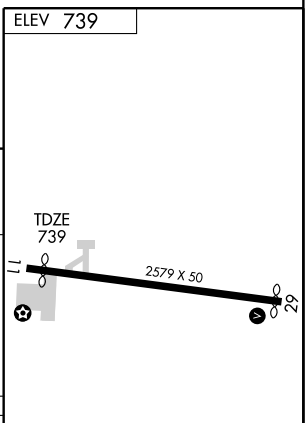
GREAT BARRINGTON/ WALTER J. KOLADZA (GBR)

When local altimeter setting not recieved, procedure not authorized.	MISSED APPROACH: Climb to 2400, then climbing right turn to 5000 direct BOWAN WP and hold.

ALBANY APP CON	UNICOM	
132.825 307.2	122.8 (CTAF)	121.6 L







CATEGORY	A	B	C	D
S-11	1720-1¼ 981 (1000-1¼)	1720-1½ 981 (1000-1½)	NA	
CIRCLING	1720-1¼ 981 (1000-1¼)	1720-1½ 981 (1000-1½)	NA	

REIL Rwy 11 L
LIRL Rwy 11-29 L

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB GBR 395	APP CRS 346°	Rwy Idg N/A TDZE N/A Apt Elev 739

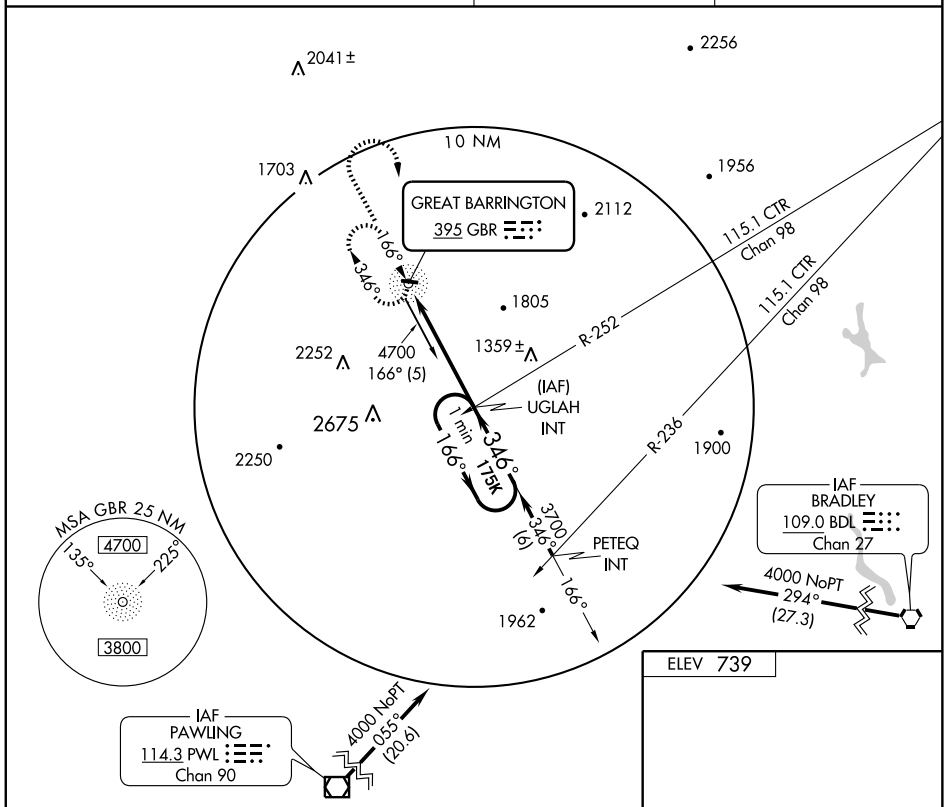
NDB or GPS-A

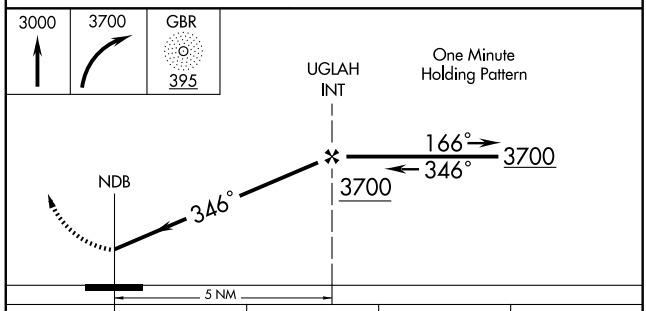
GREAT BARRINGTON/ WALTER J. KOLADZA (GBR)

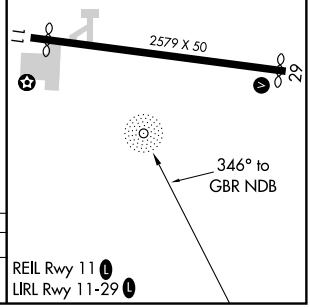
▼ When local altimeter setting not recieved, procedure not authorized.

MISSED APPROACH: Climb to 3000, then climbing right turn to 3700 direct GBR NDB and hold.

ALBANY APP CON	UNICOM	
132.825 307.2	122.8 (CTAF)	121.6 L







CATEGORY	A	B	C	D
CIRLCING	1740-1¼ 1001 (1100-1¼)	1740-1½ 1001 (1100-1½)	NA	

REIL Rwy 11 L
LIRL Rwy 11-29 L

NE-1, 14 JAN 2010 to 11 FEB 2010

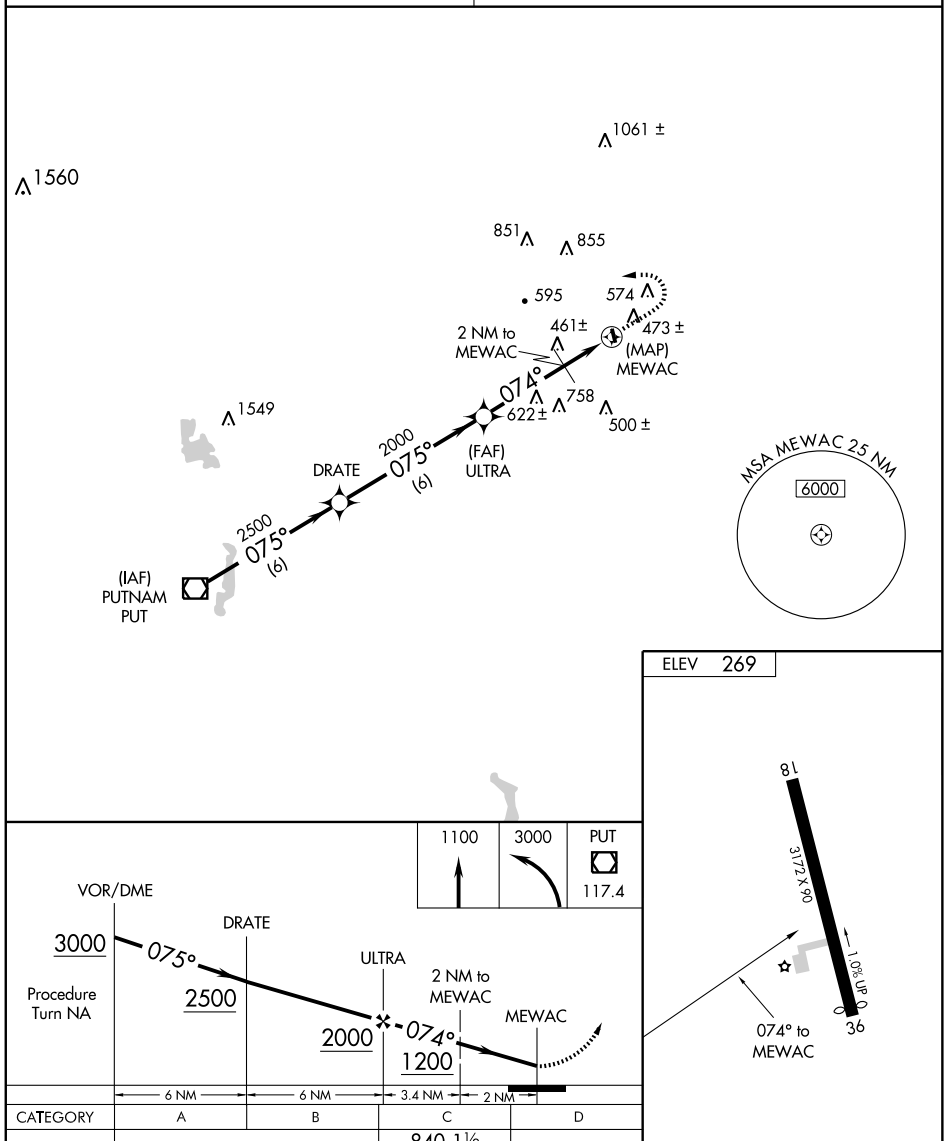
APP CRS	Rwy Idg	N/A
074°	TDZE	N/A
	Apt Elev	269

GPS-A
HOPEDALE INDUSTRIAL PARK (1B6)

Use North Central, Pawtucket, RI altimeter setting. Procedure NA at night except by prior arrangement for runway lights. Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct PUT VOR/DME.

BRADLEY APP CON	UNICOM
119.0	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	840-1 571 (600-1)		840-1½ 571 (600-1½)	NA

LIRL Rwy 18-36

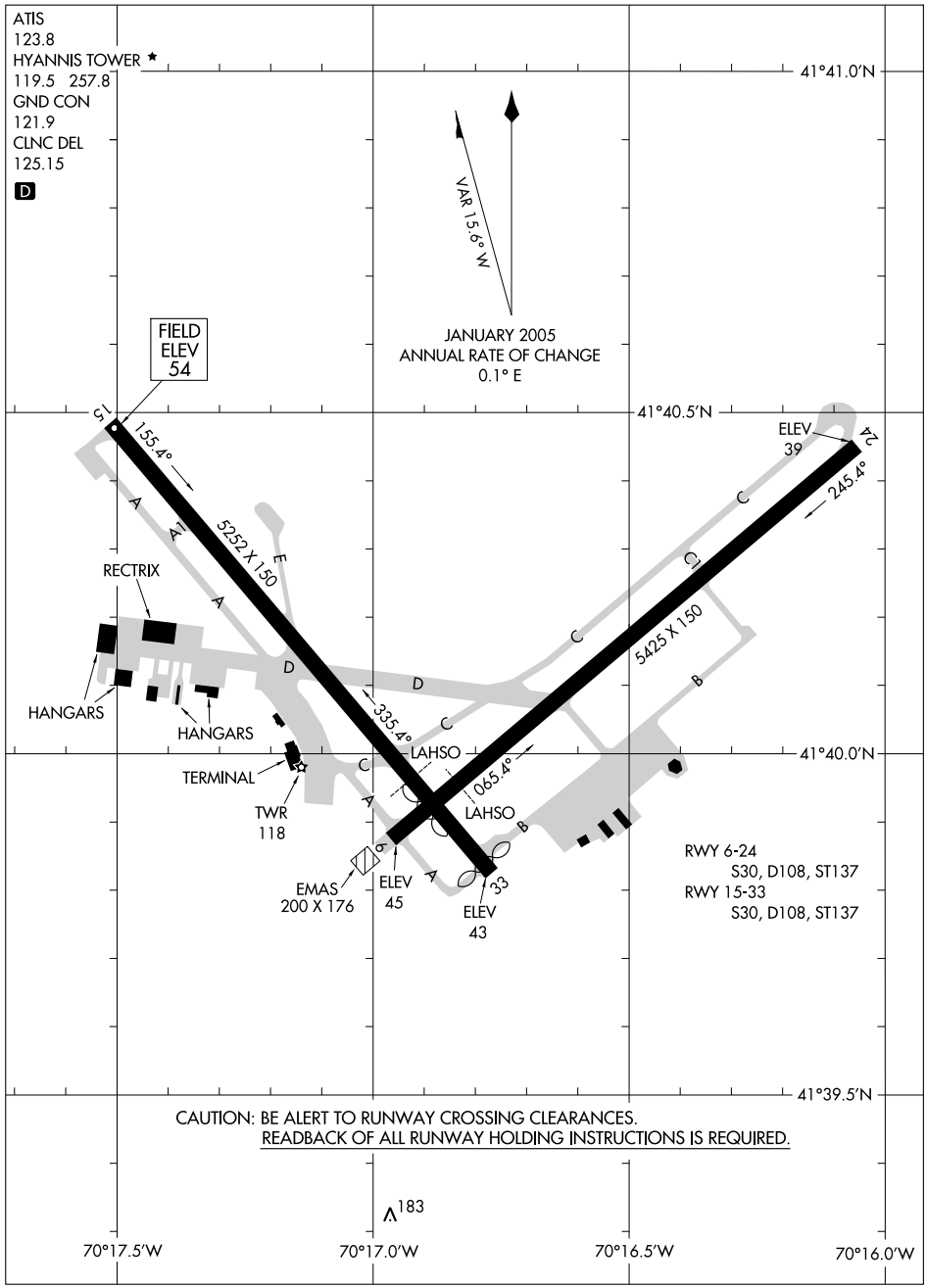
09239

AIRPORT DIAGRAM

HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AL-675 (FAA)

HYANNIS, MASSACHUSETTS



NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BCU	APP CRS	Rwy Idg 5252
108.95	156°	TDZE 54
Chan 26 (Y)		Apt Elev 54

ILS or LOC RWY 15

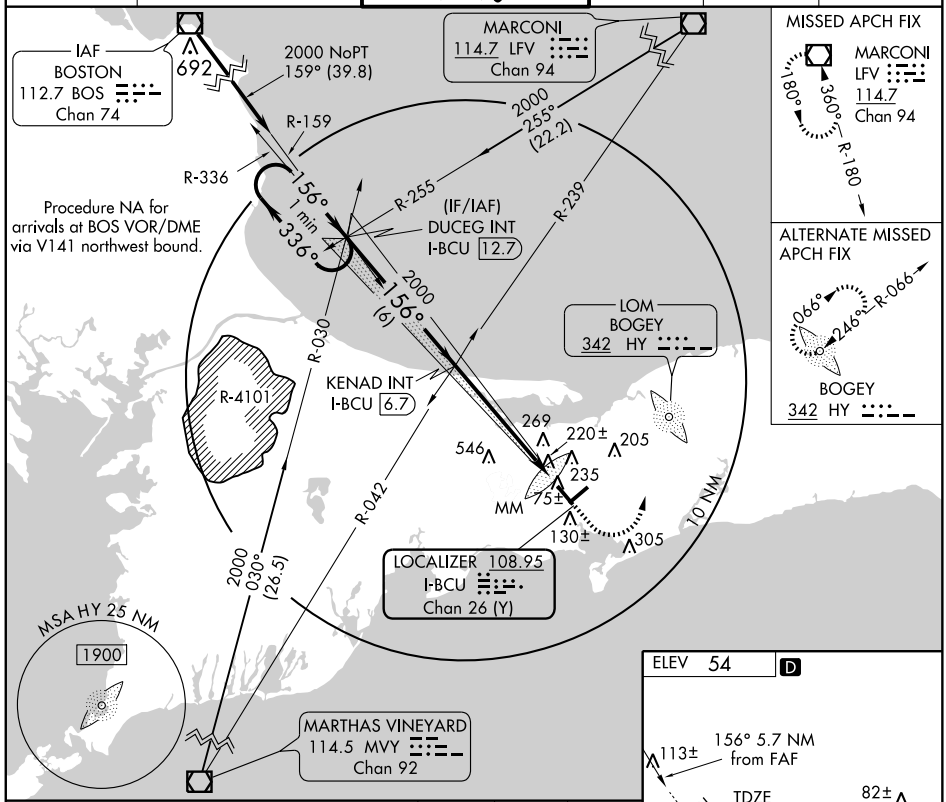
HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

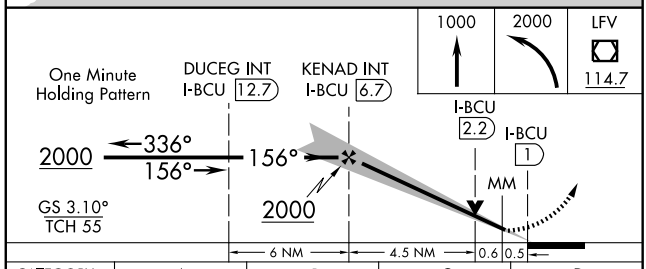
* RVR 1800 authorized with the use of FD or AP or HUD to DA. VDP NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet , increase S-LOC 15 Cat D visibility to RVR 5000.

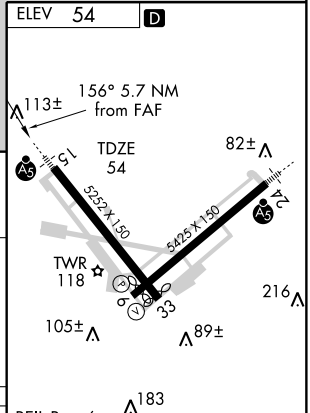
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LFV VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95







CATEGORY	A	B	C	D
S-ILS 15		*254/24 200 (200-½)		
S-LOC 15	480/24 426 (500-½)		480/40 426 (500-¾)	
CIRCLING	560-1 506 (600-1)		580-1½ 526 (600-1½)	620-2 566 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HYA	APP CRS	Rwy Idg 5425
109.15	246°	TDZE 43
Chan 28 (Y)		Apt Elev 54

ILS or LOC RWY 24

HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

T Visibility reduction by helicopters NA. When local altimeter setting not
A received, use Chatham altimeter setting and increase all DA/MDA 40 feet. Inoperative table does not apply to S-ILS all Cats, S-LOC Cats A and B. For inoperative MALSR, increase S-LOC Cats C and D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 via heading 045° and ACK VOR/DME R-358 to BOGEY LOM/INT/I-HYA 4.8 DME and hold.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95

MARCONI
114.7 LFV
Chan 94

GAILS

Procedure NA for arrivals at GAILS via V141 northbound.

1700 152° (12.8)

1700 218° (19.5)

MSA HY 25 NM
1900

066°
R-066
1 min
246°

LOM/IAF
BOGEY
342 HY
I-HYA 4.8

546 269 205 235 75±

LOCALIZER 109.15
I-HYA
Chan 28 (Y)

130± 305

R-358

10 NM

116.2 ACK
Chan 109

ALTERNATE MISSED APCH FIX
066°
246°
R-066
BOGEY
342 HY

ELEV 54 D

246° 3.8 NM from FAF

113± 82±

TDZE 43

15 5252 X 150 33 5425 X 150 24

TWR 118

105± 89± 216

REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

183

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

700	1700 045°	ACK R-358 116.2	BOGEY 342

BOGEY LOM/INT
I-HYA 4.8

One Minute Holding Pattern

1325 066° 246° 1700

I-HYA 1

246°

1400

GS 3.00°
TCH 50

3.8 NM

CATEGORY	A	B	C	D
S-ILS 24		293/50	250 (300-1)	
S-LOC 24		460/50	417 (500-1)	
CIRCLING	560-1 506 (600-1)		580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 45799 W06A	APP CRS 066°	Rwy Idg 5019 TDZE 45 Apt Elev 54

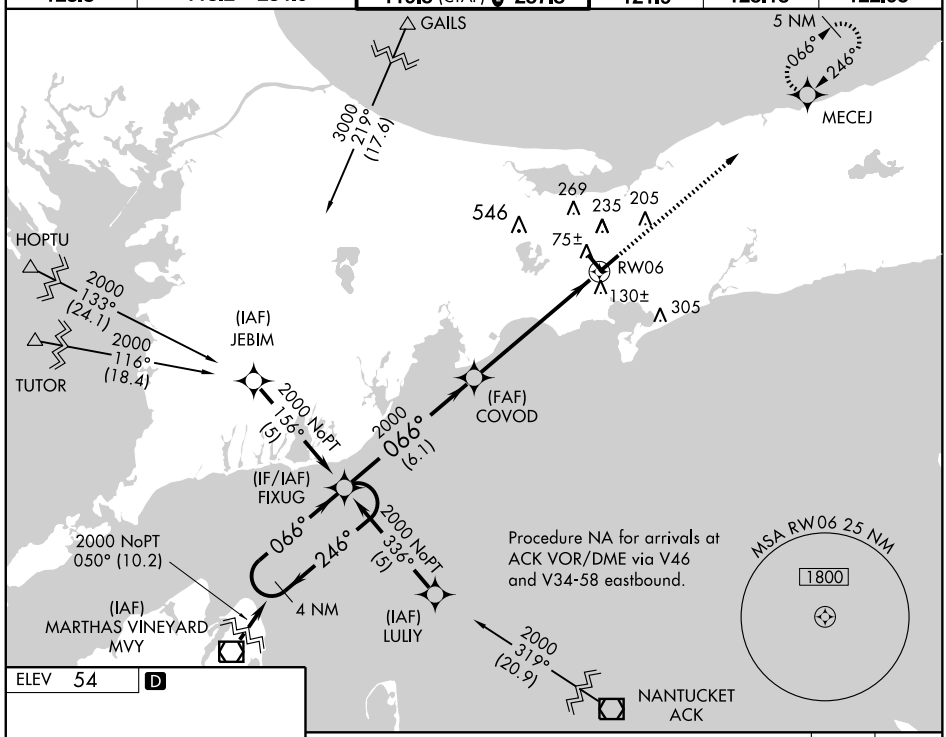
RNAV (GPS) RWY 6

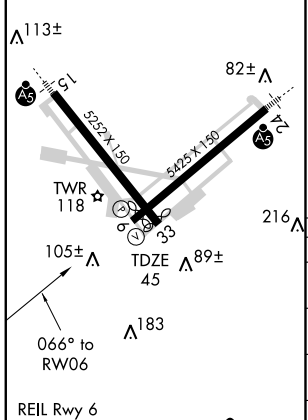
HYANNIS/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

T A W DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). BARO-VNAV NA when using Chatham altimeter setting. If local altimeter setting not received, use Chatham altimeter setting and increase all DAs/MDAs 40 feet.

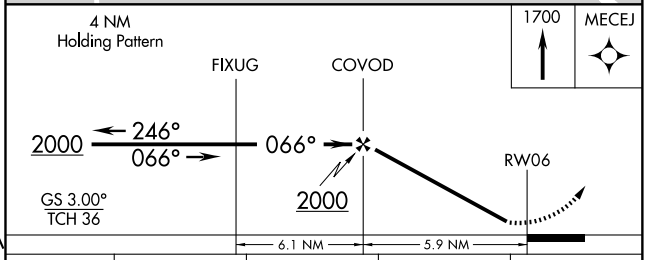
MISSED APPROACH: Climb to 1700 direct MECEJ and hold.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95





REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
LPV DA	316-1	271 (300-1)		
LNAV/VNAV DA	443-1½	398 (400-1½)		
LNAV MDA	480-1	435 (500-1)	480-1¼ 435 (500-1¼)	480-1½ 435 (500-1½)
CIRCLING	560-1½	506 (600-1½)	580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5252
CH 61112	156°	TDZE	54
W15A		Apt Elev	54

RNAV (GPS) RWY 15

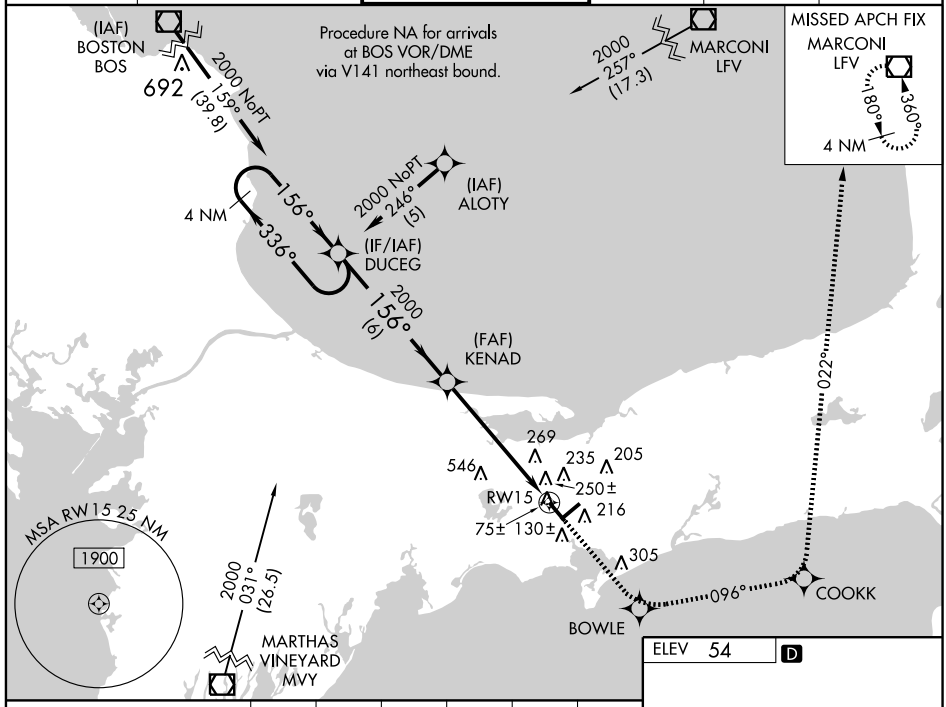
HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

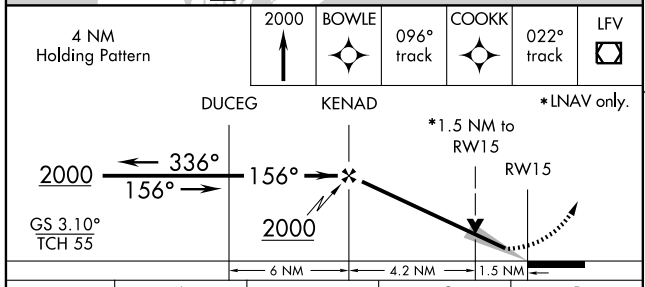
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP -0.3. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Chatham altimeter setting.

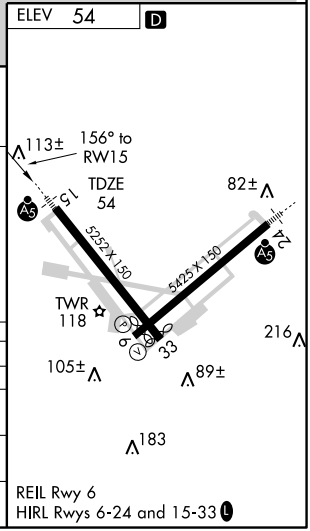
MALSR

MISSED APPROACH: Climb to 2000 direct BOWLE and via 096° track to COOKK and via 022° track to LFV VOR/DME and hold.

ATIS	CAPE APP CON ★		HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2	284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95







CATEGORY	A	B	C	D
LPV DA	254/24	200 (200-½)		
LNAV/VNAV DA	569/60	515 (600-1¼)		
LNAV MDA	600/24	546 (600-½)	600/50 546 (600-1)	600/60 546 (600-1¼)
CIRCLING	600-1	546 (600-1)	600-1½ 546 (600-1½)	620-2 566 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5425
CH 77812	246°	TDZE	43
W24A		Apt Elev	54

RNAV (GPS) RWY 24

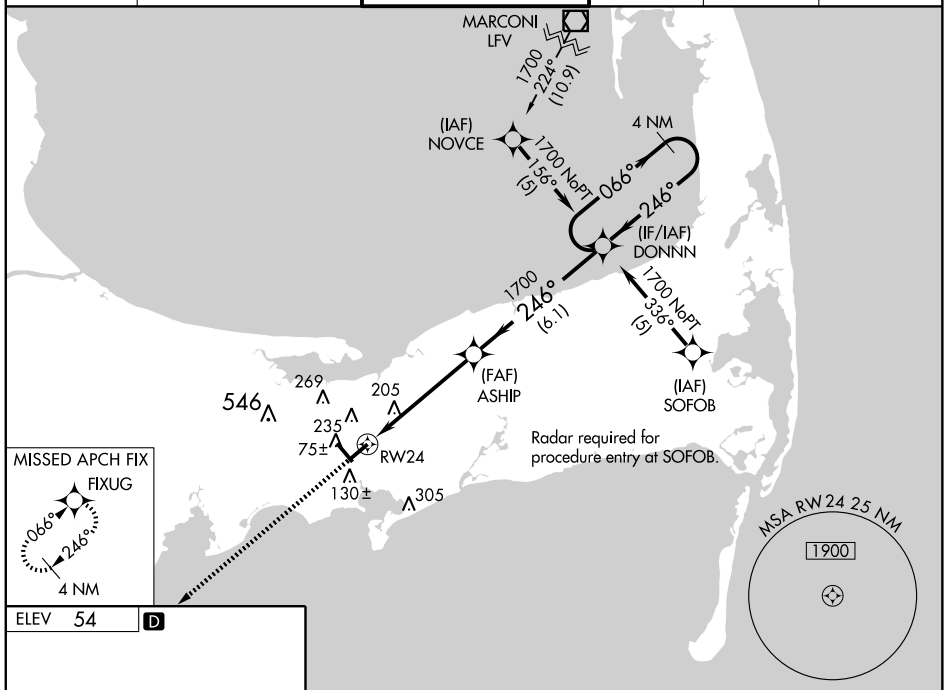
HYANNIS/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

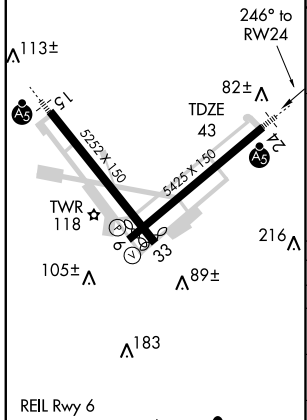
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV NA when using Chatham Muni altimeter setting.
For inoperative MALSR, increase LNAV Cat C visibility to RVR 6000.
Inoperative table does not apply to LPV all Cats, and LNAV Cats A and B.

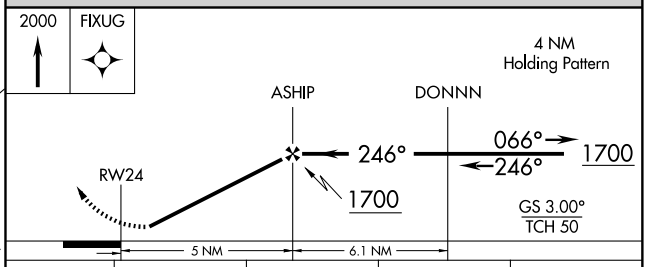
MALSR

MISSED APPROACH: Climb to 2000 direct FIXUG and hold.

ATIS	CAPE APP CON ★		HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2	284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95







CATEGORY	A	B	C	D
LPV DA	318/50		275 (300-1)	
LNAV/VNAV DA	441/50		398 (400-1)	
LNAV MDA	500/50		457 (500-1)	
CIRCLING	560-1	506 (600-1)	580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

HYANNIS, MASSACHUSETTS

AL-675 (FAA)

VOR/DME MVY	APP CRS	Rwy Idg 5019
114.5	058°	TDZE 45
Chan 92		Apt Elev 54

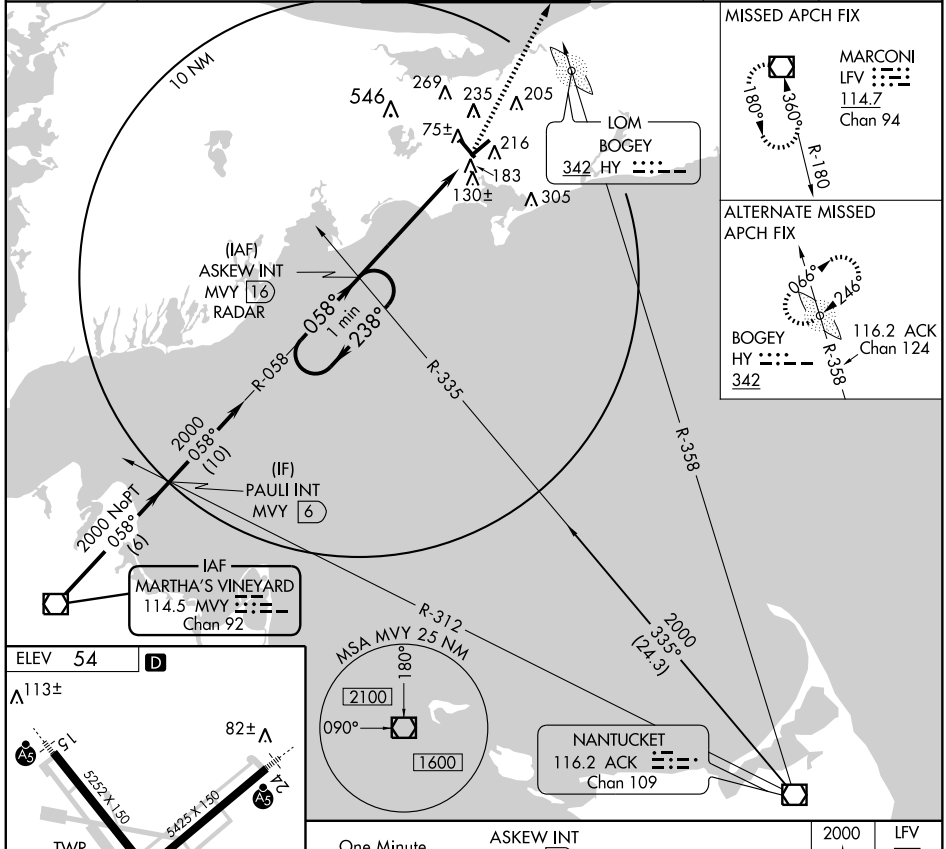
VOR RWY 6

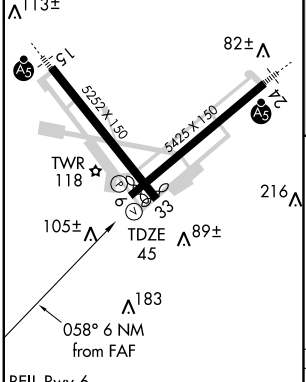
HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

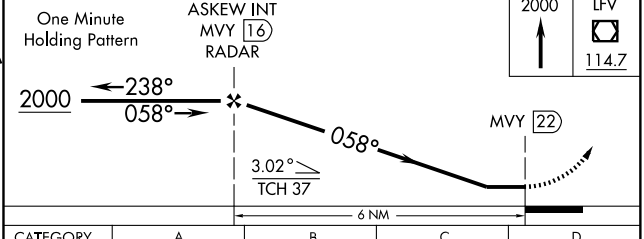
If local altimeter setting not received, use Chatham altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct LFV VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95







REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	5:59	3:59	2:59	2:24	2:00

CATEGORY	A	B	C	D
S-6	900-1 855 (900-1)	900-1¼ 855 (900-1¼)	900-2½ 855 (900-2½)	900-2¾ 855 (900-2¾)
CIRCLING	900-1 846 (900-1)	900-1¼ 846 (900-1¼)	900-2½ 846 (900-2½)	900-2¾ 846 (900-2¾)

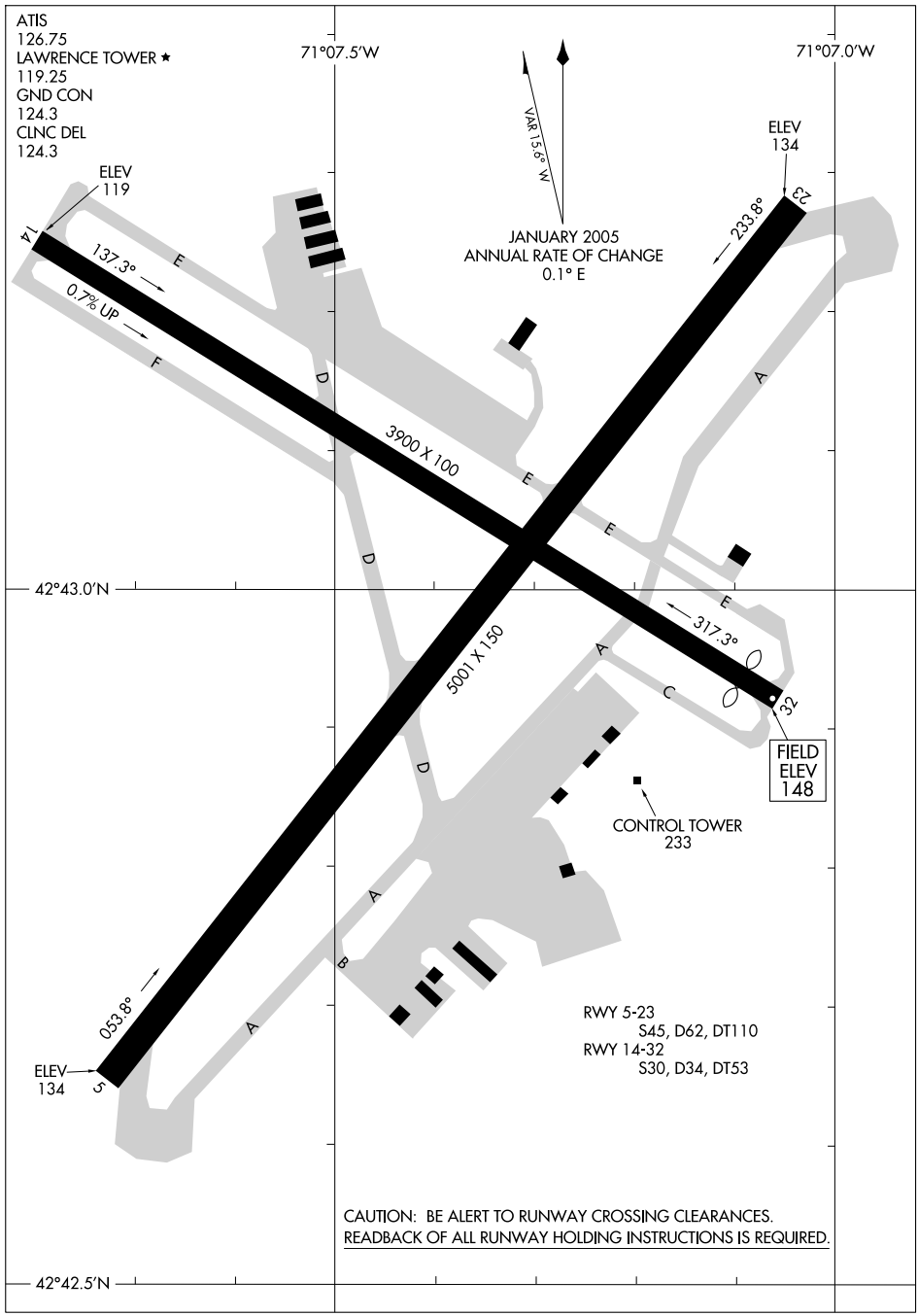
NE-1. 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-654 (FAA)

LAWRENCE MUNI (LWM)
LAWRENCE, MASSACHUSETTS

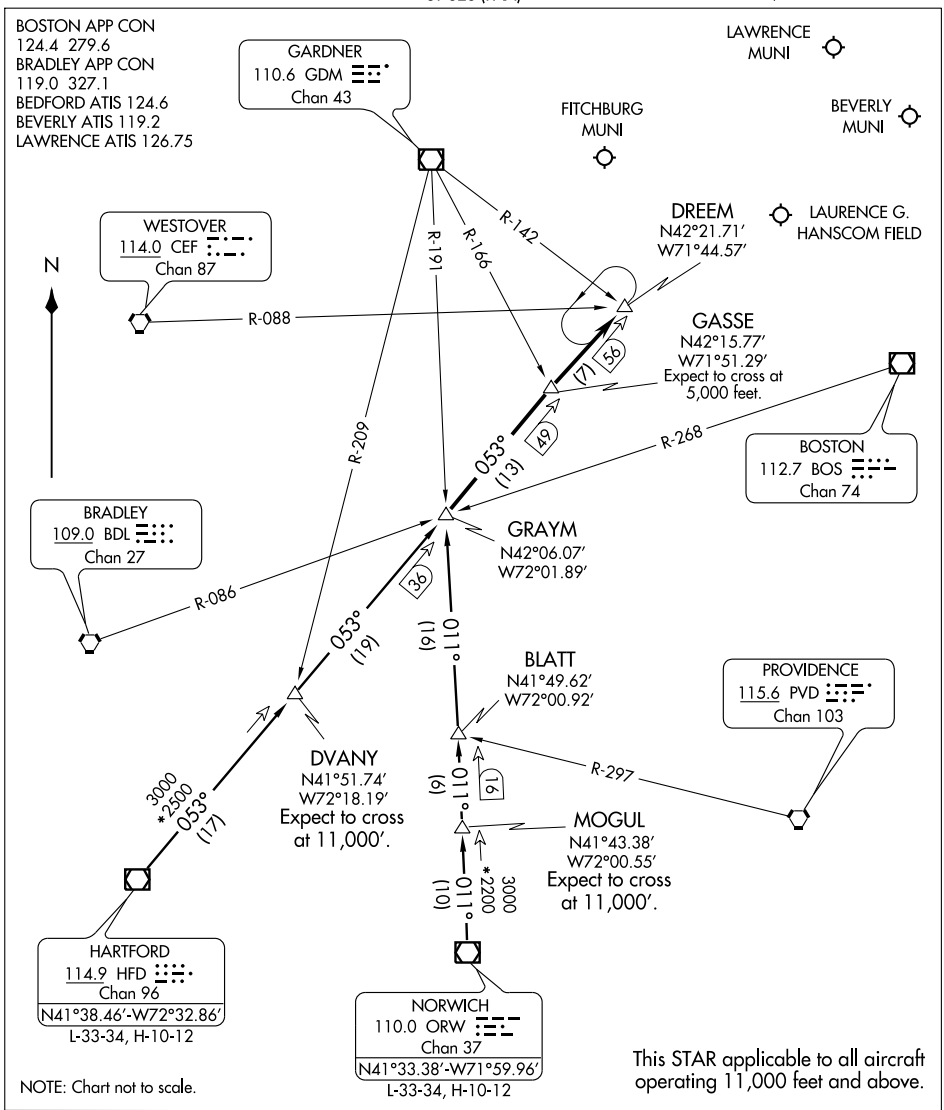


NE-1, 14 JAN 2010 to 11 FEB 2010

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

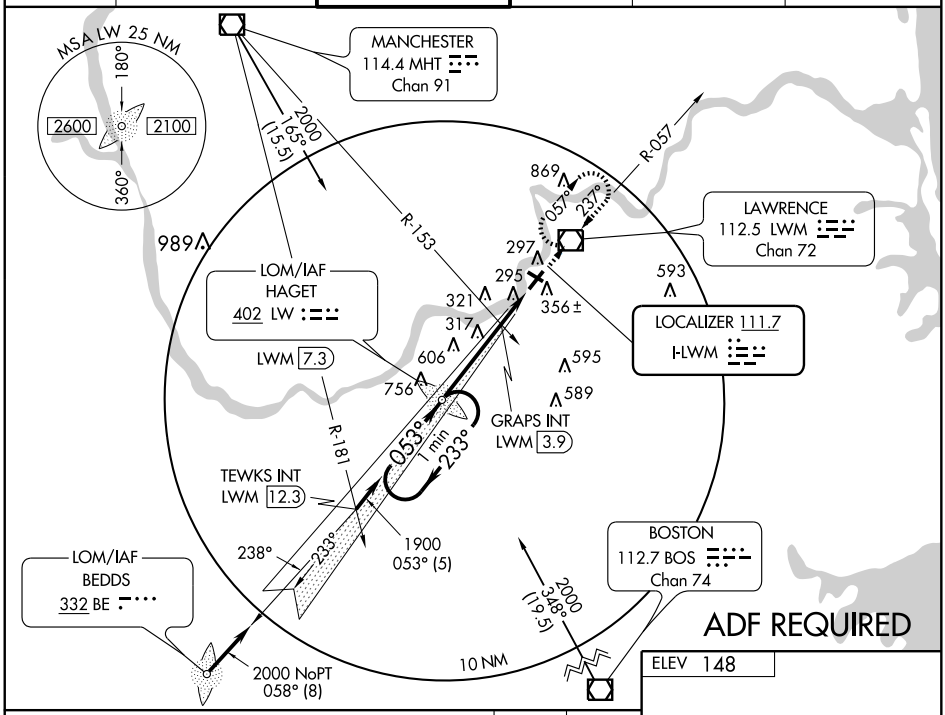
NE-1, 14 JAN 2010 to 11 FEB 2010

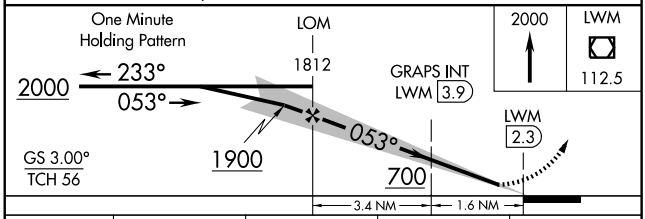
LOC I-LWM	APP CRS	Rwy Idg	5001
111.7	053°	TDZE	144
		Apt Elev	148

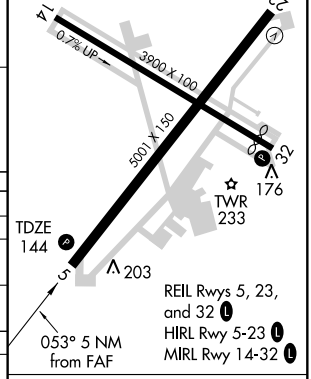
ILS RWY 5
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF) L	124.3	124.3	122.8





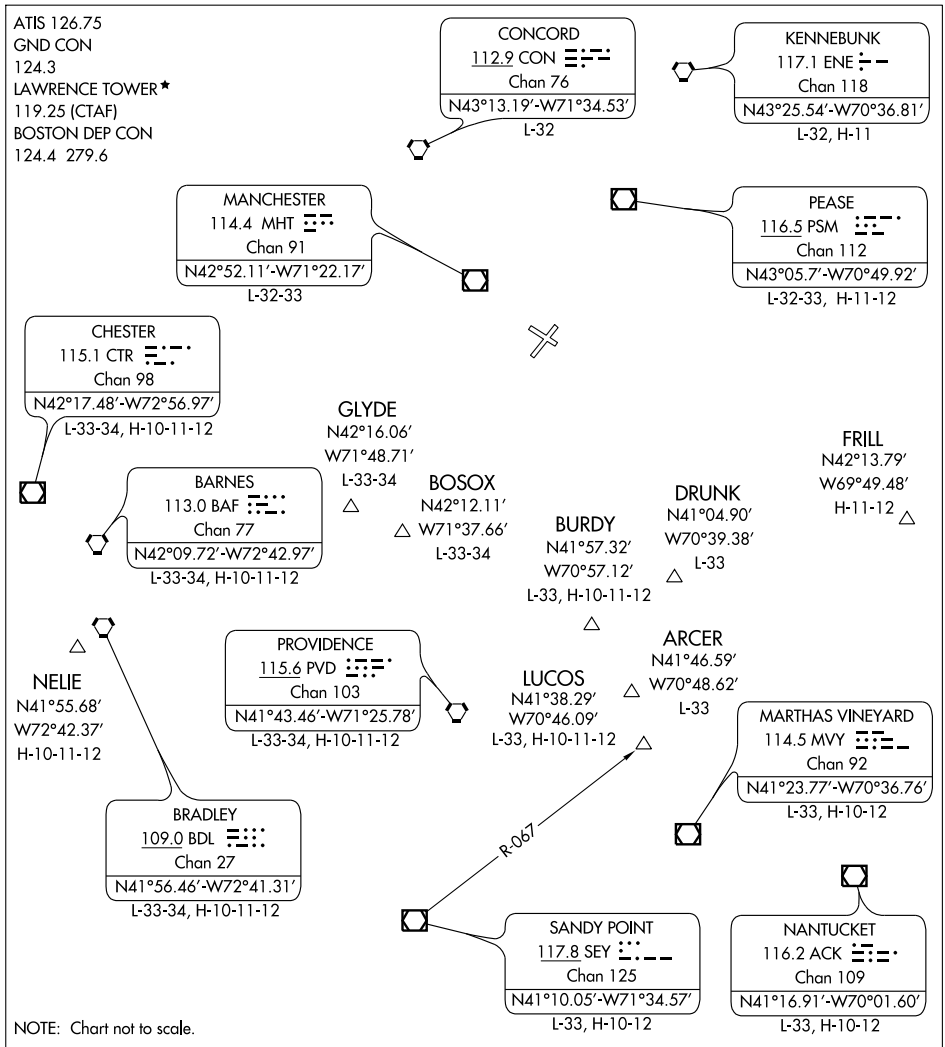


CATEGORY	A	B	C	D
S-ILS 5	344-¾ 200 (200-¾)			
S-LOC 5	700-1 556 (600-1)		700-1½ 556 (600-1½)	700-1¾ 556 (600-1¾)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)
GRAPS INT MINIMUMS				
S-LOC 5	500-1 356 (400-1)			500-1¼ 356 (400-1¼)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 14 JAN 2010 to 11 FEB 2010

LAWRENCE FOUR DEPARTURE AL-654 (FAA)



DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000'. Expect further clearace to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

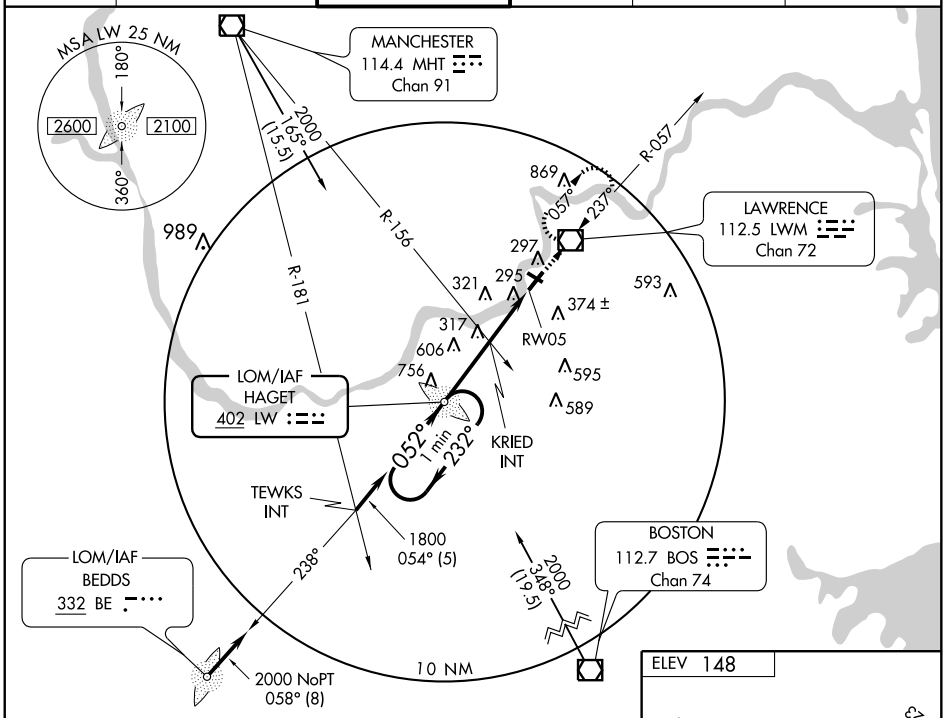
NE-1, 14 JAN 2010 to 11 FEB 2010

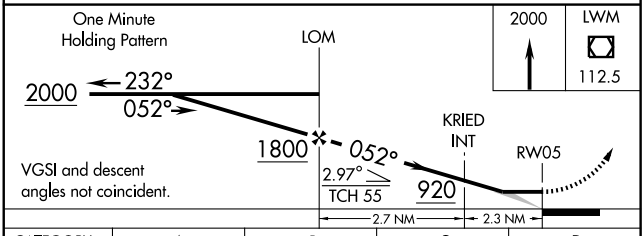
LOM LW	APP CRS	Rwy Idg	5001
402	052°	TDZE	144
		Apt Elev	148

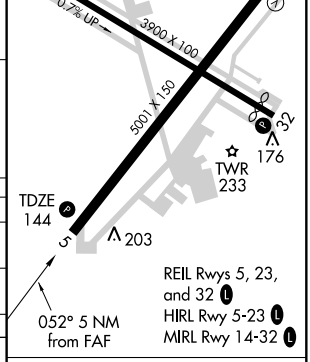
NDB or GPS RWY 5
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF) L	124.3	124.3	122.8







CATEGORY	A	B	C	D
S-5	920-1 776 (800-1)	920-1¼ 776 (800-1¼)	920-2¼ 776 (800-2¼)	920-2½ 776 (800-2½)
CIRCLING	920-1 772 (800-1)	920-1¼ 772 (800-1¼)	920-2¼ 772 (800-2¼)	920-2½ 772 (800-2½)
KRIED INT MINIMUMS				
S-5	680-1 536 (600-1)		680-1½ 536 (600-1½)	680-1¾ 536 (600-1¾)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 14 JAN 2010 to 11 FEB 2010

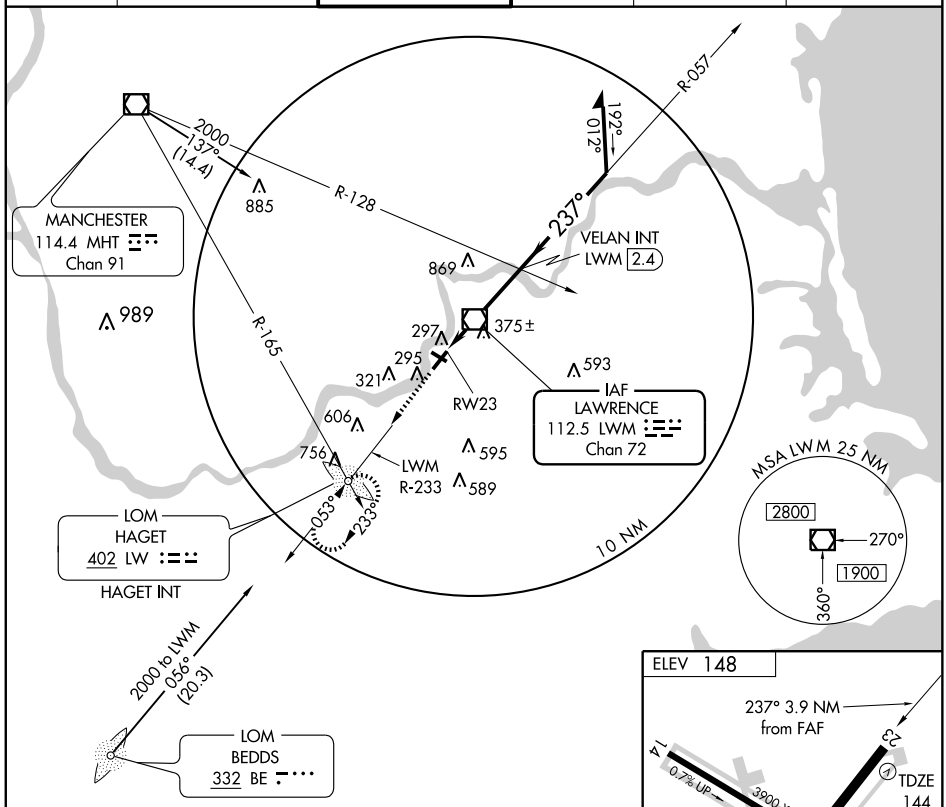
VOR/DME LWM	APP CRS	Rwy Idg	5001
112.5	237°	TDZE	144
Chan 72		Apt Elev	148

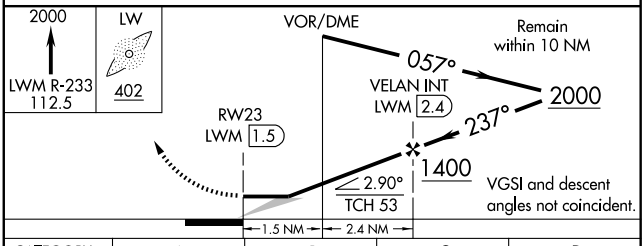
VOR or GPS RWY 23

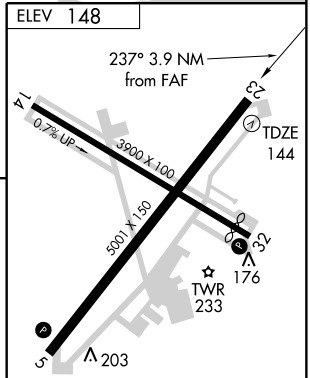
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 via LWM R-233 to HAGET LOM/Int and hold.

ATIS	BOSTON APP CON		LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4	279.6	119.25 (CTAF) L	124.3	124.3	122.8







REIL Rwys 5, 23 and 32 L
HIRL Rwy 5-23 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-23	640-1	496 (500-1)	640-1¼ 496 (500-1¼)	640-1½ 496 (500-1½)
CIRCLING	720-1	572 (600-1)	720-1½ 572 (600-1½)	740-2 592 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB IHM 220	APP CRS 328°	Rwy Idg 3264 TDZE 122 Apt Elev 122

NDB RWY 32

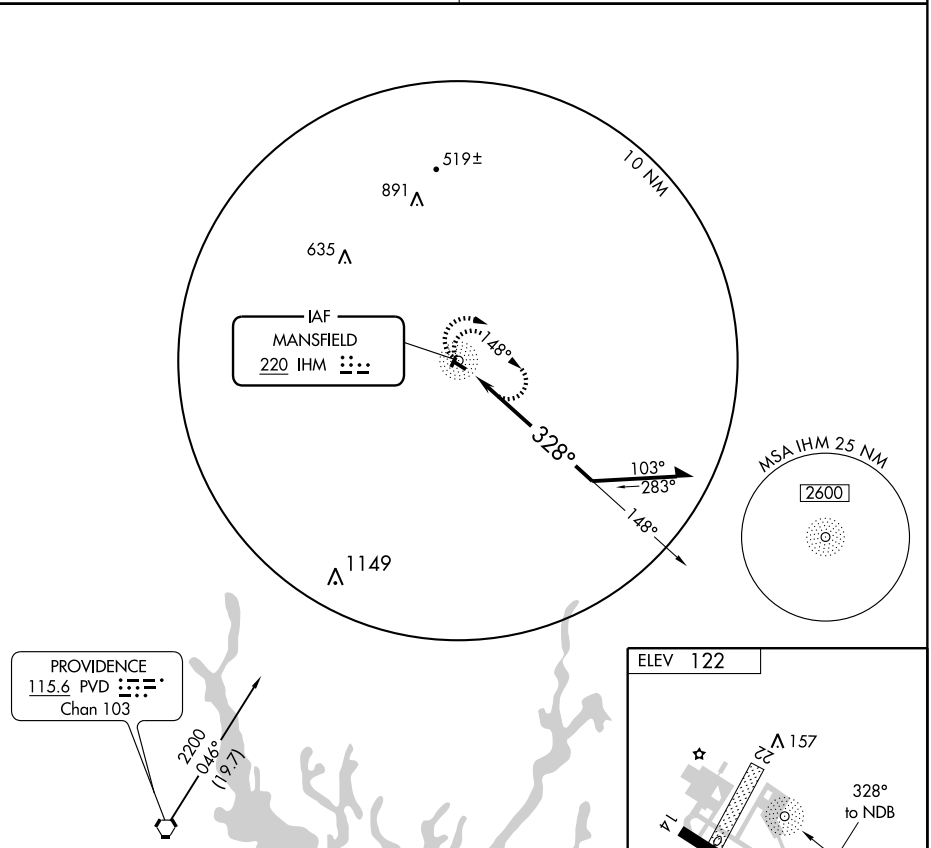
MANSFIELD MUNI (1B9)

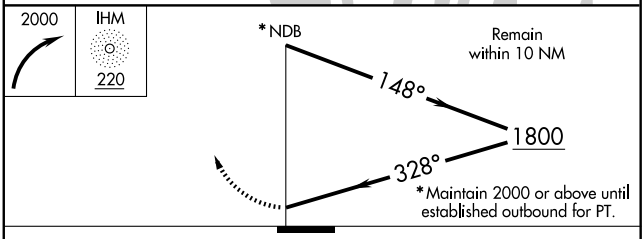
Use Taunton Muni - King Field altimeter setting.
Circling NA to Rwys 4 and 22.

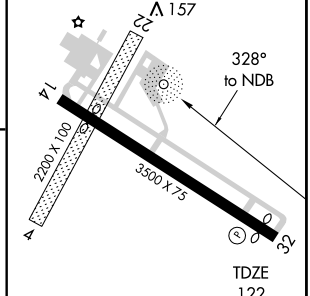
MISSED APPROACH: Climbing right turn to 2000 in IHM NDB holding pattern.

BOSTON APP CON
124.1 382.0

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
S-32	720-1	598 (600-1)	NA	
CIRCLING	720-1	598 (600-1)	NA	

MIRL Rwy 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3264
319°	TDZE	122
	Apt Elev	122

RNAV (GPS) RWY 32

MANSFIELD MUNI (1B9)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Taunton Muni - King Field altimeter setting. Circling NA to Rwys 4 and 22.

NA

MISSED APPROACH: Climbing right turn to 3000 direct WHYBE WP and hold.

BOSTON APP CON	UNICOM
124.1 382.0	123.0 (CTAF) L

4 NM 088° 268°

WHYBE

MSA RW32 25 NM 2600

891

635

Procedure NA for arrivals at WOONS on V3-16 southwestbound.

RW32

(FAF) EASTN

2000 319° (6)

(IAF) DRUNK

3000 NoPT 248° (18.1)

WOONS

3000 114° (24.2)

139° 319° 4 NM

3000 NoPT 049° (5)

(IF/IAF) RAYNM

3000 051° (13.7)

(IAF) REPOY

AVONN

1149

ELEV 122

157

14 22

2200 X 100

3500 X 75

TDZE 122

32

319° to RW32

3000 WHYBE

RAYNM

4 NM Holding Pattern

EASTN

139° 319° 3000

RW32

319°

2000

3.08° TCH 40

VGSI and descent angles not coincident.

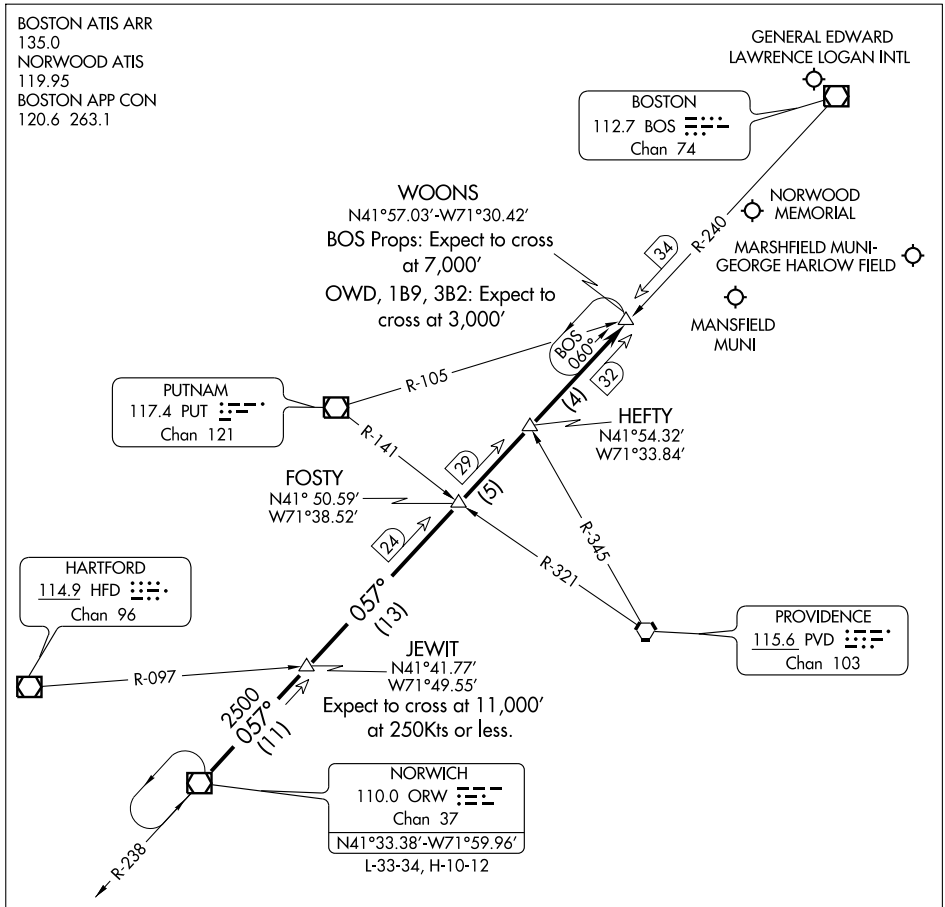
5.6 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	600-1	478 (500-1)	NA	
CIRCLING	640-1	518 (600-1)	NA	

MIRL Rwy 14-32 L

NE-1, 14 JAN 2010 to 11 FEB 2010

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

NDB IMR 368	APP CRS 062°	Rwy Idg 3001 TDZE 11 Apt Elev 11

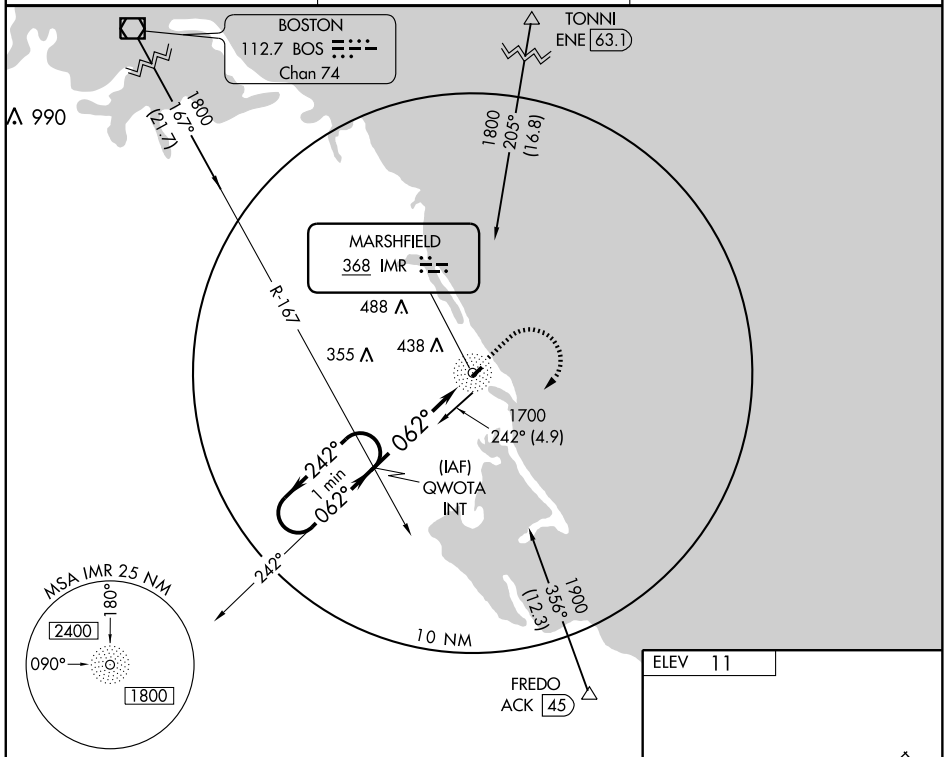
NDB RWY 6

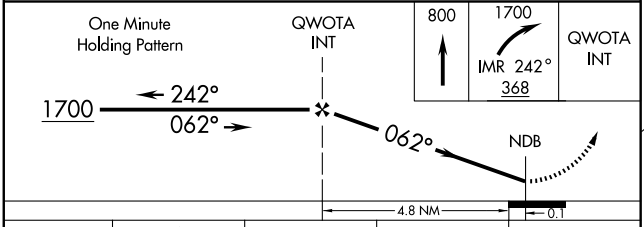
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

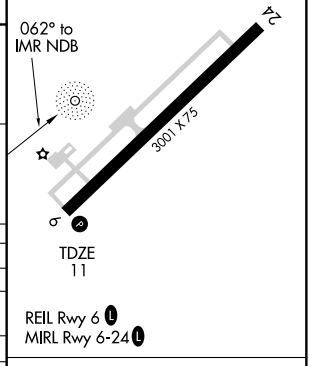
Obtain local altimeter setting on CTAF; when not received, use Boston-Logan altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 1700 via IMR NDB bearing 242° to QWOTA Int and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	580-1 569 (600-1)		NA	
CIRCLING	580-1 569 (600-1)	600-1 589 (600-1)	NA	
BOSTON-LOGAN ALTIMETER SETTING MINIMUMS				
S-6	640-1 629 (700-1)		NA	
CIRCLING	640-1 629 (700-1)	660-1 649 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB IMR 368	APP CRS 248°	Rwy Idg 3001 TDZE 9 Apt Elev 11

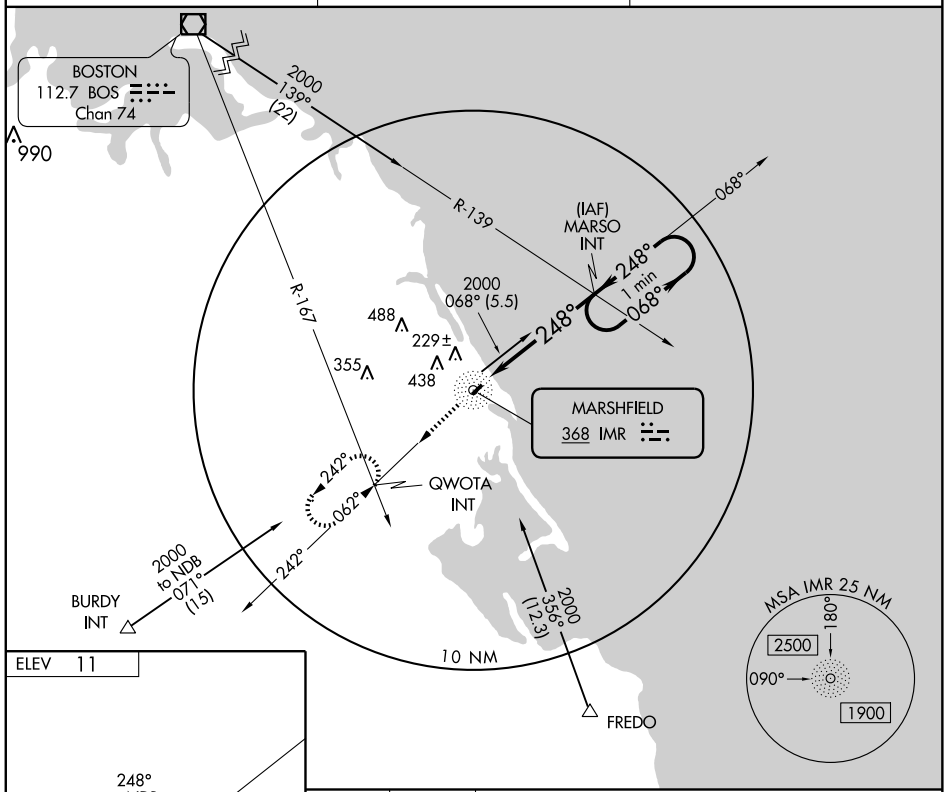
NDB RWY 24

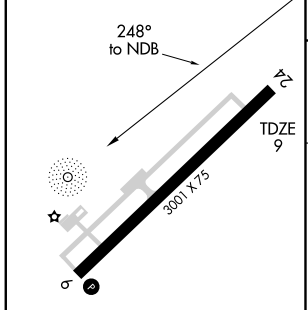
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

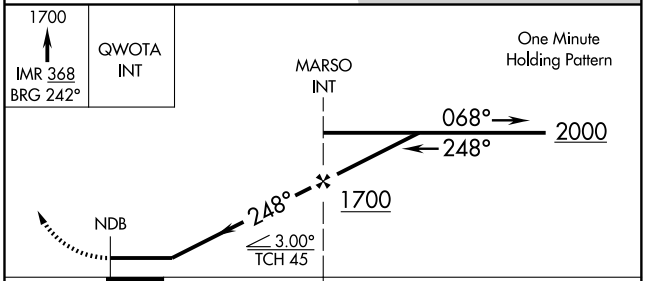
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1700 via 242° bearing from IMR NDB to QWOTA INT and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-24	580-1	571 (600-1)	NA	
CIRCLING	580-1 569 (600-1)	620-1 609 (700-1)	NA	

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3001
062°	TDZE	9
	Apt Elev	11

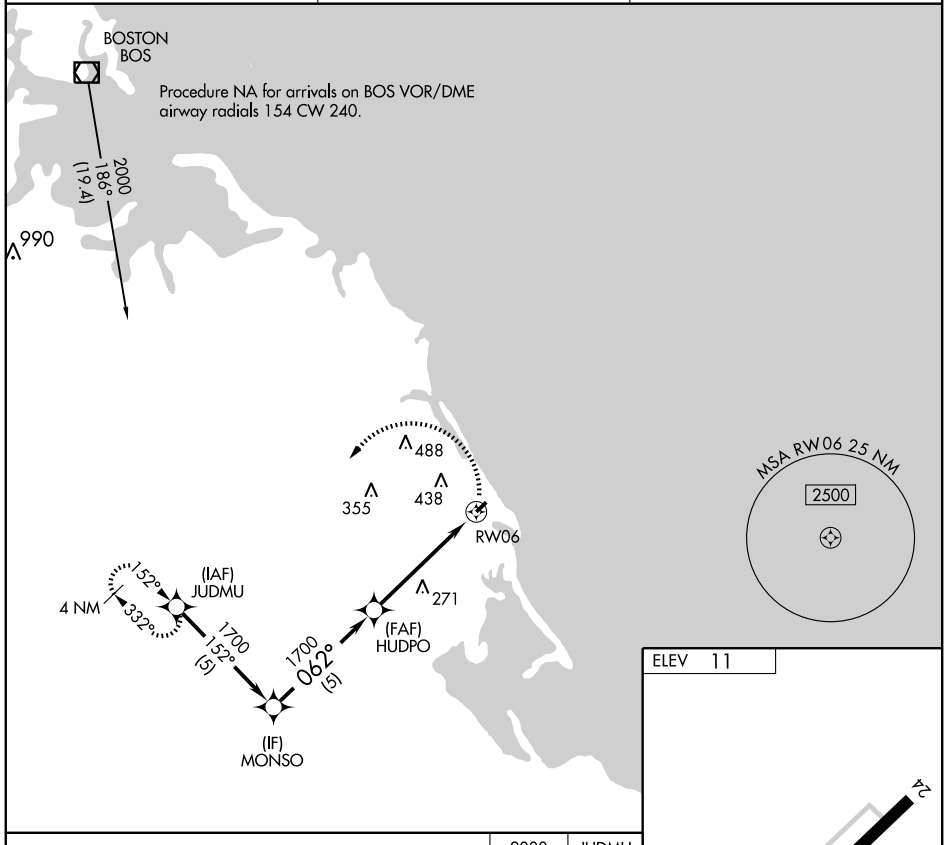
RNAV (GPS) RWY 6

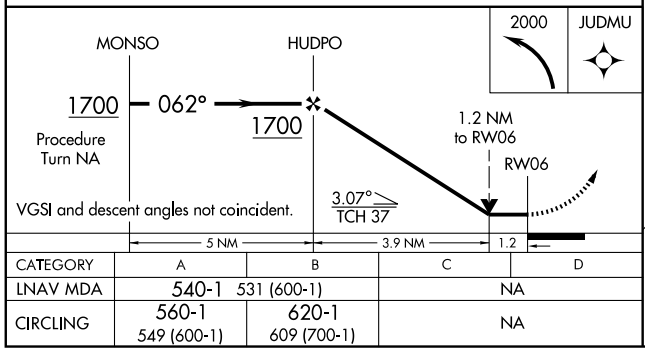
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

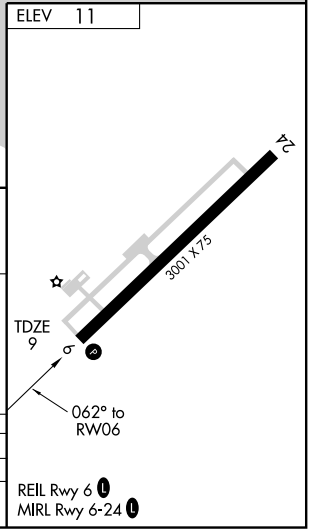
MISSED APPROACH: Climbing left turn to 2000 direct JUDMU and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	540-1	531 (600-1)	NA	
CIRCLING	560-1 549 (600-1)	620-1 609 (700-1)	NA	



NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3001
242°	TDZE	9
	Apt Elev	11

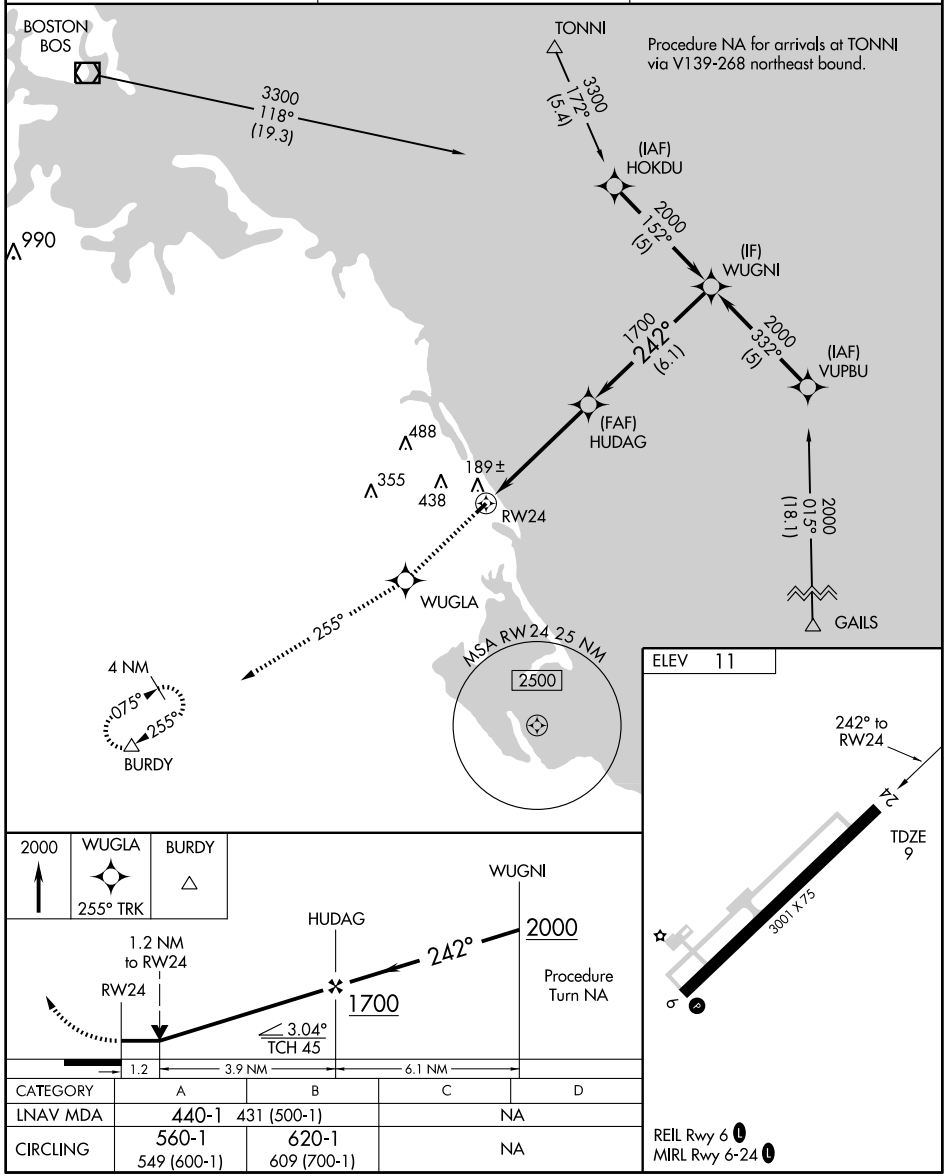
RNAV (GPS) RWY 24

MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct WUGLA and via 255° track to BURDY and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L

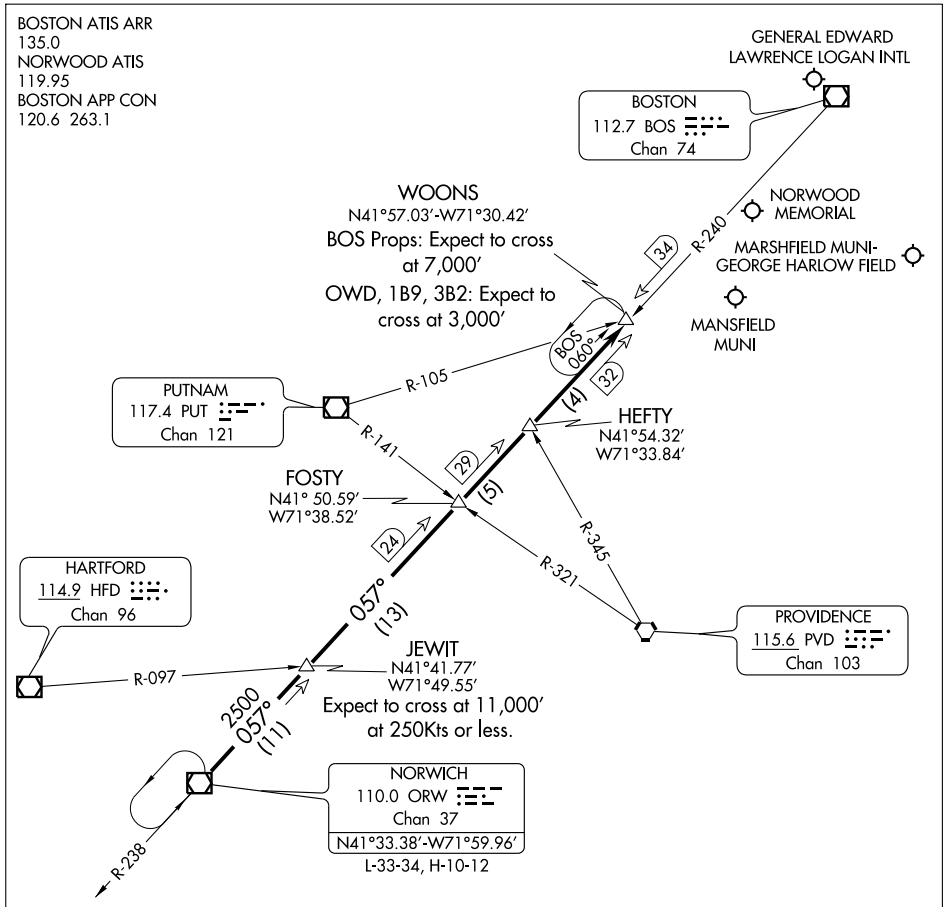


CATEGORY	A	B	C	D
LNAV MDA	440-1	431 (500-1)	NA	
CIRCLING	560-1 549 (600-1)	620-1 609 (700-1)	NA	

REIL Rwy 6 L
MIRL Rwy 6-24 L

NE-1. 14 JAN 2010 to 11 FEB 2010

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

VOR/DME GDM	APP CRS	Rwy Idg	N/A
110.6	292°	TDZE	N/A
Chan 43		Apt Elev	356

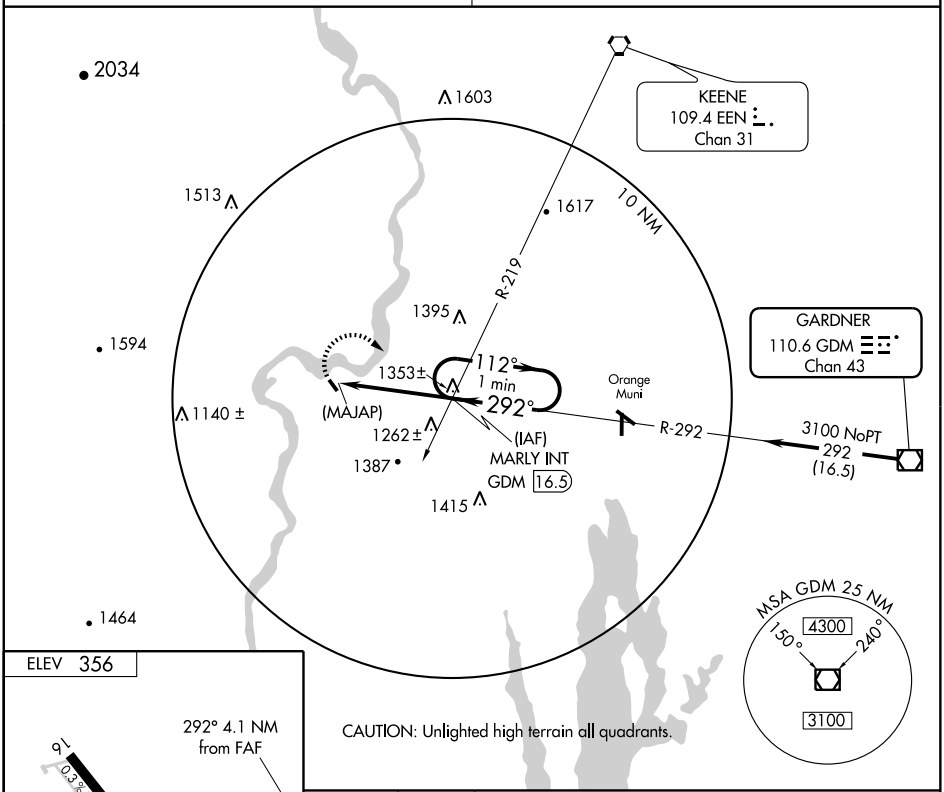
VOR or GPS-A

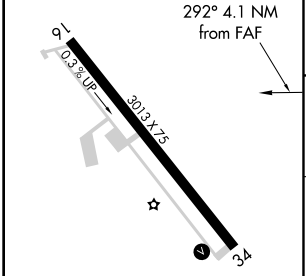
MONTAGUE/ TURNERS FALLS (ØB5)

Obtain local altimeter setting on CTAF; when not received, use Orange altimeter setting.

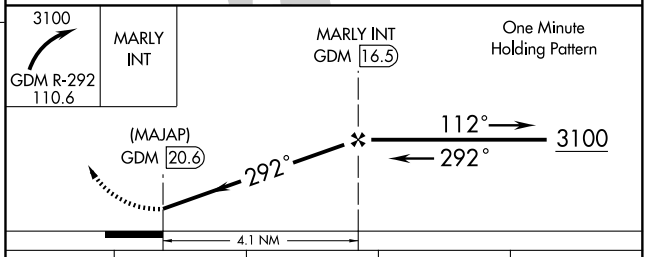
MISSED APPROACH: Climbing right turn to 3100 via GDM R-292 to MARLY Int and hold.

BOSTON CENTER	UNICOM
123.75 338.2	123.0 (CTAF) L





FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

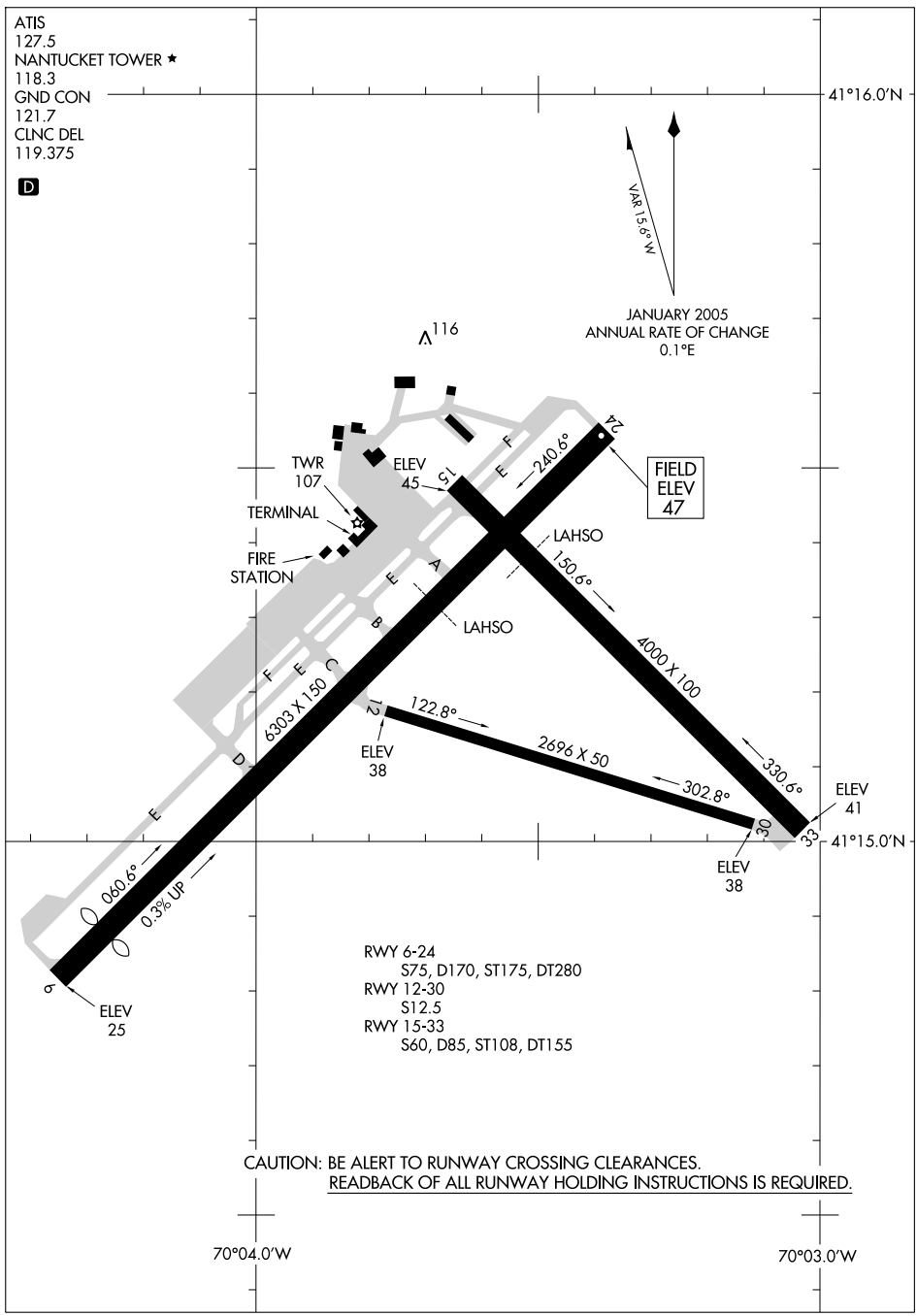


CATEGORY	A	B	C	D
CIRCLING	1520-1¼ 1164 (1200-1¼)	1520-1½ 1164 (1200-1½)	1520-3 1164 (1200-3)	NA
ORANGE ALTIMETER SETTING MINIMUMS				
CIRCLING	1580-1¼ 1224 (1300-1¼)	1580-1½ 1224 (1300-1½)	1580-3 1224 (1300-3)	NA

AIRPORT DIAGRAM

AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS

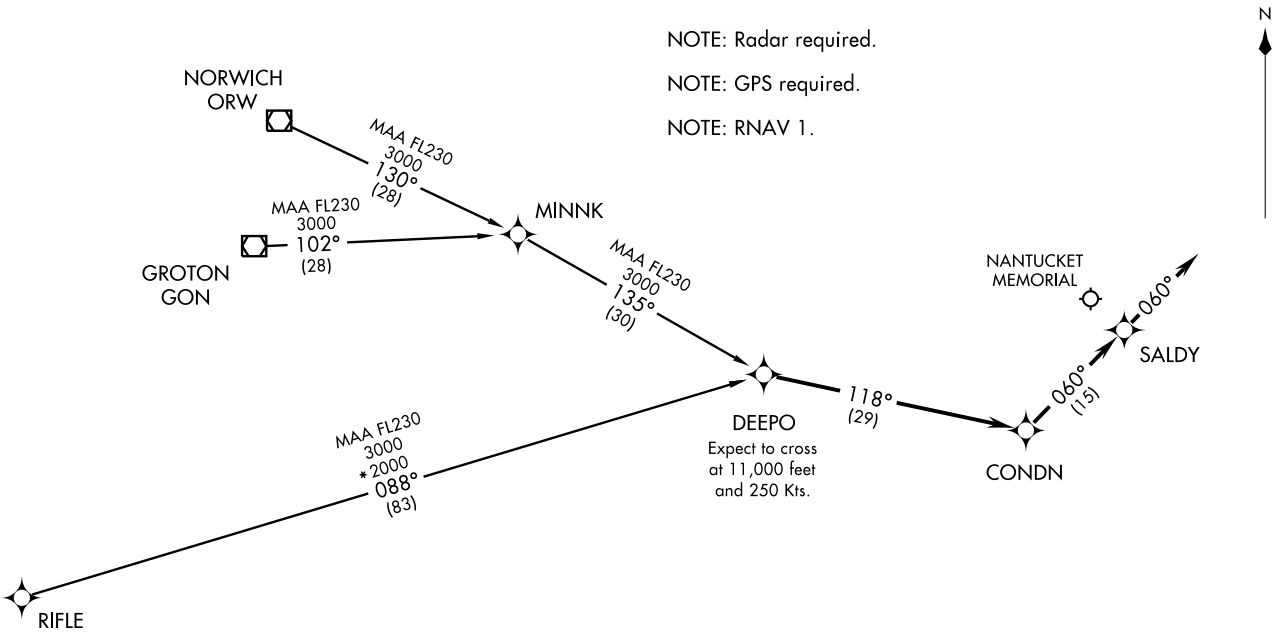


NE-1, 14 JAN 2010 to 11 FEB 2010

CAPE APP CON
133.75 284.6
NANTUCKET ATIS
127.5
NANTUCKET TOWER
118.3 (CTAF)

GROTON TRANSITION (GON.DEEPO1)
NORWICH TRANSITION (ORW.DEEPO1)
RIFLE TRANSITION (RIFLE.DEEPO1)

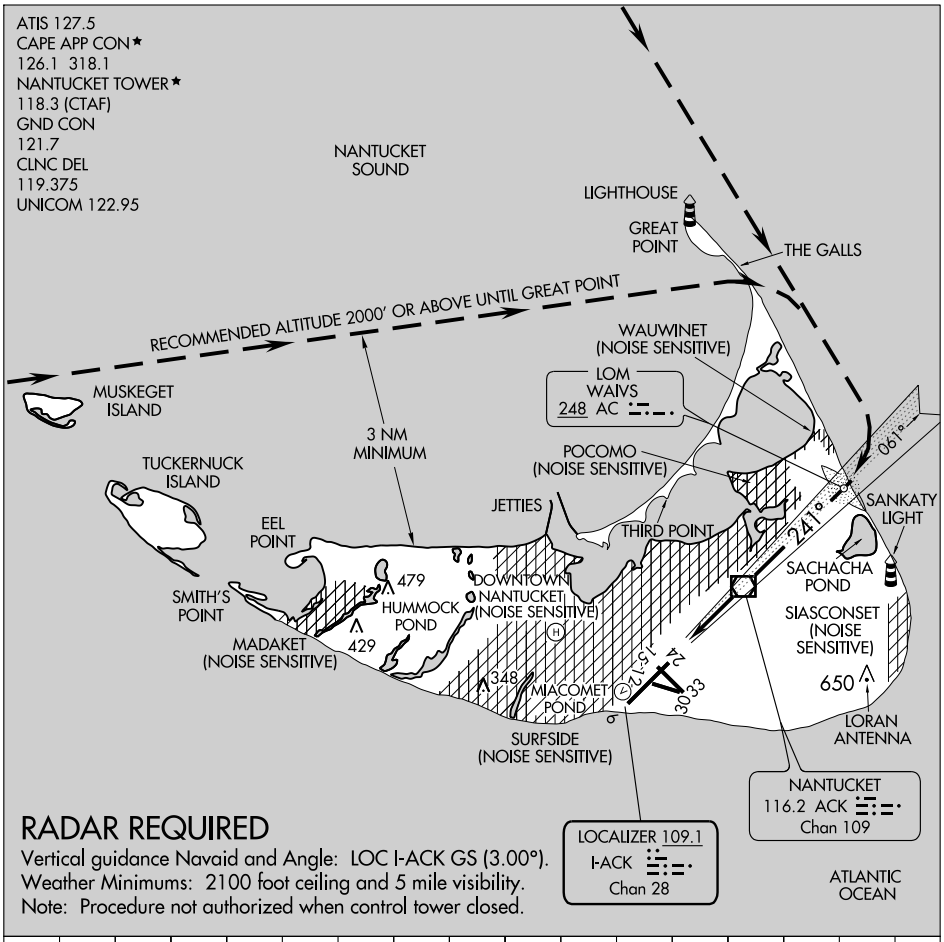
. . . . From DEEPO, via 118° track to CONDN; thence via 060° track to SALDY. Depart SALDY heading 060°, expect radar vectors to final approach course.



(DEEPO.DEEPO1) 07354
DEEPO ONE ARRIVAL (RNAV)
ST-659 (FAA)
NANTUCKET MEMORIAL
NANTUCKET, MASSACHUSETTS

GREAT POINT VISUAL RWY 24 AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS



RADAR REQUIRED

Vertical guidance Navaid and Angle: LOC I-ACK GS (3.00°).
Weather Minimums: 2100 foot ceiling and 5 mile visibility.
Note: Procedure not authorized when control tower closed.

	1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	

LOC/DME I-RNE	APP CRS	Rwy Idg 5752
109.1	061°	TDZE 39
Chan 28		Apt Elev 48

ILS or LOC RWY 6

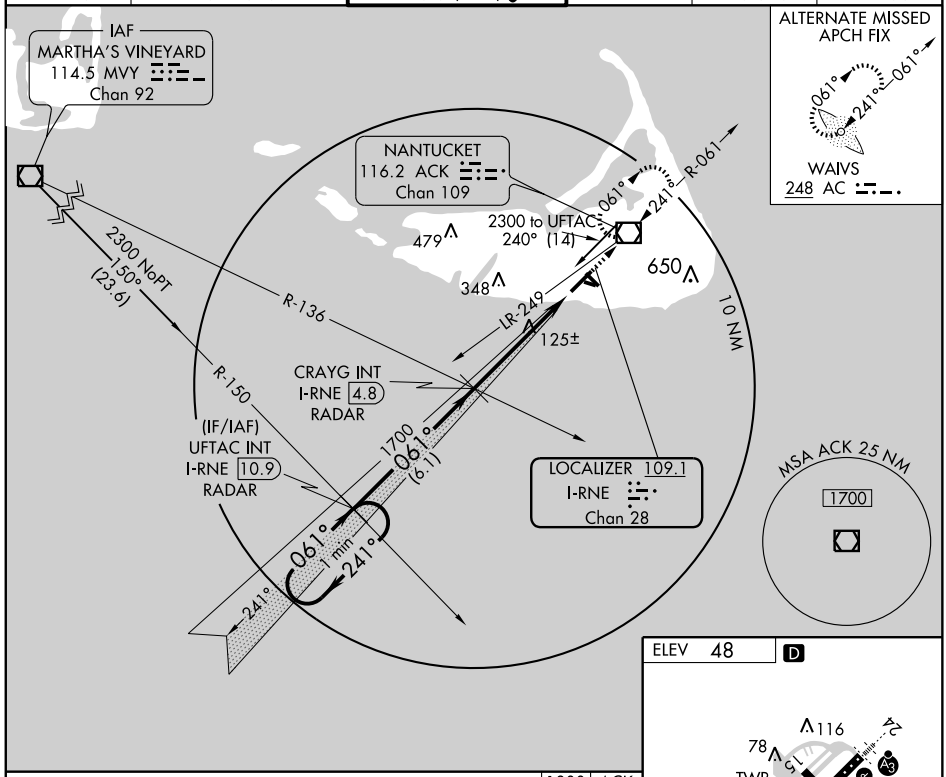
NANTUCKET MEMORIAL (ACK)

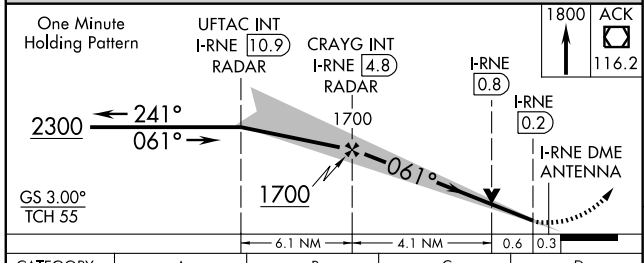
When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase S-ILS 6 all Cats visibility to RVR 5000 and S-LOC Cats C and D visibility to RVR 6000. VDP NA when using Hyannis altimeter setting. Inoperative table does not apply to S-LOC 6 Cat C when using Hyannis altimeter setting.

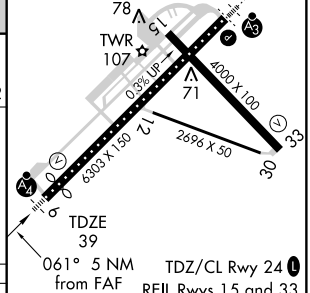
MALSF

MISSED APPROACH: Climb to 1800 direct ACK VOR/DME and hold, continue climb-in-hold to 1800.

ATIS	CAPE APP CON★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95







TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-ILS 6	239/40 200 (200-¾)			
S-LOC 6	380/40 341 (400-¾)			380/50 341 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ACK	APP CRS	Rwy Idg 6303
109.1	241°	TDZE 48
Chan 28		Apt Elev 48

ILS or LOC RWY 24

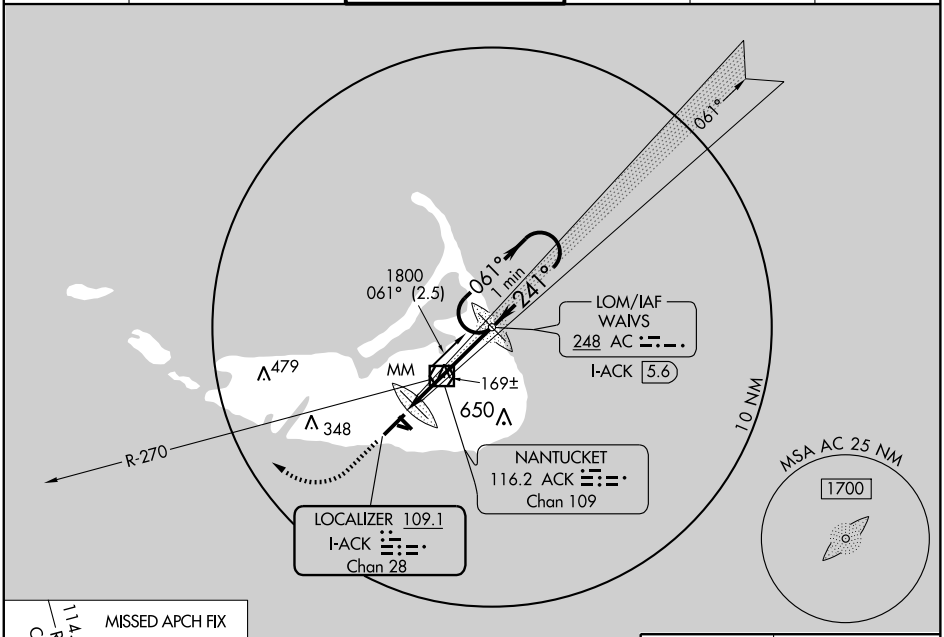
NANTUCKET MEMORIAL (ACK)

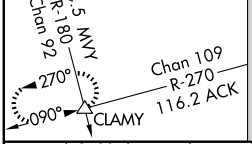
T A When local altimeter setting not received, use Hyannis altimeter setting and increase all DA to 63 feet and all MDA 80 feet; increase S-LOC 24 Cat C visibility to RVR 4000 and Cat D visibility to RVR 5000. VDP NA when using Hyannis altimeter setting. For inoperative SSALR when using Hyannis altimeter setting, increase S-ILS 24 visibility to RVR 5000. ADF or DME Required.

SSALR

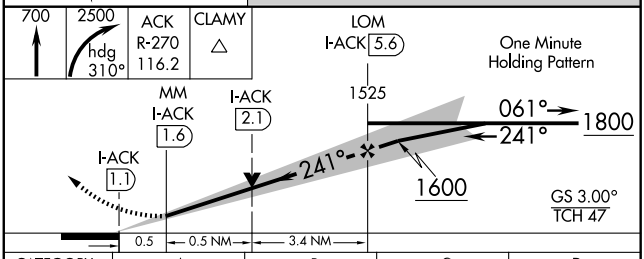
MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95

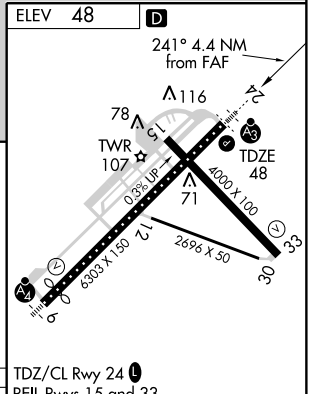




700	2500	ACK	CLAMY
	hdg 310°	R-270 116.2	△



CATEGORY	A	B	C	D
S-ILS 24	248/18 200 (200-½)			
S-LOC 24	420/24 372 (400-½)			420/40 372 (400-¾)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)



TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1. 14 JAN 2010 to 11 FEB 2010

ACK VOR/DME	APP CRS	Rwy Idg	6303
116.2	241°	TDZE	48
Chan 109		Apt Elev	48

NDB RWY 24

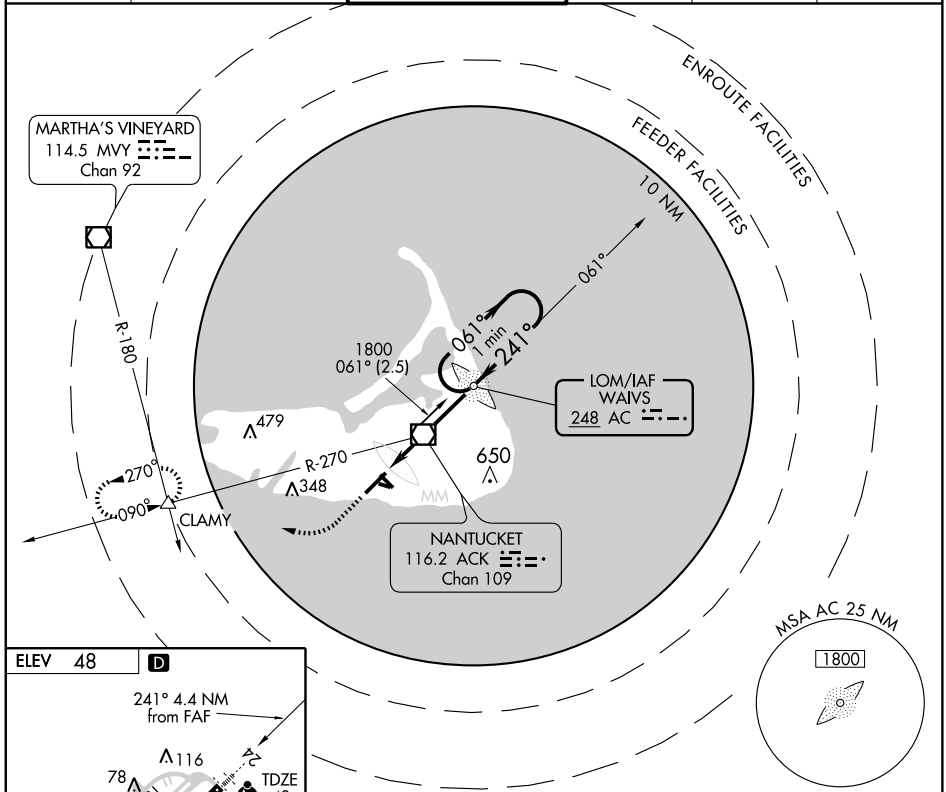
NANTUCKET MEMORIAL (ACK)

If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 80 feet.

SSALR

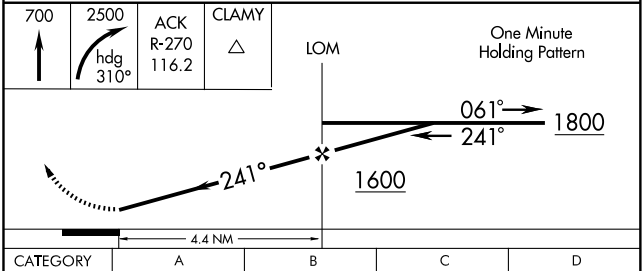
MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95



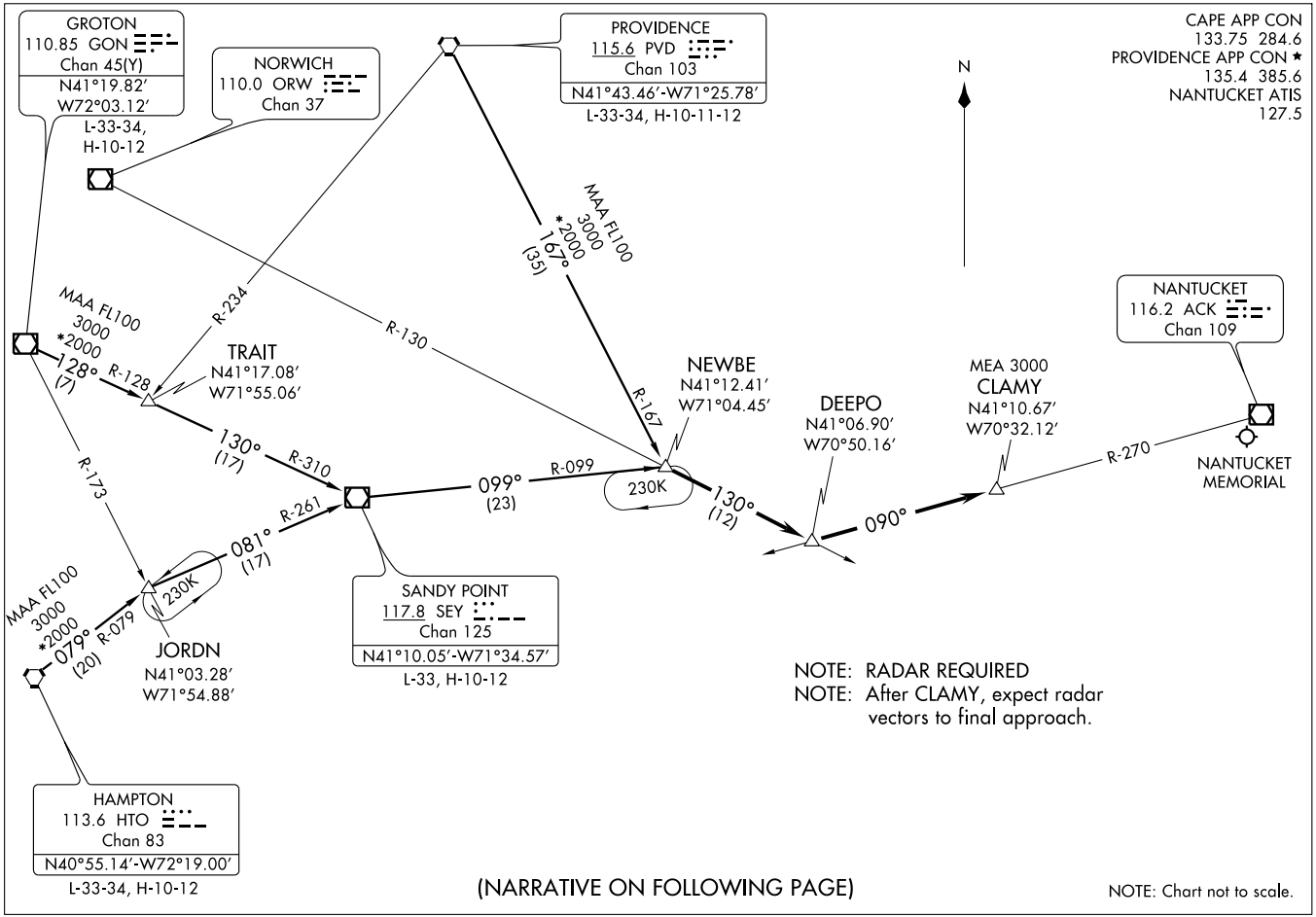
TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-24	480/40 432 (500-¾)			480/60 432 (500-1¼)
CIRCLING	480-1 432 (500-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010



(NEWBE.NEWBE1) 07298

NEWBE ONE ARRIVAL

ST-659 (FAA)

NANTUCKET MEMORIAL
NANTUCKET, MASSACHUSETTS

ARRIVAL DESCRIPTION

GROTON TRANSITION (GON.NEWBE1): From over GON VOR/DME via GON R-128 to TRAIT INT, then via SEY R-310 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence . . . .

HAMPTON TRANSITION (HTO.NEWBE1): From over HTO VORTAC via HTO R-079 to JORDN INT, then via SEY R-261 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence . . . .

PROVIDENCE TRANSITION (PVD.NEWBE1): From over PVD VORTAC via PVD R-167 to NEWBE INT. Thence . . . .

. . . . From over NEWBE INT via ORW R-130 to DEEPO INT, then via the ACK R-270 to CLAMY INT (MEA 3000). After CLAMY INT, expect radar vectors to the final approach course.

WAAS	APP CRS	Rwy Idg	5752
CH 81912	061°	TDZE	39
W06A		Apt Elev	48

RNAV (GPS) RWY 6

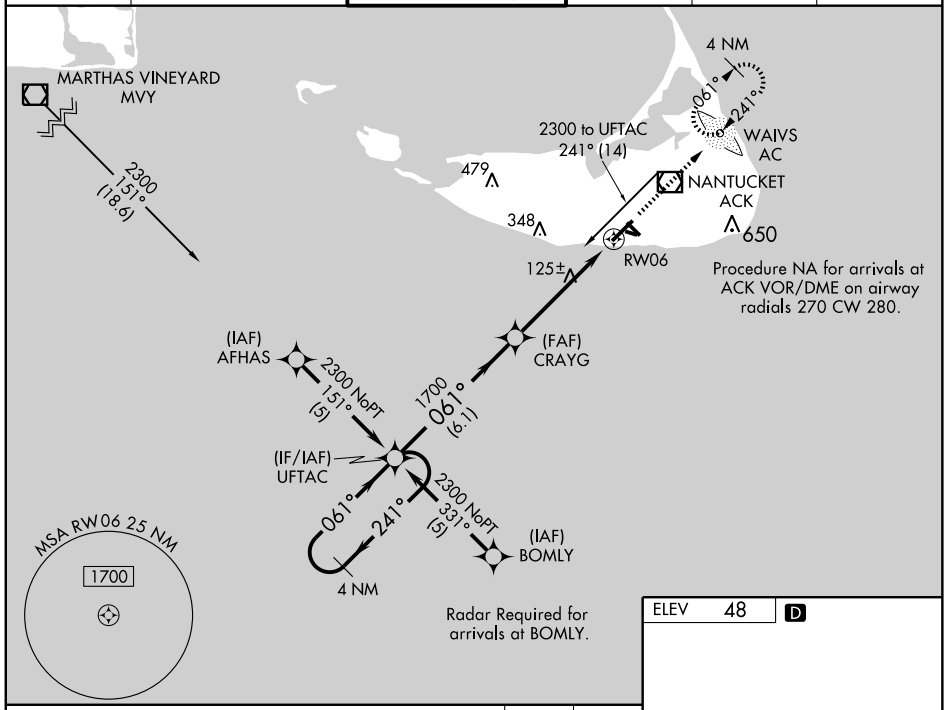
NANTUCKET MEMORIAL (ACK)

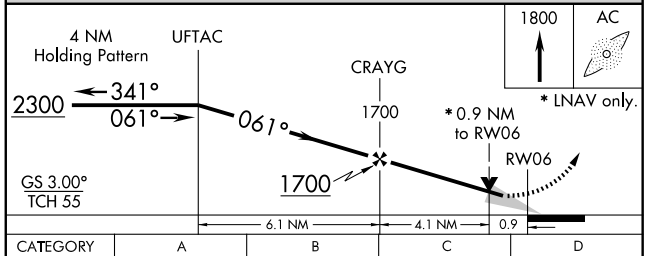
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats visibility to RVR 5000, LNAV/VNAV all Cats and LNAV Cats C and D visibility to RVR 6000. Baro-VNAV and VDP NA when using Hyannis altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C when using Hyannis altimeter setting.

MALSF

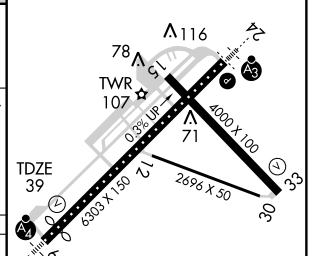
MISSED APPROACH: Climb to 1800 direct WAIVS LOM and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





CATEGORY	A	B	C	D
LPV DA	239/40	200 (200-¾)		
LNAV/VNAV DA	352/40	313 (400-¾)		352/50 313 (400-1)
LNAV MDA	380/40	341 (400-¾)		380/50 341 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)



TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

WAAS CH 93612 W24A	APP CRS 241°	Rwy Idg 6303 / TDZE 48 / Apt Elev 48

RNAV (GPS) RWY 24

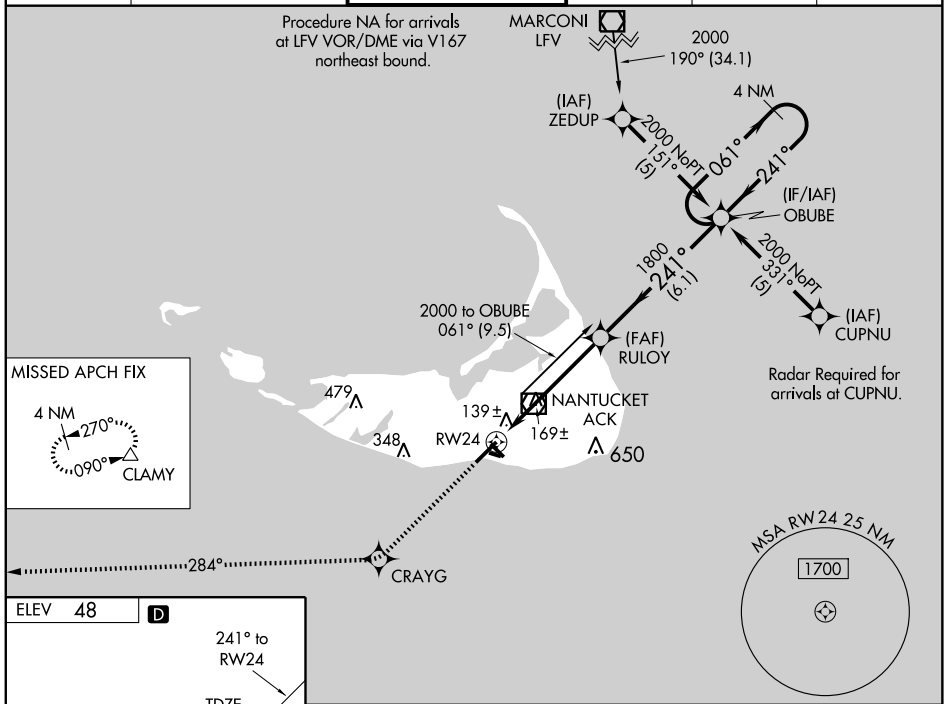
NANTUCKET MEMORIAL (ACK)

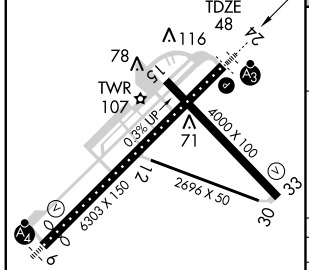
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting. For inoperative SSALR, increase LNAV Cat D visibility to RVR 6000. For inoperative SSALR when using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 5000.

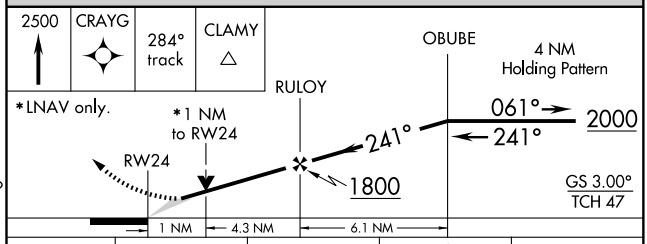
SSALR

MISSED APPROACH: Climb to 2500 direct CRAYG and via 284° track to CLAMY and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95







CATEGORY	A	B	C	D
LPV DA	248/24 200 (200-½)			
LNAV/VNAV DA	435/40 387 (400-¾)			
LNAV MDA	420/24 372 (400-½)			420/50 372 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
331°	TDZE	44
	Apt Elev	48

RNAV (GPS) RWY 33

NANTUCKET MEMORIAL (ACK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase LNAV Cats C and D visibility ¼ mile.
VDP NA when using Hyannis altimeter setting.

MISSED APPROACH: Climb to 2500 direct CEROD and left turn via 260° track to CLAMY and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95

MARCONI LFV

Procedure NA for arrivals at LFV VOR/DME via V167 northeast bound.

2000 184° (51.7)

MISSED APCH FIX
4 NM
270°
090°
CLAMY

CEROD

NANTUCKET ACK

MSA RW33 25 NM
1700

479

348

260°

2000 161° (12.2)

650

RW33

GADRE 2 NM to RW33

125±

(FAF) HIKSO

1800 331° (6.1)

(IAF) EVPAW

2000 NoPT 241° (5)

151°

331°

4 NM

2000 NoPT 061° (5)

(IAF) FARGU

(IF/IAF) DUPKE

CLAMY

2500 121° (27.5)

W-105A

ELEV 48 D

116

78

24

TWR 107

15

0.3% UP

71

4000 X 100

TDZE 44

12

2696 X 50

6303 X 150

33

30

A2

A3

331° to RW33

2500 | CEROD | 260° trk | CLAMY

DUPKE

4 NM Holding Pattern

HIKSO

GADRE 2 NM to RW33

3.05° TCH 43

151° 2000

331° 331°

1800

0.9 NM to RW33

RW33

720

0.9 1.1 NM 3.3 NM 6.1 NM

TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

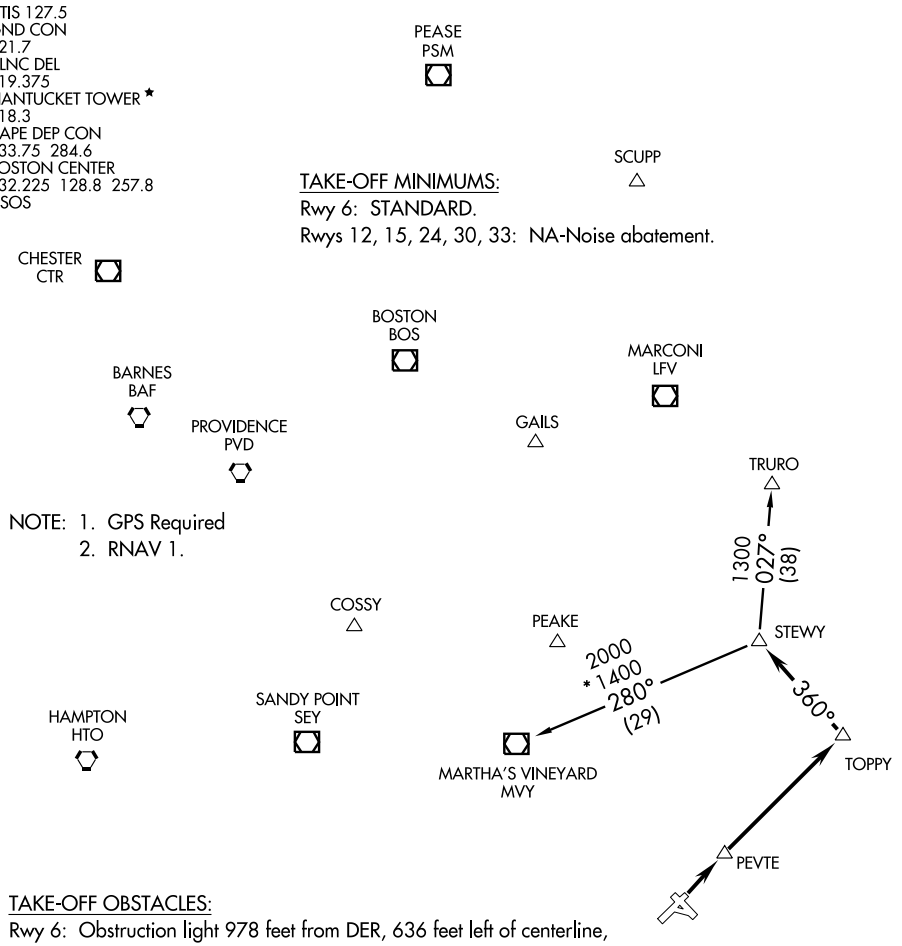
CATEGORY	A	B	C	D
LNAV MDA	380-1 336 (400-1)			
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

STEWY ONE DEPARTURE (RNAV)

ATIS 127.5
GND CON
121.7
CLNC DEL
119.375
NANTUCKET TOWER ★
118.3
CAPE DEP CON
133.75 284.6
BOSTON CENTER
132.225 128.8 257.8
ASOS

TAKE-OFF MINIMUMS:
Rwy 6: STANDARD.
Rwys 12, 15, 24, 30, 33: NA-Noise abatement.



NOTE: 1. GPS Required
2. RNAV 1.

TAKE-OFF OBSTACLES:
Rwy 6: Obstruction light 978 feet from DER, 636 feet left of centerline, 14 feet AGL/73 feet MSL,
Trees, 1827 feet from DER, 480 feet right of centerline, 15 feet AGL/75 feet MSL,
Multiple trees beginning 3586 feet from DER, 1134 feet left of centerline up to 60 feet AGL/139 feet MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

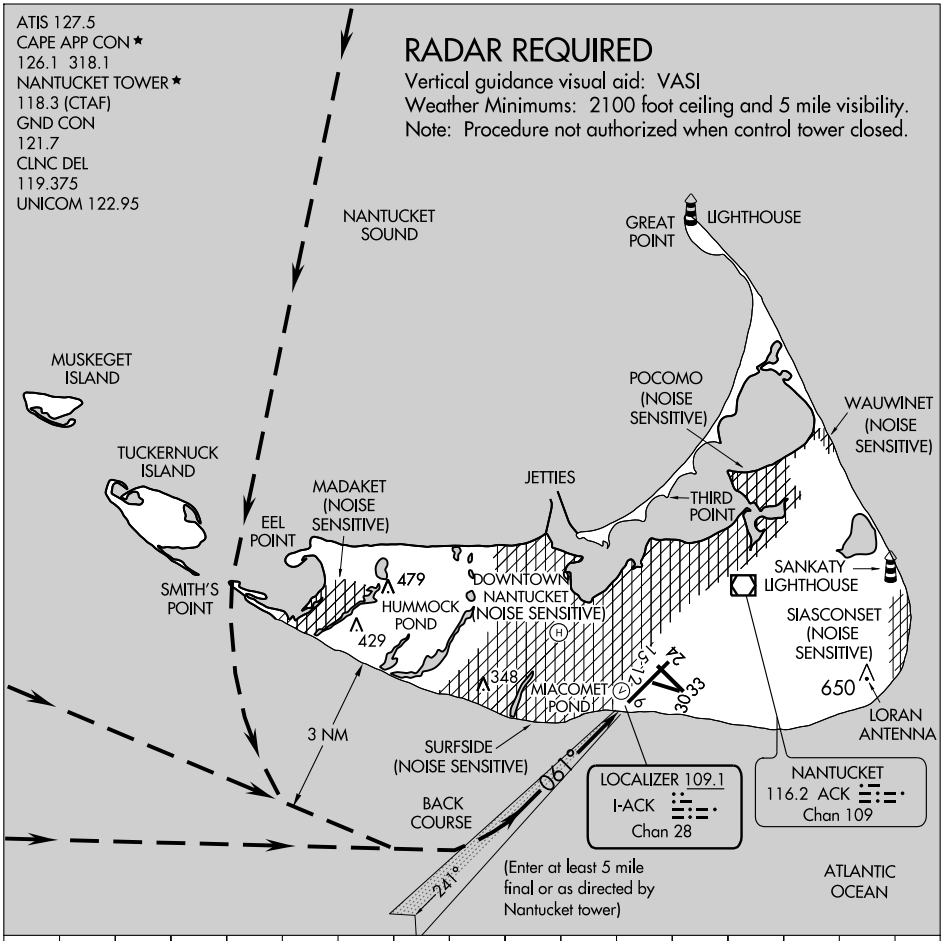
TAKE-OFF RUNWAY 6: Climb to 2000 direct PEVTE, direct TOPPY, then via 360° track to STEWY, thence. . .
. . .via transition/route or assigned fix. Expect filed altitude 10 minutes after departure.

TRURO TRANSITION (STEWY1.TRURO): From over STEWY INT via 027° track to TRURO INT.
MVY TRANSITION (STEWY1.MVY): From over STEWY INT via 280° track to MVY VOR/DME.

TUCKERNUCK VISUAL RWY 6

AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS



ACK VOR/DME	APP CRS	Rwy Idg	6303
116.2	240°	TDZE	48
Chan 109		Apt Elev	48

VOR RWY 24

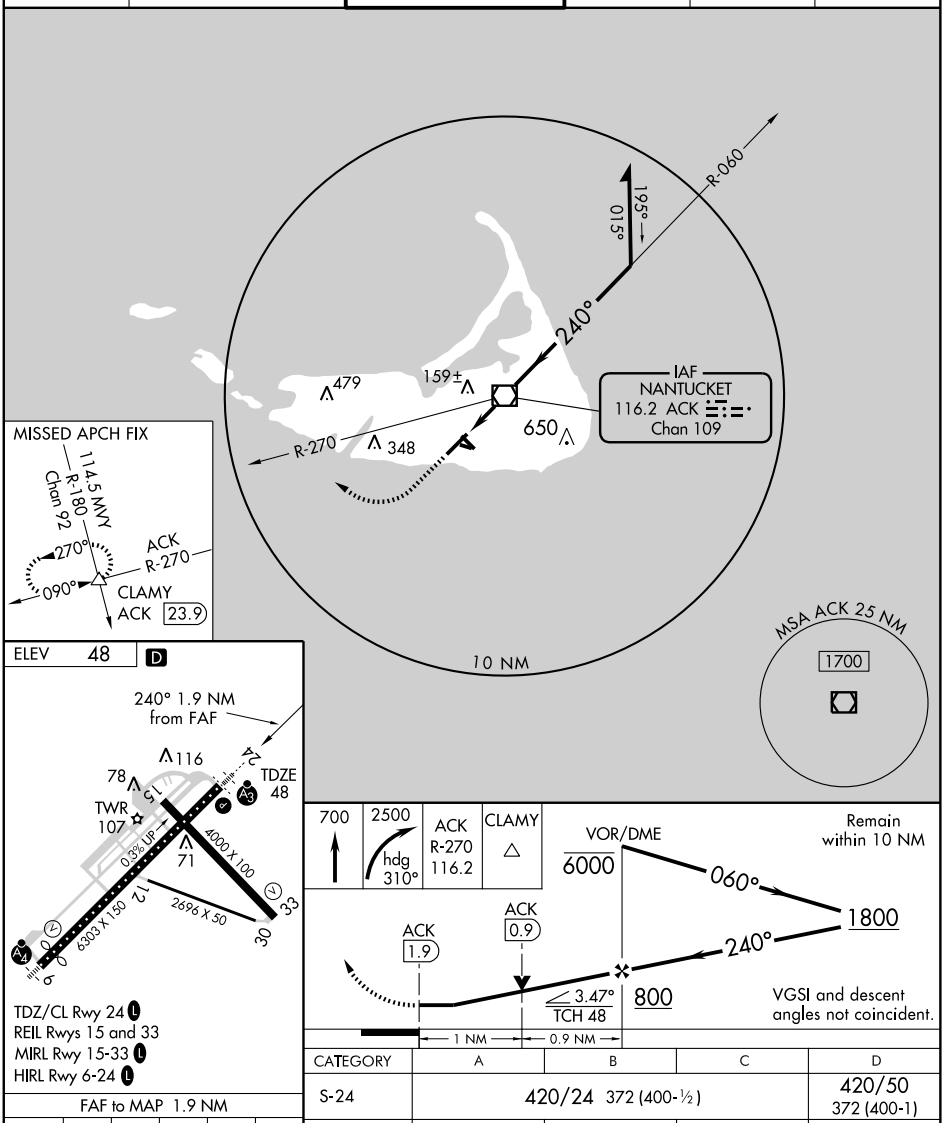
NANTUCKET MEMORIAL (ACK)

When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase S-24 Cat C visibility to RVR 4000. VDP NA when using Hyannis altimeter setting. For Inoperative SSALR, increase S-24 Cat D visibility to RVR 6000.

SSALR

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY INT/ACK 23.9 DME and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95



TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

CATEGORY	A	B	C	D
S-24	420/24 372 (400-½)			420/50 372 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

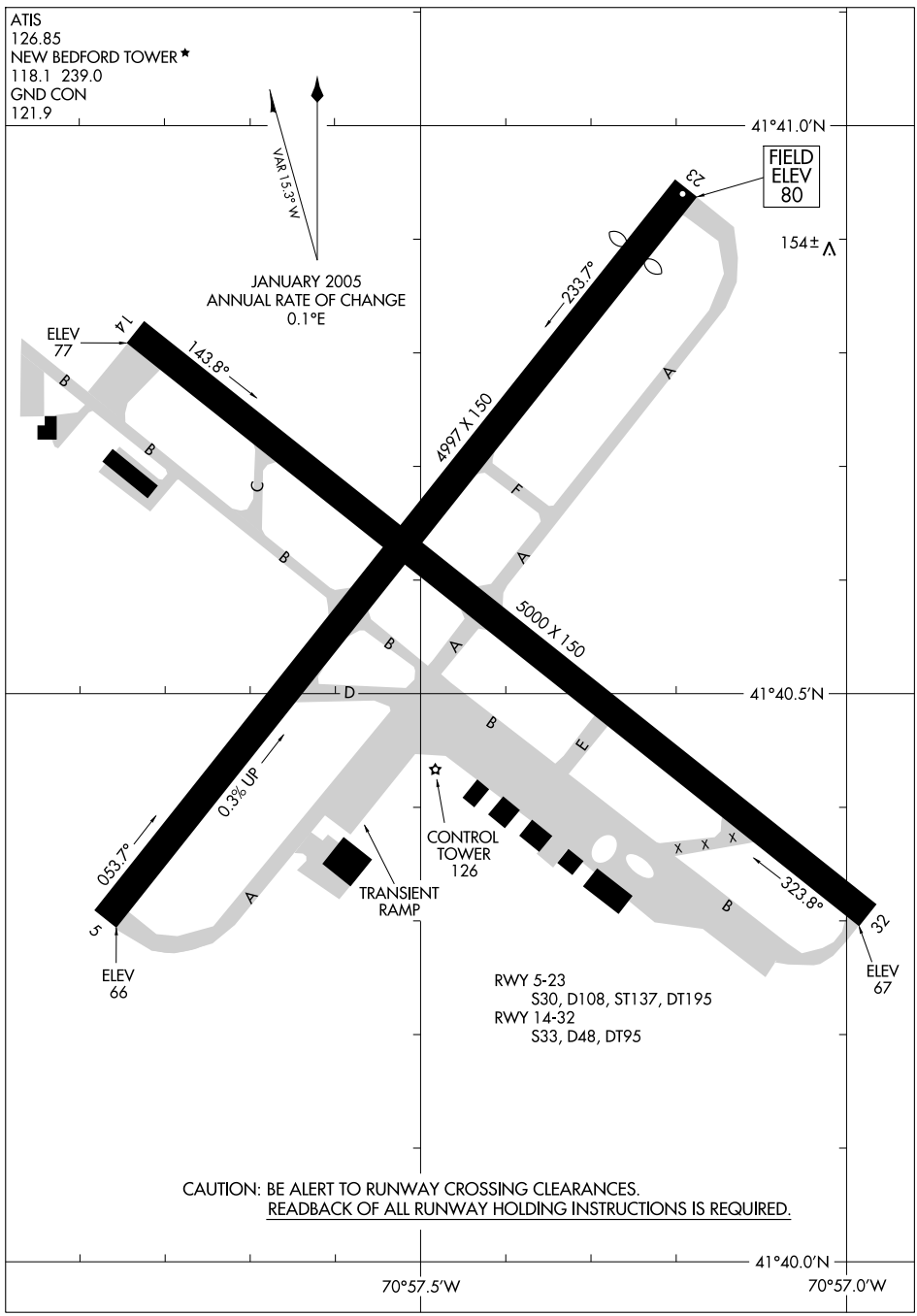
NE-1. 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-644 (FAA)

NEW BEDFORD RGNL (EWB)
NEW BEDFORD, MASSACHUSETTS



NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-EWB	APP CRS	Rwy Idg	4997
109.7	054°	TDZE	72
Chan 34		Apt Elev	80

ILS or LOC RWY 5

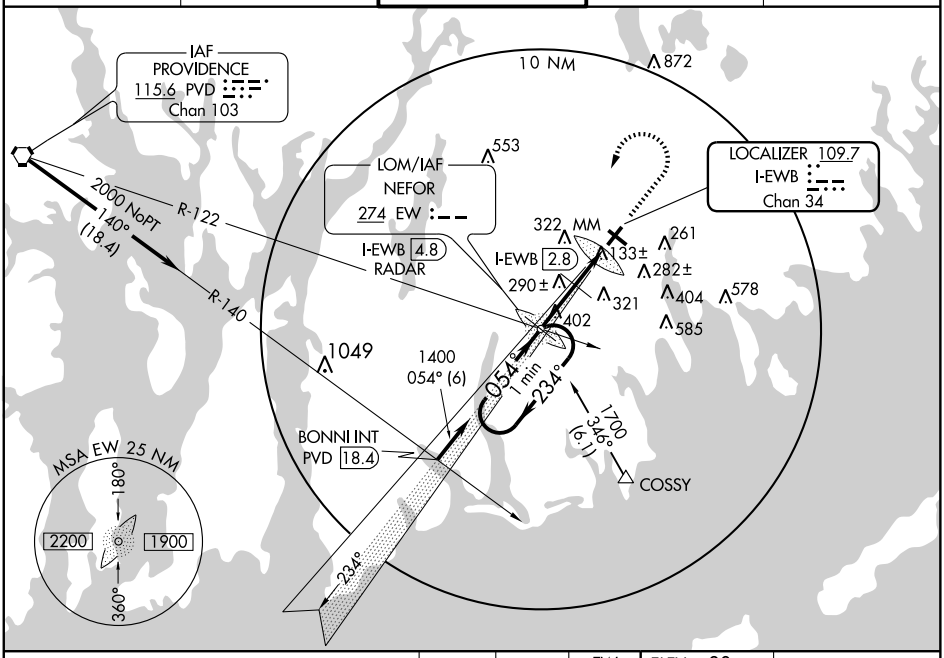
NEW BEDFORD RGNL (EWB)

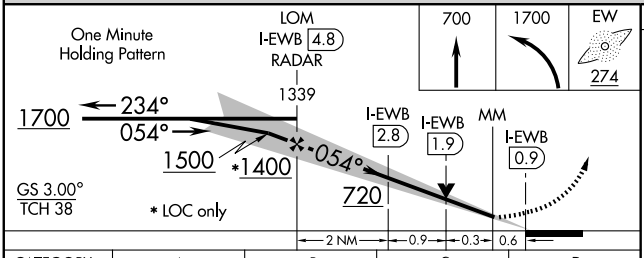
Auto coupled approach NA below 470.
ADF required.

MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 direct NEFOR LOM and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95

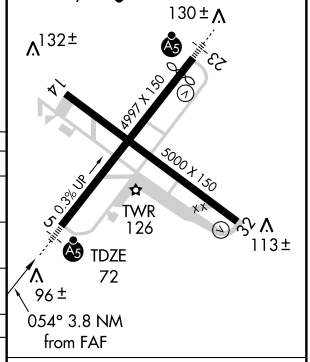




CATEGORY	A	B	C	D
S-ILS 5	272/24 200 (200-½)			
S-LOC 5	720/24 648 (700-½)		720/60 648 (700-1¼)	720-1½ 648 (700-1½)
CIRCLING	720-1 640 (700-1)		720-1¾ 640 (700-1¾)	720-2 640 (700-2)
DME MINIMUMS				
S-LOC 5	420/24 348 (400-½)			420/40 348 (400-¾)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

ELEV 80

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L



FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-EWB	APP CRS	Rwy Idg	4584
109.7	234°	TDZE	78
Chan 34		Apt Elev	80

LOC BC RWY 23

NEW BEDFORD RGNL (EWB)

For inoperative MALSR, increase S-23 visibility ¼ mile all Cats.

MALSR

MISSED APPROACH: Climb to 1700 via I-EWB SW course to NEFOR LOM/Int/I-EWB 4.8 DME/RADAR and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95

BACK COURSE
RADAR REQUIRED

10 NM

LOCALIZER 109.7
I-EWB
Chan 34

FURBS
I-EWB 9.8

CUSON OM
I-EWB 4.6
RADAR

R-4101

115.6 PVD
Chan 103

R-122

LOM
NEFOR
274 EW

NEFOR INT
I-EWB 4.8/RADAR

1049

MSA EW 25 NM
180°
2200
1900
360°

ELEV 80

234° 4.7 NM from FAF

TDZE 78

4997 X 150

5000 X 150

TWR 126

0.3% UP

96 ±

113 ±

132 ±

130 ±

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

1700
I-EWB
SW CRS

EW
274

CUSON OM
I-EWB 4.6
RADAR

FURBS
I-EWB 9.8

2000

I-EWB
0.5

1900

3.51°
TCH 50

VGSI and descent angle not coincident.

Disregard GS indications.

0.6 4.1 NM 5.2 NM

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-23	460-¾ 382 (400-¾)			460-1 382 (400-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

LOM EW	APP CRS	Rwy Idg	4997
274	055°	TDZE	72
		Apt Elev	80

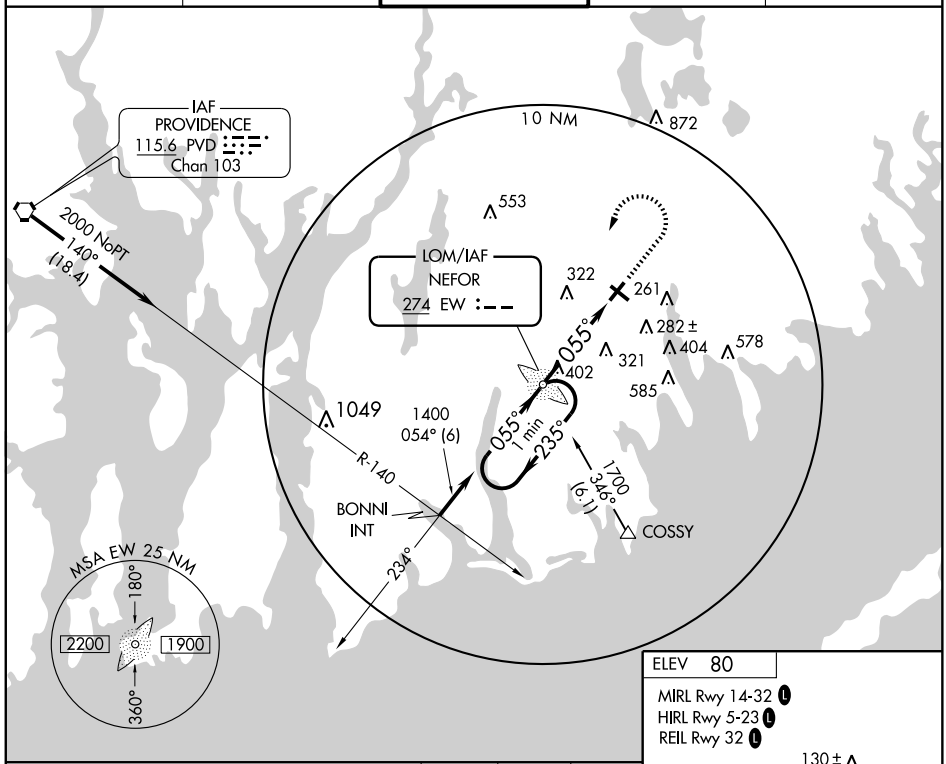
NDB RWY 5

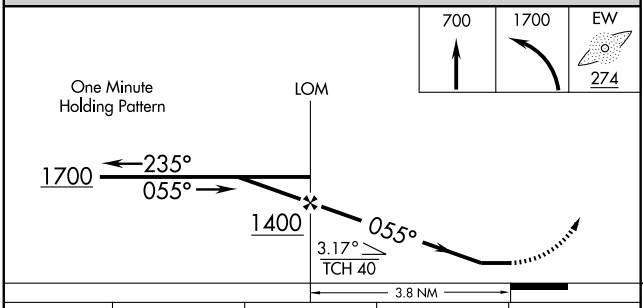
NEW BEDFORD RGNL (EWB)

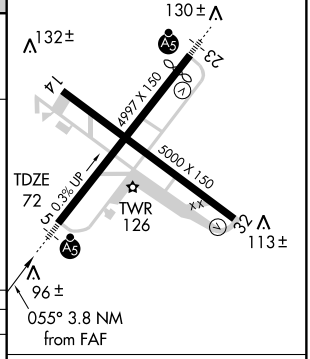
MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 direct NEFOR LOM and hold.

ATIS	PROVIDENCE APP CON ★	NEW BEDFORD TOWER ★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D
S-5	640/40	568 (600-¾)	640/50 568 (600-1)	640-1½ 568 (600-1½)
CIRCLING	640-1	560 (600-1)	640-1½ 560 (600-1½)	640-2 560 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4997
054°	TDZE	72
	Apt Elev	80

RNAV (GPS) RWY 5

NEW BEDFORD RGNL (EWB)

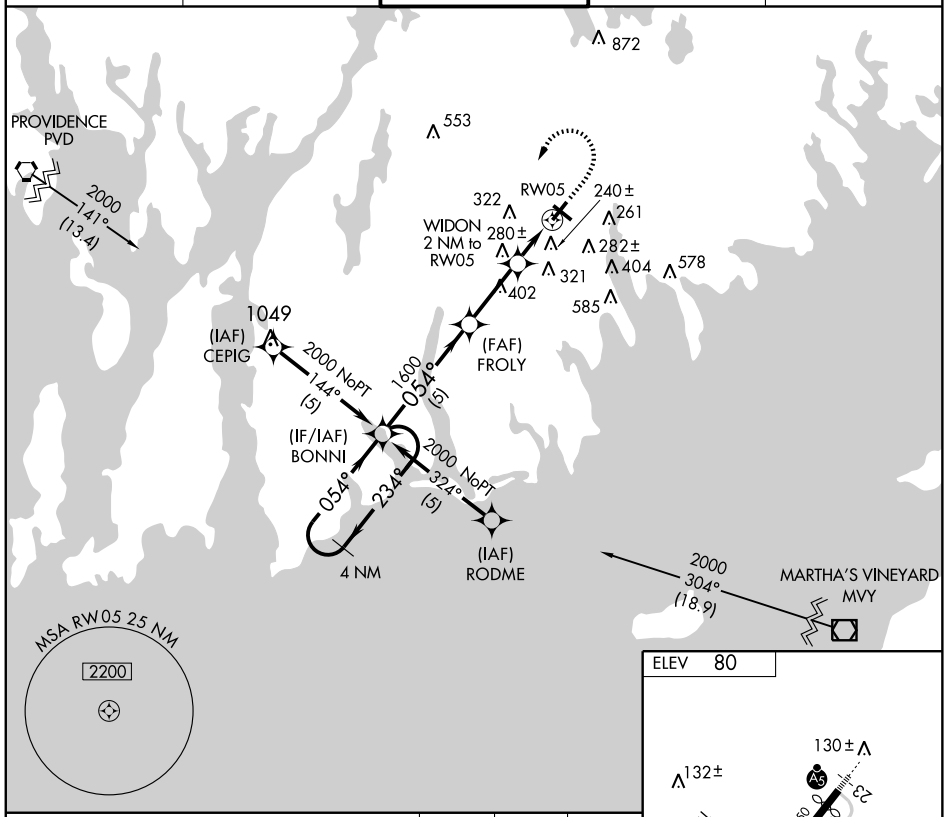
NA

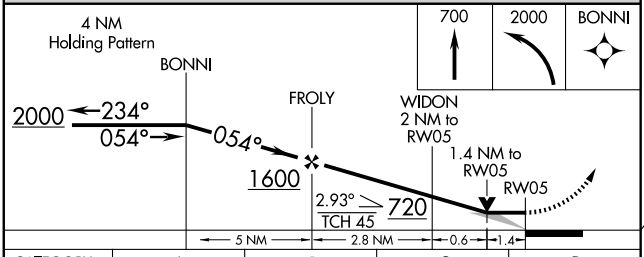
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

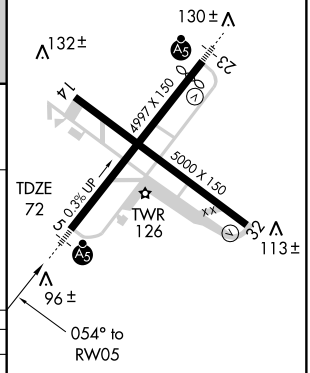
MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BONNI WP and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	540/24 468 (500-½)		540/40 468 (500-¾)	540/50 468 (500-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4584
234°	TDZE	78
	Apt Elev	80

RNAV (GPS) RWY 23

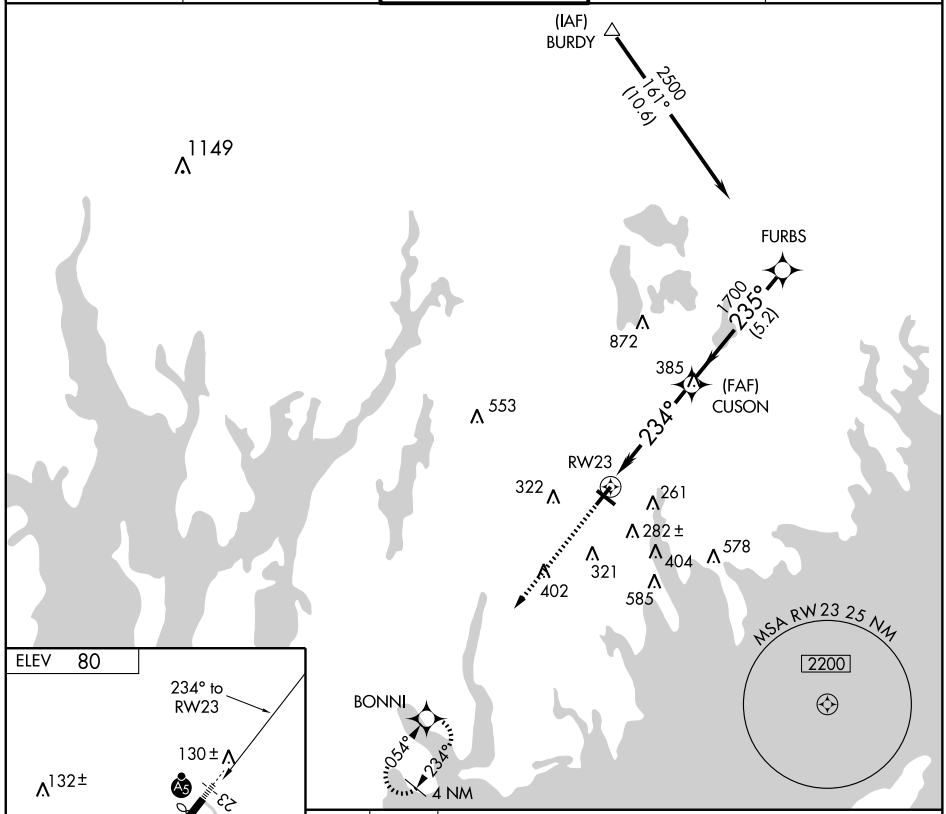
NEW BEDFORD RGNL (EWB)

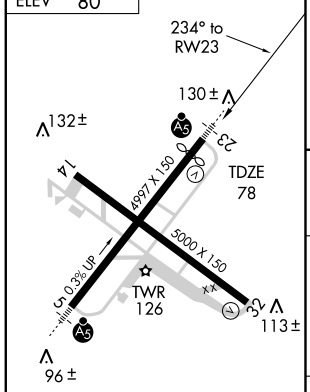
For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1, Cat D to 1¼.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

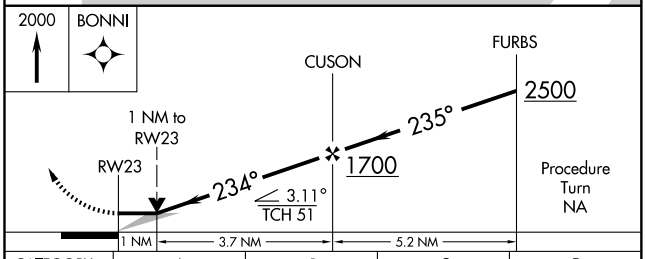
MALSR

MISSED APPROACH: Climb to 2000 direct to BONNI WP and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-¾ 382 (400-¾)			460-1 382 (400-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

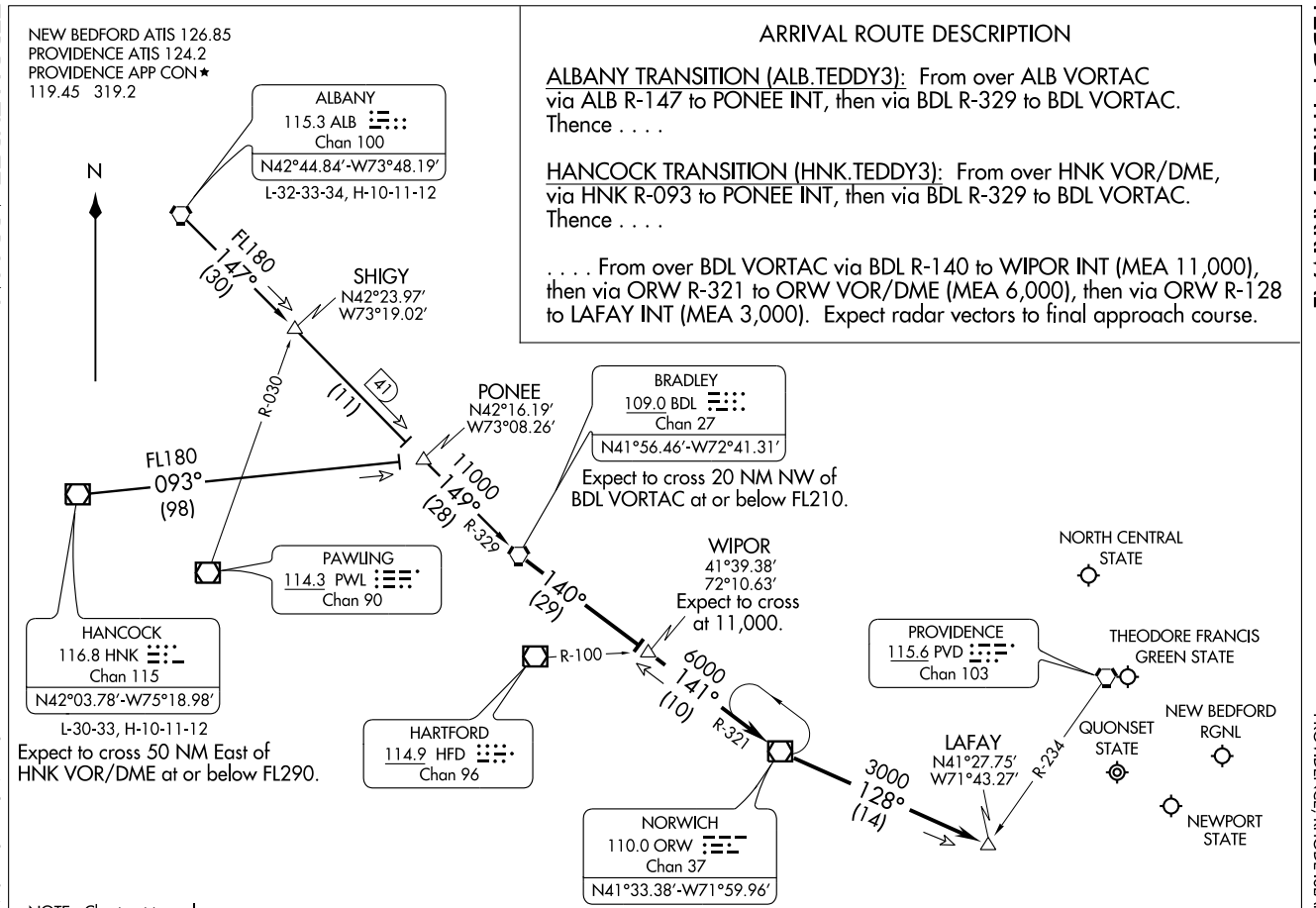
NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



NOTE: Chart not to scale.

APP CRS	Rwy Idg	3365
143°	TDZE	121
	Apt Elev	121

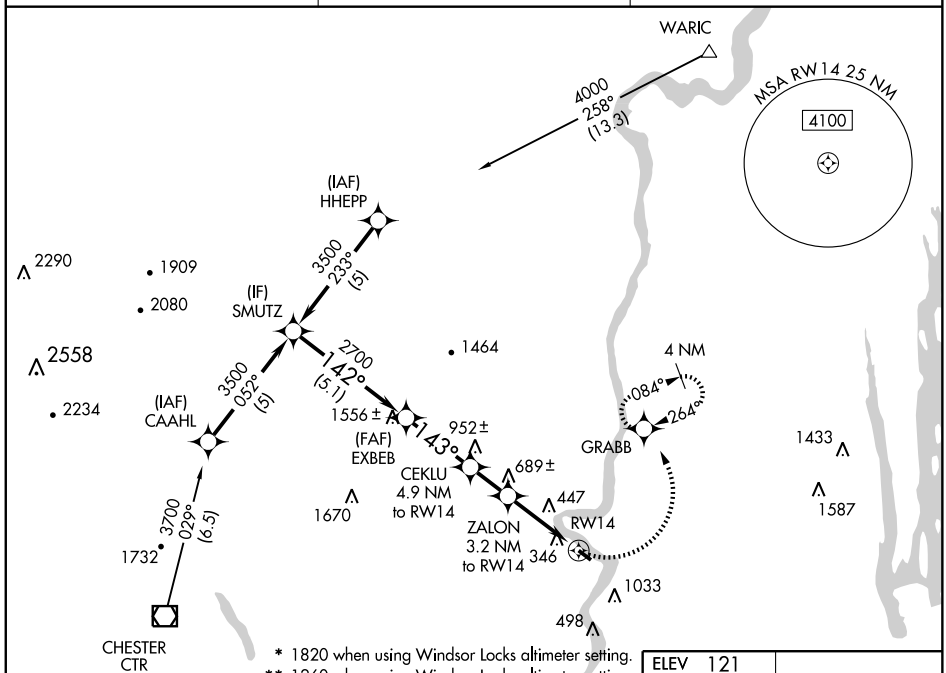
RNAV (GPS) RWY 14
NORTHAMPTON (7B2)

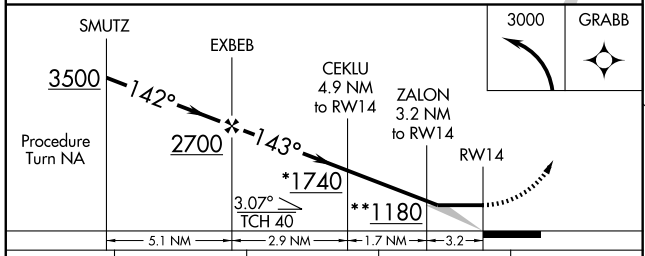
NA

DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Windsor Locks altimeter setting.

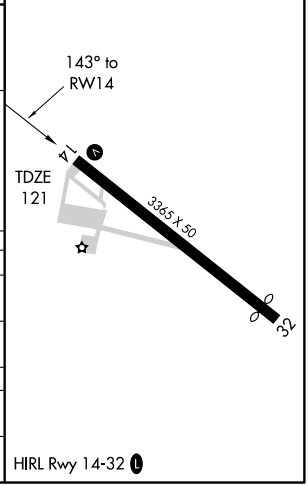
MISSED APPROACH: Climbing left turn to 3000 direct GRABB and hold, continue climb-in-hold to 3000.

BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	940-1 819 (900-1)	940-1¼ 819 (900-1¼)	NA	
CIRCLING	940-1 819 (900-1)	940-1¼ 819 (900-1¼)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
LNAV MDA	1020-1¼ 899 (900-1¼)		NA	
CIRCLING	1020-1¼ 899 (900-1¼)		NA	



NE-1. 14 JAN 2010 to 11 FEB 2010

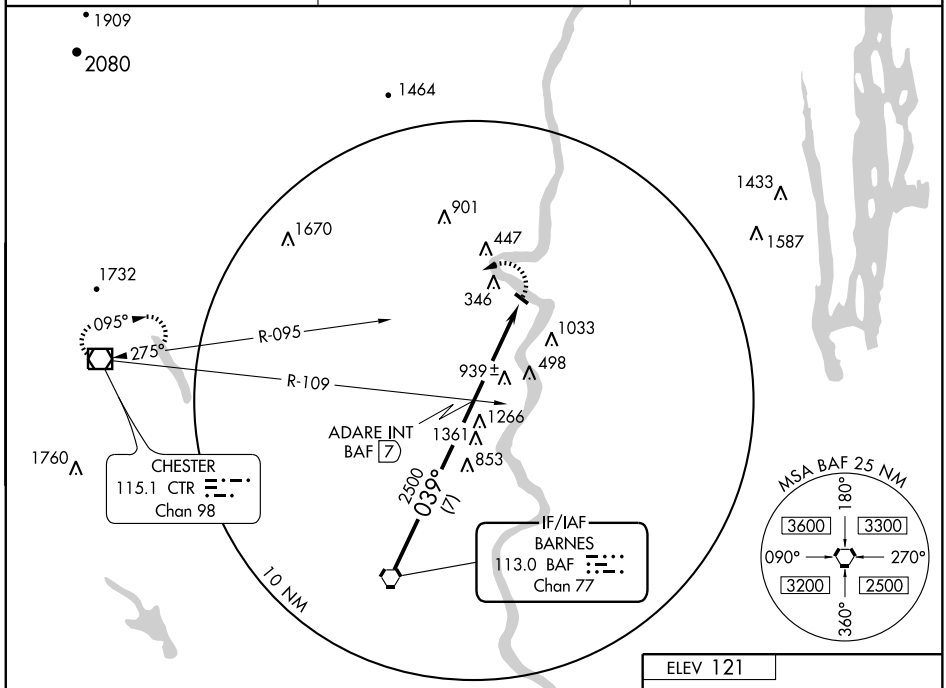
VORTAC BAF	APP CRS	Rwy Idg	N/A
113.0	039°	TDZE	N/A
Chan 77		Apt Elev	121

VOR-A
NORTHAMPTON (7B2)

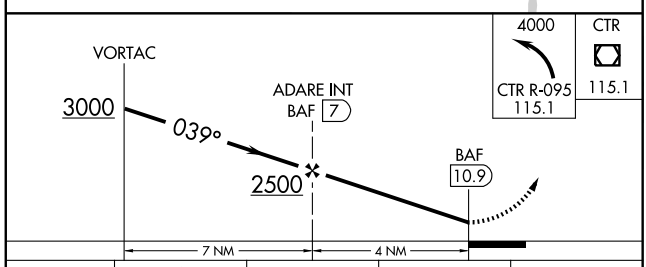
Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

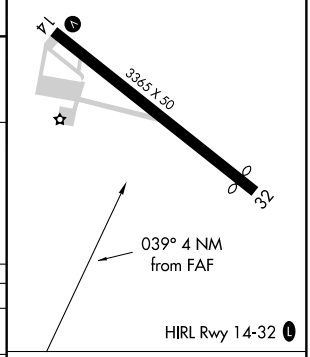
MISSED APPROACH: Climbing left turn to 4000 via CTR VOR/DME R-095 to CTR VOR/DME and hold.

BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L



RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1419 (1500-1¼)	1540-1½ 1419 (1500-1½)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1620-1¼ 1499 (1500-1¼)	1620-1½ 1499 (1500-1½)	NA	

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC BAF	APP CRS	Rwy Idg	N/A
113.0	219°	TDZE	N/A
Chan 77		Apt Elev	122

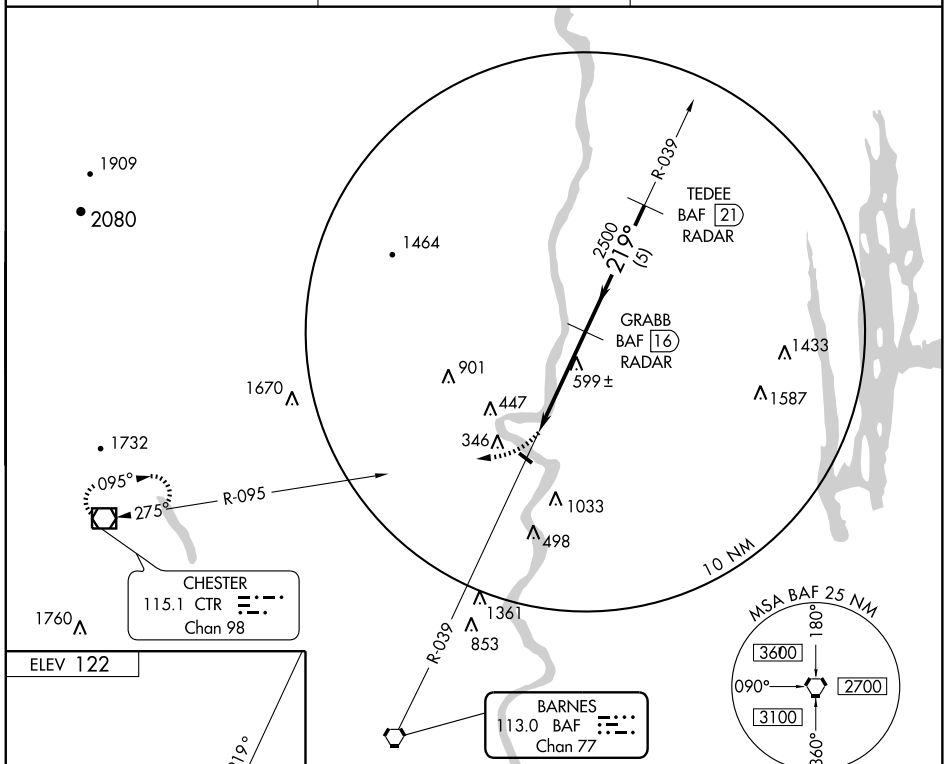
VOR/DME-B
NORTHAMPTON (7B2)

Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

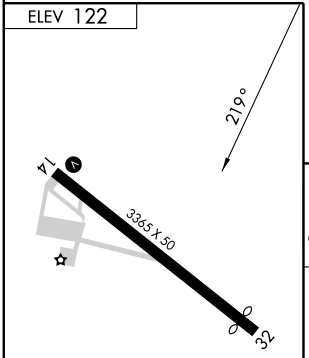
NA

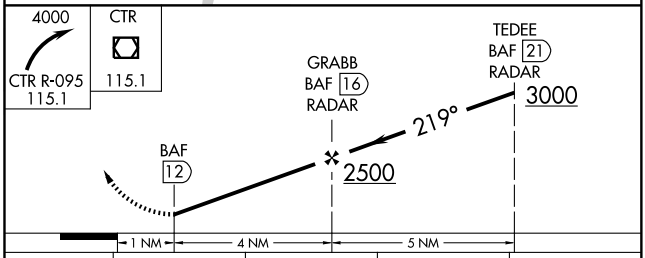
MISSED APPROACH: Climbing right turn to 4000 via CTR R-095 to CTR VOR/DME and hold.

BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L



RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	980-1 858 (900-1)	980-1¼ 858 (900-1¼)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1040-1¼ 918 (1000-1¼)		NA	

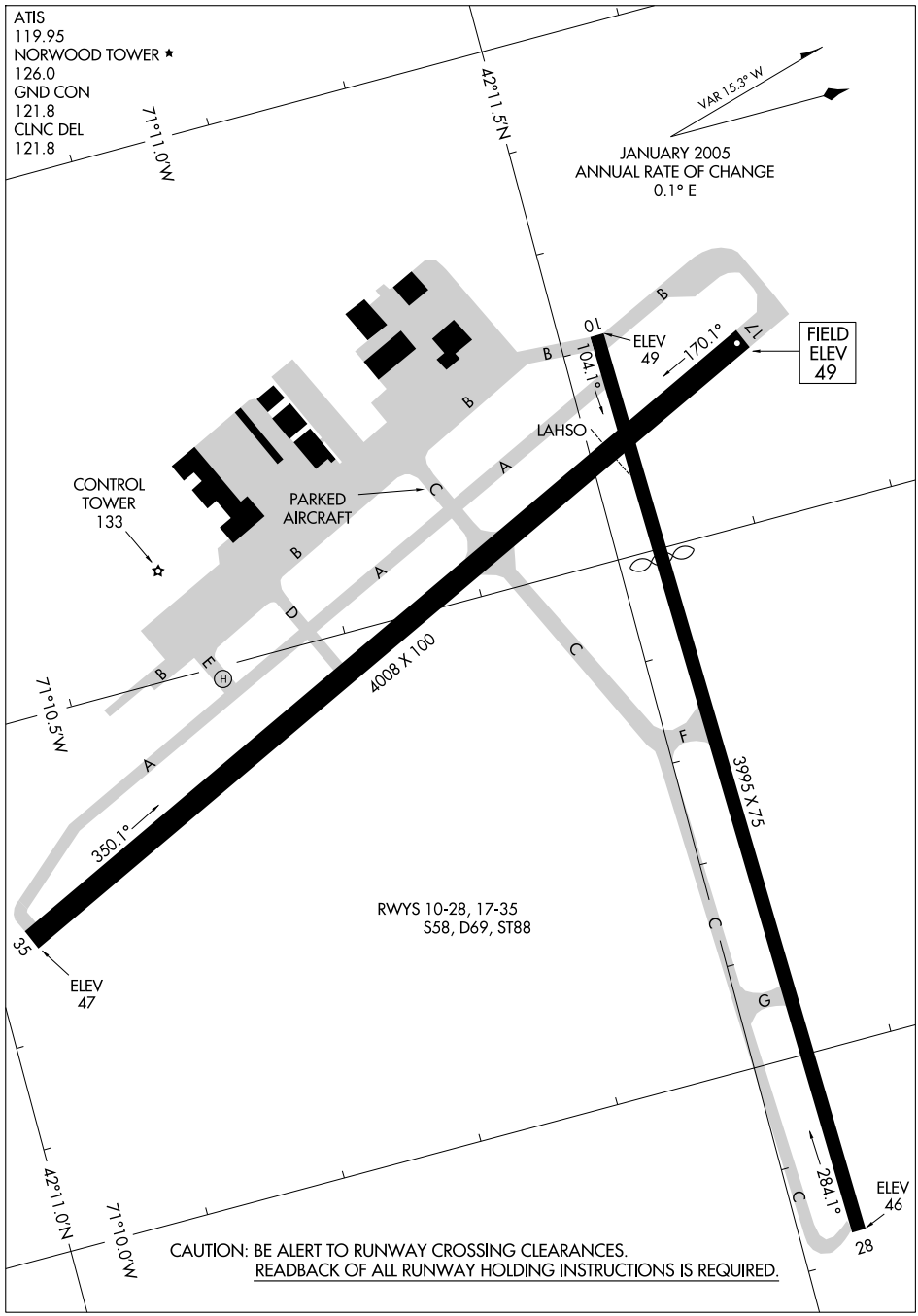
HIRL Rwy 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-725 (FAA)

NORWOOD MEMORIAL (OWD)
NORWOOD, MASSACHUSETTS



NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OWD	APP CRS	Rwy Idg	4008
108.3	350°	TDZE	49
Chan 20		Apt Elev	49

LOC RWY 35

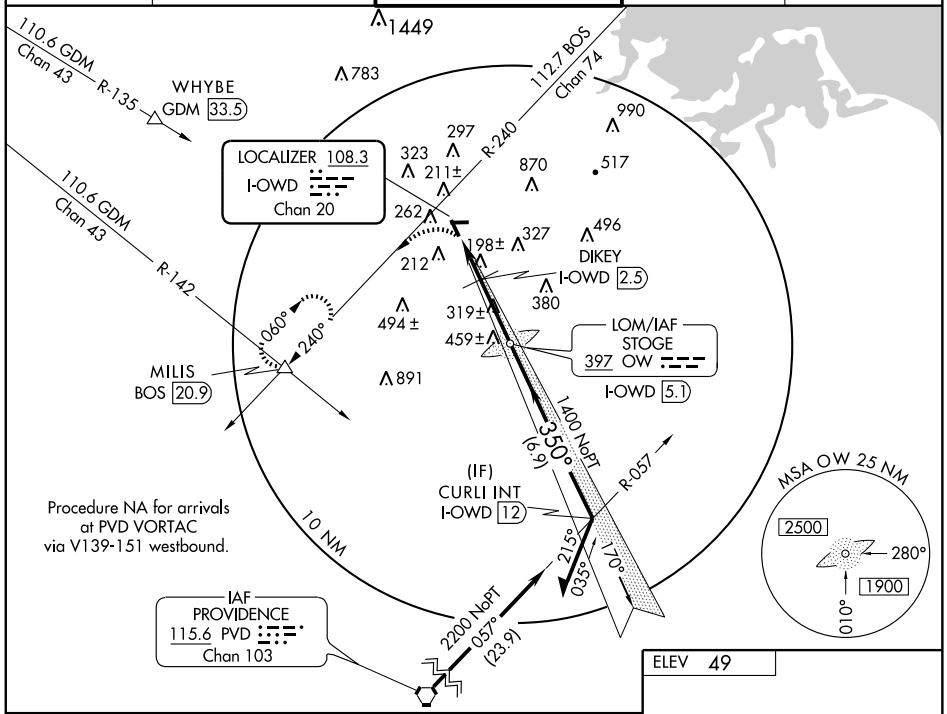
NORWOOD MEMORIAL (OWD)

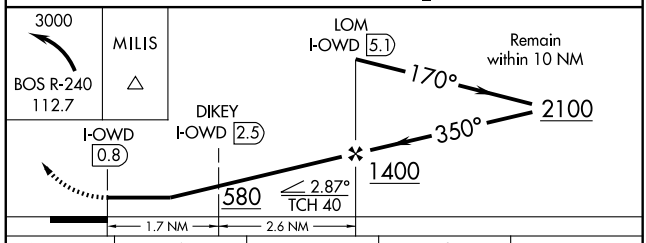
Circling to Rwy 10/28 NA at night.
Inoperative table does not apply to Cat C.

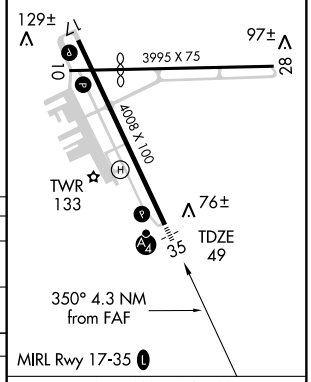
MALSF

MISSED APPROACH: Climbing left turn to 3000 via BOS VOR/DME R-240 to MILIS INT/BOS 20.9 DME and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	NORWOOD TOWER ★	GND CON	CLNC DEL
119.95	124.1 263.1	126.0 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
S-35	580-¾ 531 (600-¾)		580-1½ 531 (600-1½)	580-1¾ 531 (600-1¾)
CIRCLING	600-1 551 (600-1)		640-1½ 591 (600-1½)	680-2 631 (700-2)
DIKEY FIX MINIMUMS				
S-35	500-¾ 451 (500-¾)		500-1¼ 451 (500-1¼)	500-1½ 451 (500-1½)
CIRCLING	600-1 551 (600-1)		640-1½ 591 (600-1½)	680-2 631 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1, 14 JAN 2010 to 11 FEB 2010

NORWOOD EIGHT DEPARTURE

SL-725 (FAA)

ATIS 119.95
CLNC DEL
121.8
GND CON
121.8
NORWOOD TOWER ★
126.0 (CTAF)
BOSTON DEP CON
124.1 263.1

NOTE: Chart not to scale.

MANCHESTER
114.4 MHT
Chan 91
N42°52.11′-W71°22.17′
L-32-33

PEASE
116.5 PSM
Chan 112
N43°05.07′-W70°49.92′
L-32-33, H-11-12

CHESTER
115.1 CTR
Chan 98
N42°17.48′-W72°56.96′
L-33-34, H-10-11-12

GLYDE
N42°16.06′
W71°48.71′
L-33-34

BOSOX
N42°12.11′
W71°37.66′
L-33-34

NOTE: RADAR required.

DRUNK
N42°04.90′
W70°39.38′
L-33

284° 104°
700 1100

BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
L-33-34, H-10-11-12

BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
L-33-34, H-10-11-12

NELIE
N41°55.68′
W72°42.37′
H-10-11-12

BURDY
N41°57.32′
W70°57.12′
L-33, H-10-11-12

ARCER
N41°46.59′
W70°48.62′
L-33

(NOTES ON FOLLOWING PAGE)

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′-W71°25.78′
L-33-34, H-10-11-12

LUCOS
N41°38.29′
W70°46.09′
L-33, H-10-11-12

SANDY POINT
117.8 SEY
Chan 125
N41°10.05′-W71°34.57′
L-33, H-10-12

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

TAKE-OFF MINIMUMS:

Rwy 10, 300-2 ¼ or STANDARD with minimum climb of 340′ per NM to 400.
Rwy 17, 300-2 ¼ or STANDARD with minimum climb of 220′ per NM to 400, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later then 1600′ prior to departure end of runway.
Rwy 28, 400-2 or STANDARD with minimum climb of 385′ per NM to 400.
Rwy 35, 300-2 or STANDARD with minimum climb of 230′ per NM to 500, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later thatn 2100′ prior to departure end of runway.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 104° to 1100, then as assigned by ATC, Thence . . .
TAKE-OFF RUNWAY 17: Climb on assigned heading for radar vectors to assigned NAVAID/FIX, Thence . . .
TAKE-OFF RUNWAY 28: Climb heading 284° to 700, then assigned by ATC, Thence . . .
TAKE-OFF RUNWAY 35: Climb heading 280° to 330° as assigned by ATC, Thence . . .

. . . All aircraft expect radar vectors to appropriate depicted NAVAID/FIX. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

NE-1, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLES:

Rwy 10: Trees and bushes beginning abeam DER, 177′ right of centerline, up to 100′ AGL/178′ MSL. Tree 4488′ from DER, 911′ right of centerline, up 100′ AGL/237′ MSL. Tree 5428′ from DER, 1946′ right of centerline, 100′ AGL/267′ MSL. Trees beginning abeam DER, 34′ left of centerline, up to 100′ AGL/149′ MSL. Tree 1.9 NM from DER, 2124′ left of centerline, 100′ AGL/346′ MSL.

Rwy 17: Trees beginning 42′ from DER, 248′ left of centerline, up to 78′ AGL/126′ MSL. Tree 1.2 NM from DER, 2183′ left of centerline, 100′ AGL/257′ MSL. Trees beginning 612′ from DER, 155′ right of centerline, up to 100′ AGL/198′ MSL. Tree 1.8 NM from DER, 3301′ right of centerline, 100′ AGL/346′ MSL.

Rwy 28: Trees beginning 594′ from DER, 41′ left of centerline, up to 70′ AGL/188′ MSL. Building 173′ from DER, 514′ left of centerline, 30′ AGL/79′ MSL. Stack spire, rod on stack, light, antenna, and power poles beginning 202′ from DER, 211′ left of centerline, up to 99′ AGL/335′ MSL. Building 173′ from DER, 514′ left of centerline, 30′ AGL/79′ MSL. Vehicle on highway 1499′ from DER, 877′ left of centerline, 17′ AGL/105′ MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225′ from DER, 301′ right of centerline, up to 70′ AGL/335′ MSL. Vehicle on highway 1316′ from DER, 459′ right of centerline, 17′ AGL/85′ MSL. Building 1016′ from DER 59′ right of centerline, 30′ AGL/89′ MSL. Tower 4466′ from DER, 238′ right of centerline, 157′ AGL/262′ MSL. Tree 1.7 NM from DER, 673′ right of centerline,100′ AGL/365′ MSL.
Trees 549′ from DER, 49′ right of centerline, up to 70′ AGL/188′ MSL.

Rwy 35: Trees beginning 647′ from DER, 36′ left of centerline, up to 74′ AGL/133′ MSL. Tree 1.4 NM from DER, 2382′ left of centerline, up to 100′ AGL/306′ MSL. Tree 1.7 NM from DER, 2657′ left of centerline, up to 100′ AGL/316′ MSL. Buildings 1994′ from DER, 1031′ left of centerline, up to 70′ AGL/129′ MSL. Trees beginning 694′ from DER, 60′ right of centerline, up to 73′ AGL/125′ MSL. Poles beginning 5686′ from DER, 769′ right of centerline, up to 148′ AGL/216′ MSL.

WAAS	APP CRS	Rwy Idg	4008
CH 86400	350°	TDZE	49
W35A		Apt Elev	49

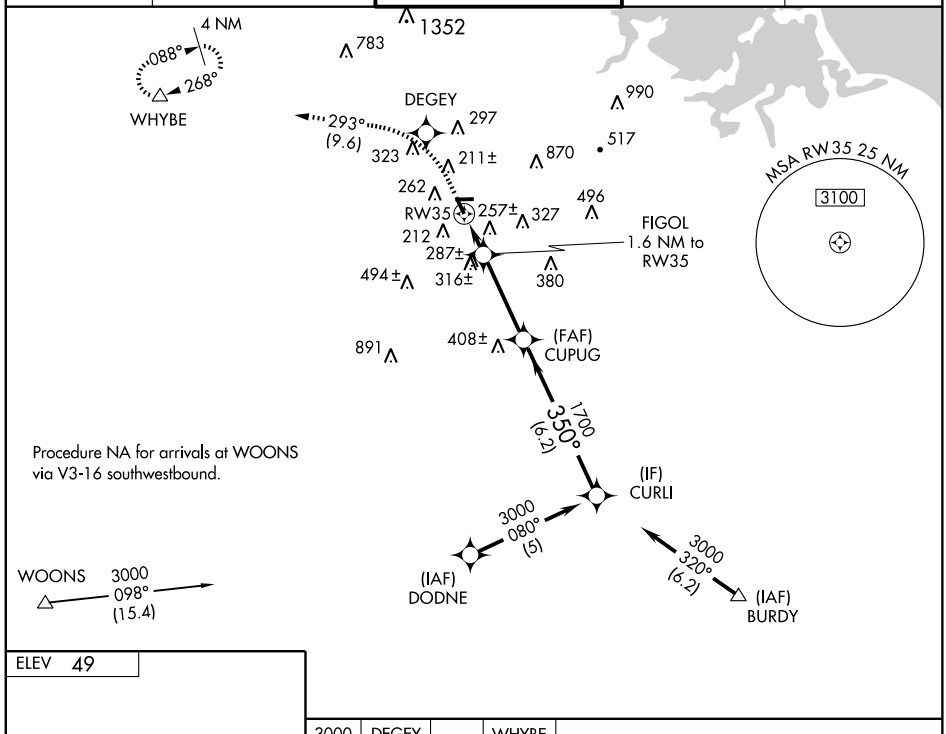
RNAV (GPS) RWY 35
NORWOOD MEMORIAL (OWD)

Circling to Rwy 28 NA at night. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

MALSF

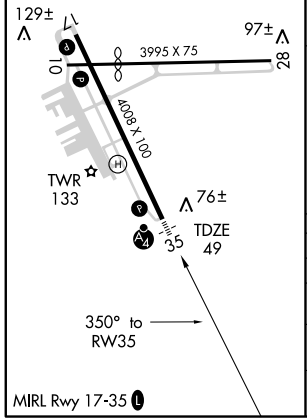
MISSED APPROACH: Climb to 3000 direct DEGEY WP and via 293° track to WHYBE WP and hold, continue climb-in-hold to 3000.

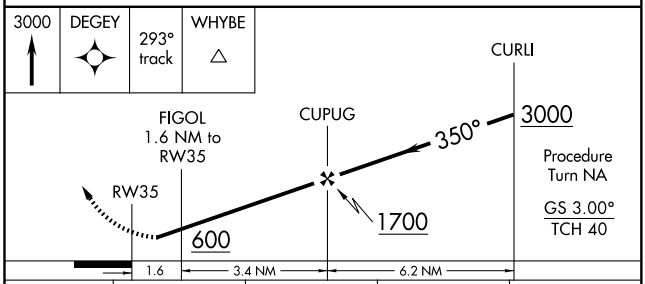
ATIS	BOSTON APP CON	NORWOOD TOWER ★	GND CON	CLNC DEL
119.95	124.1 263.1	126.0 (CTAF) L	121.8	121.8



NE-1. 14 JAN 2010 to 11 FEB 2010

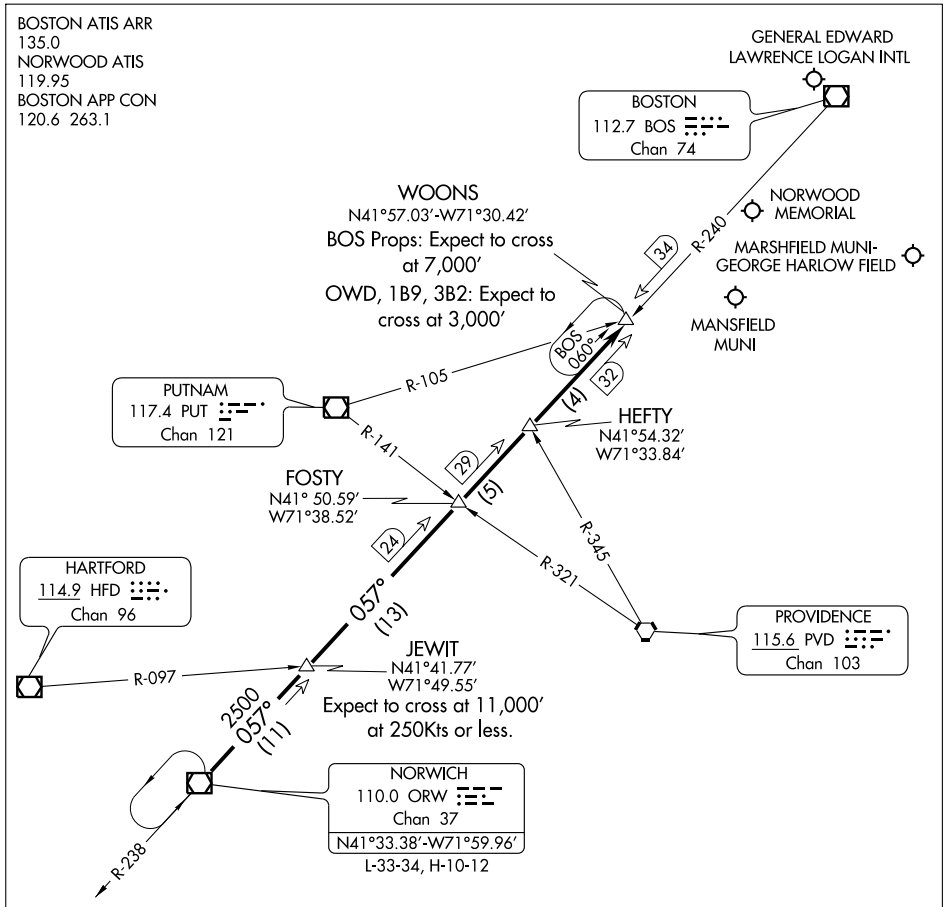
ELEV 49





CATEGORY	A	B	C	D
LPV DA	344-1 295 (300-1)			
LNAV/VNAV DA	594-2 545 (600-2)			
LNAV MDA	540-¾ 491 (500-¾)		540-1¼ 491 (500-1¼)	540-1½ 491 (500-1½)
CIRCLING	600-2 551 (600-2)		640-2 591 (600-2)	680-2 631 (700-2)

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

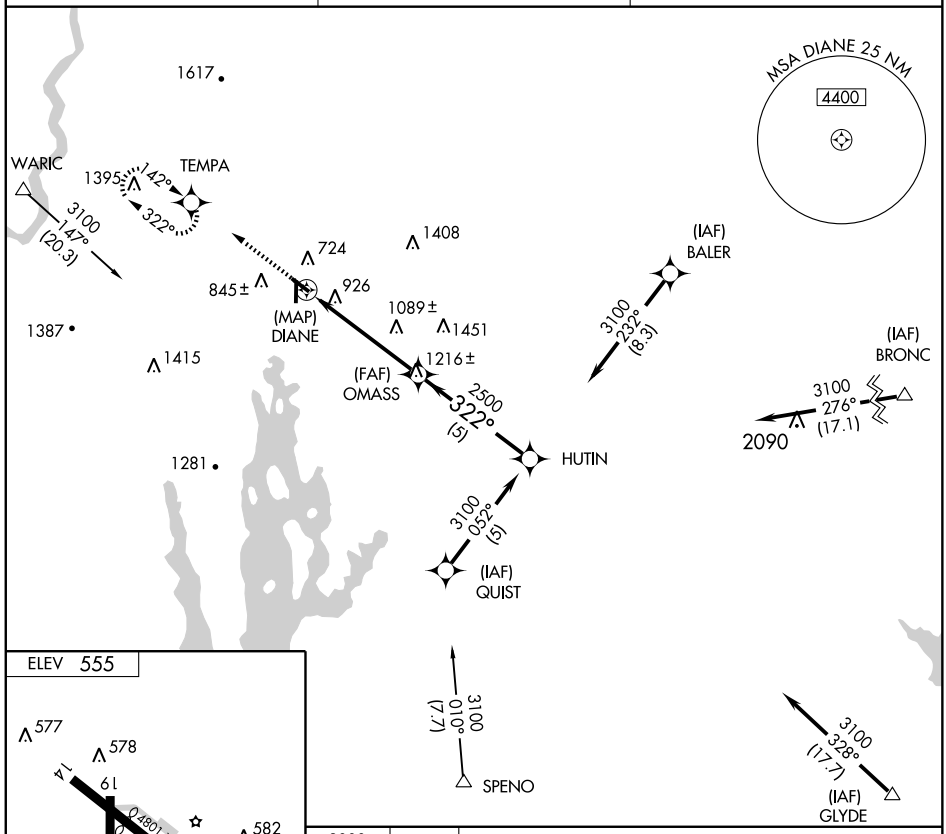
APP CRS	Rwy Idg	3142
322°	TDZE	550
	Apt Elev	555

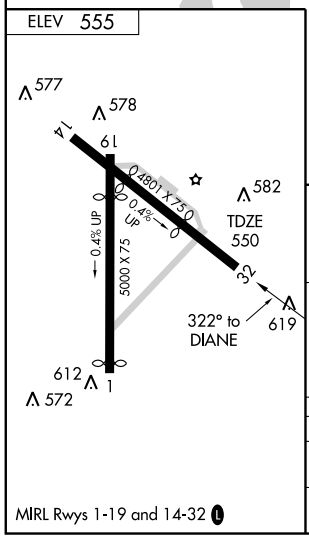
GPS RWY 32
ORANGE MUNI (ORE)

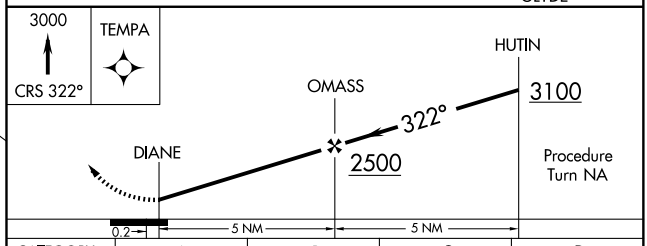
NA

MISSED APPROACH: Climb to 3000 via 322° course to TEMPA WP and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1480-1¼ 930 (1000-1¼)		1480-2¾ 930 (1000-2¾)	NA
CIRCLING	1480-1¼ 925 (1000-1¼)		1480-2¾ 925 (1000-2¾)	NA

MIRL Rwys 1-19 and 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB ORE	APP CRS		
205	022°	Rwy Idg	4900
		TDZE	552
		Apt Elev	555

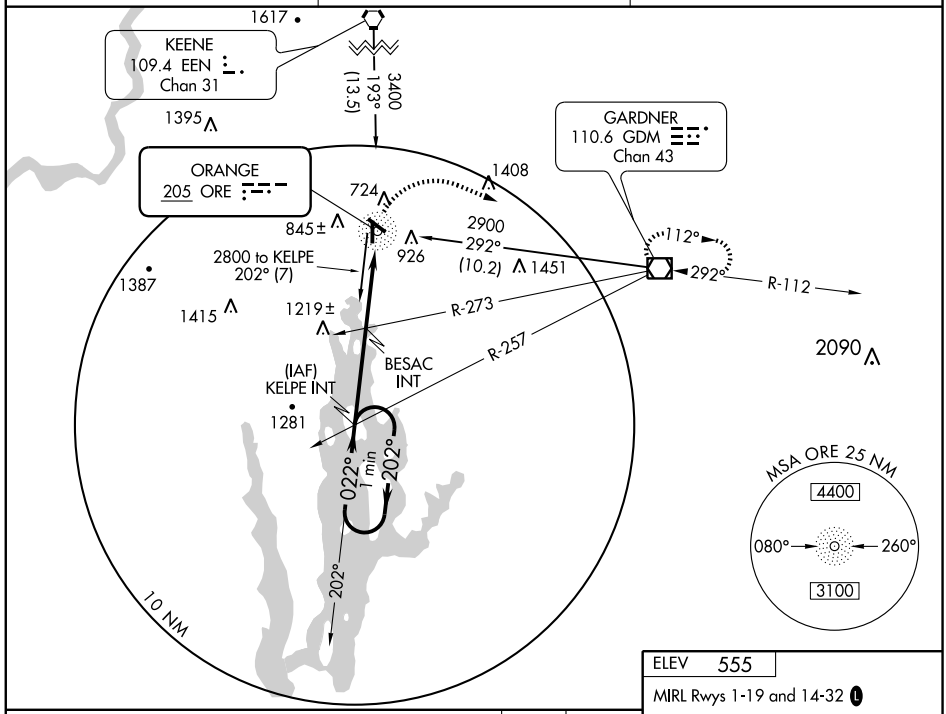
NDB RWY 1
ORANGE MUNI(ORE)

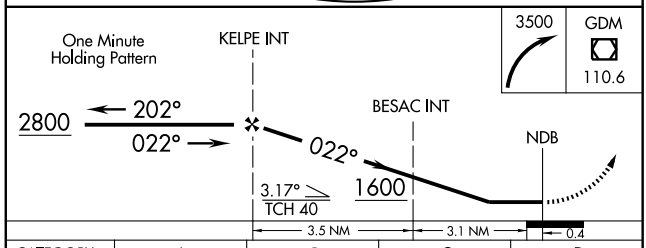
NA

Cat D circling NA to Rwy 14-32.

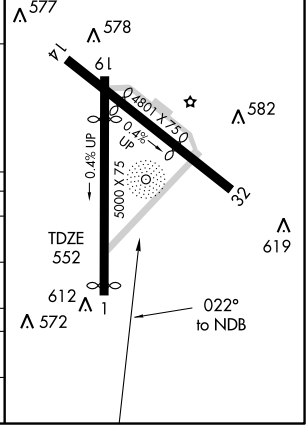
MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-1	1600-1¼ 1048 (1100-1¼)	1600-1½ 1048 (1100-1½)	1600-3	1048 (1100-3)
CIRCLING	1600-1¼ 1045 (1100-1¼)	1600-1½ 1045 (1100-1½)	1600-3	1045 (1100-3)
BESAC FIX MINIMUMS				
S-1	1520-1¼ 968 (1000-1¼)	1520-1½ 968 (1000-1½)	1520-3	968 (1000-3)
CIRCLING	1520-1¼ 965 (1000-1¼)	1520-1½ 965 (1000-1½)	1520-3	965 (1000-3)



NE-1. 14 JAN 2010 to 11 FEB 2010

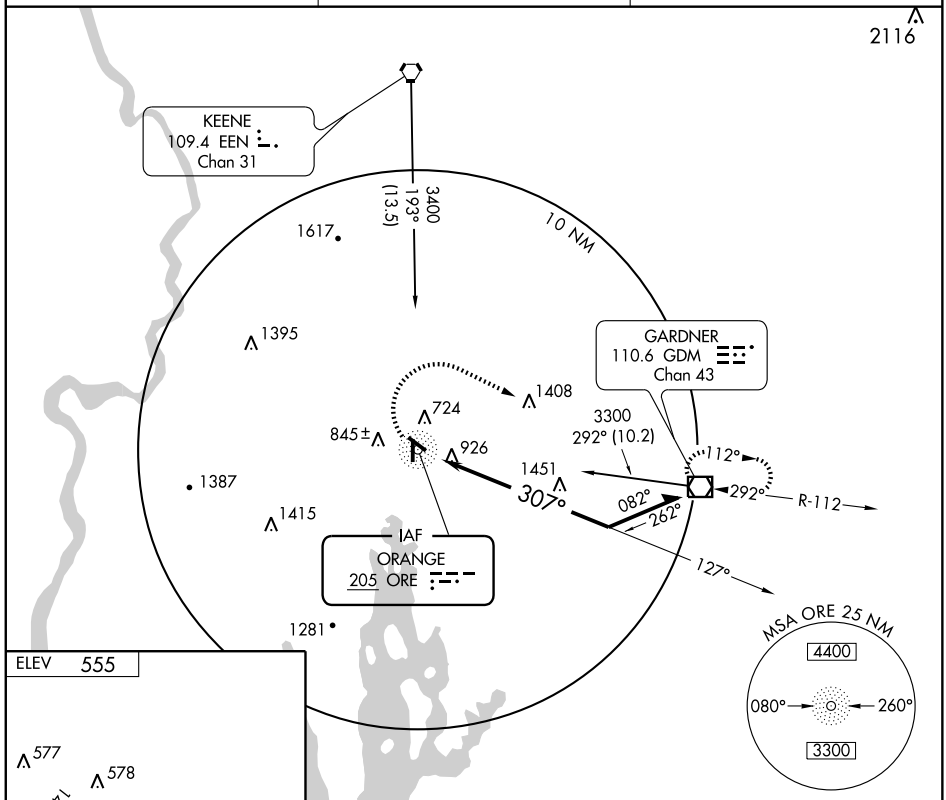
NDB ORE	APP CRS	Rwy Idg	3142
205	307°	TDZE	542
		Apt Elev	555

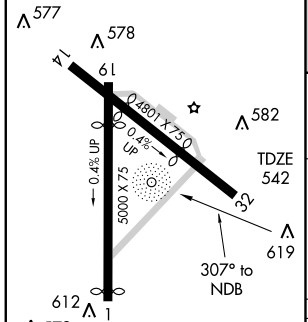
NDB RWY 32
ORANGE MUNI(ORE)

NA

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

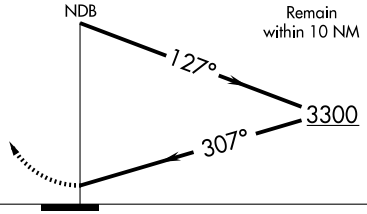
ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L





MIRL Rwys 1-19 and 14-32 L

3500	GDM
	110.6



CATEGORY	A	B	C	D
S-32	1860-1¼ 1318 (1400-1¼)	1860-1½ 1318 (1400-1½)	1860-3 1318 (1400-3)	NA
CIRCLING	1860-1¼ 1305 (1400-1¼)	1860-1½ 1305 (1400-1½)	1860-3 1305 (1400-3)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

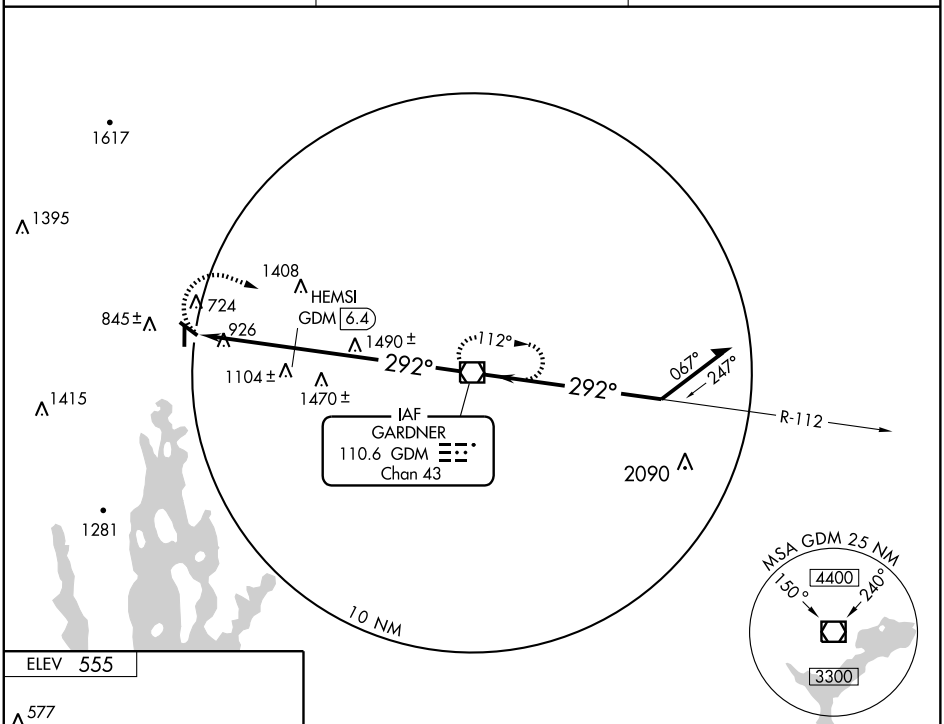
VOR/DME GDM	APP CRS	Rwy Idg	N/A
110.6	292°	TDZE	N/A
Chan 43		Apt Elev	555

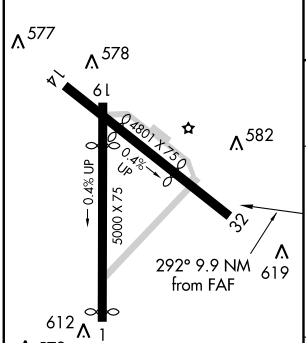
VOR-A
ORANGE MUNI(ORE)

Circling to Rwy 14-32 NA for Cat D.

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

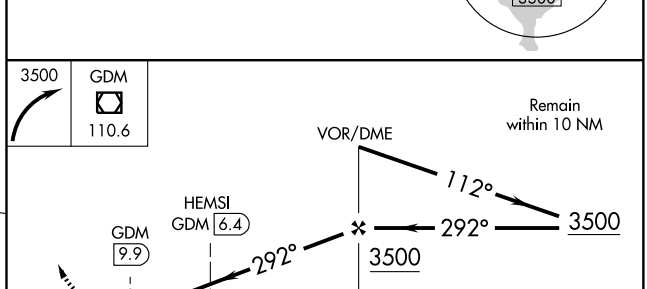
ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF)





MIRL Rwys 1-19 and 14-32 (L)

FAF to MAP 9.9 NM					
Knots	60	90	120	150	180
Min:Sec	9:54	6:36	4:57	3:58	3:18



CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1385 (1400-1¼)	1940-1½ 1385 (1400-1½)	1940-3	1385 (1400-3)

HEMSI FIX MINIMUMS

CIRCLING	1360-1 805 (900-1)	1360-1¼ 805 (900-1¼)	1360-2¼ 805 (900-2¼)	1360-2½ 805 (900-2½)

NE-1. 14 JAN 2010 to 11 FEB 2010

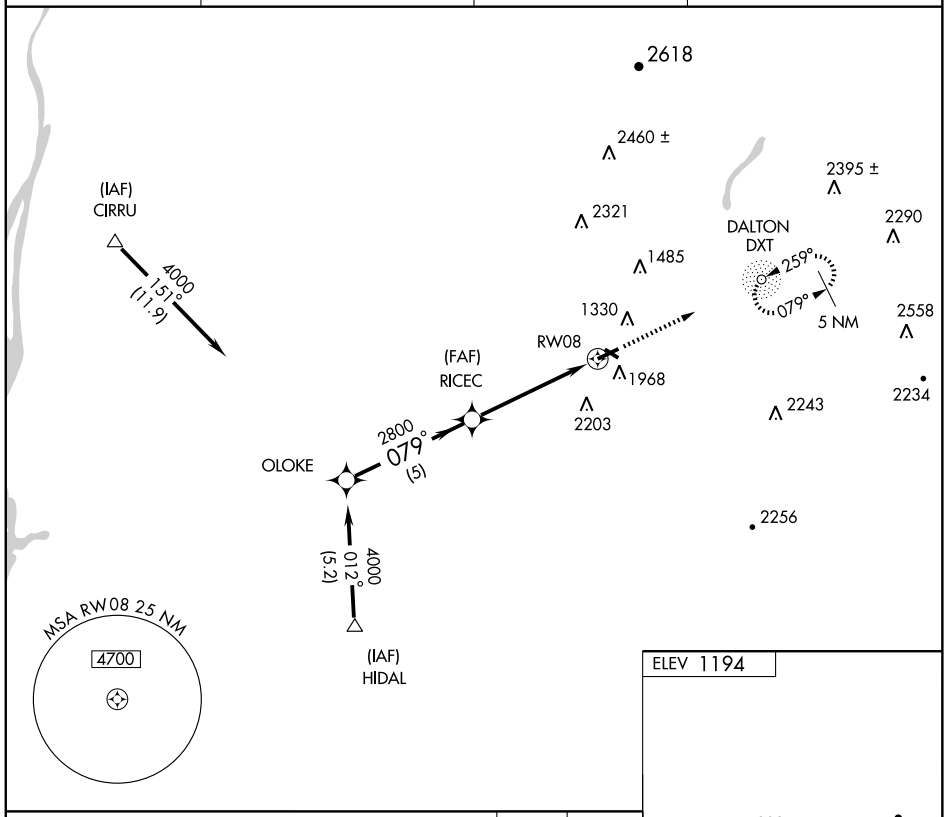
APP CRS	Rwy Idg	5001
079°	TDZE	1194
	Apt Elev	1194

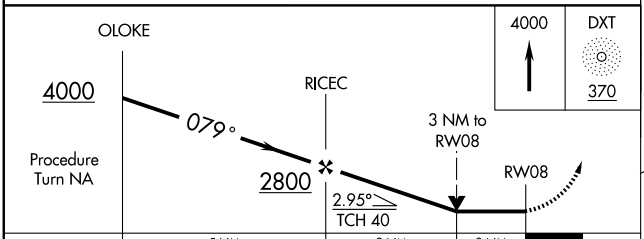
GPS RWY 8
PITTSFIELD MUNI (PSF)

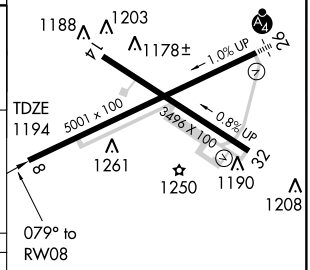
Category A and B CIRCLING NA south of Rwys 8 and 32.
Category C and D CIRCLING NA south of Rwys 8 and 26.

MISSED APPROACH: Climb to 4000 direct DXT NDB and hold.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 L (CTAF)







CATEGORY	A	B	C	D
S-8	2200-1¼ 1006 (1100-1¼)	2200-1½ 1006 (1100-1½)	2200-3	1006 (1100-3)
CIRCLING	2200-1¼ 1006 (1100-1¼)	2200-1½ 1006 (1100-1½)	2200-3	1006 (1100-3)

MIRL Rwys 8-26 and 14-32 L

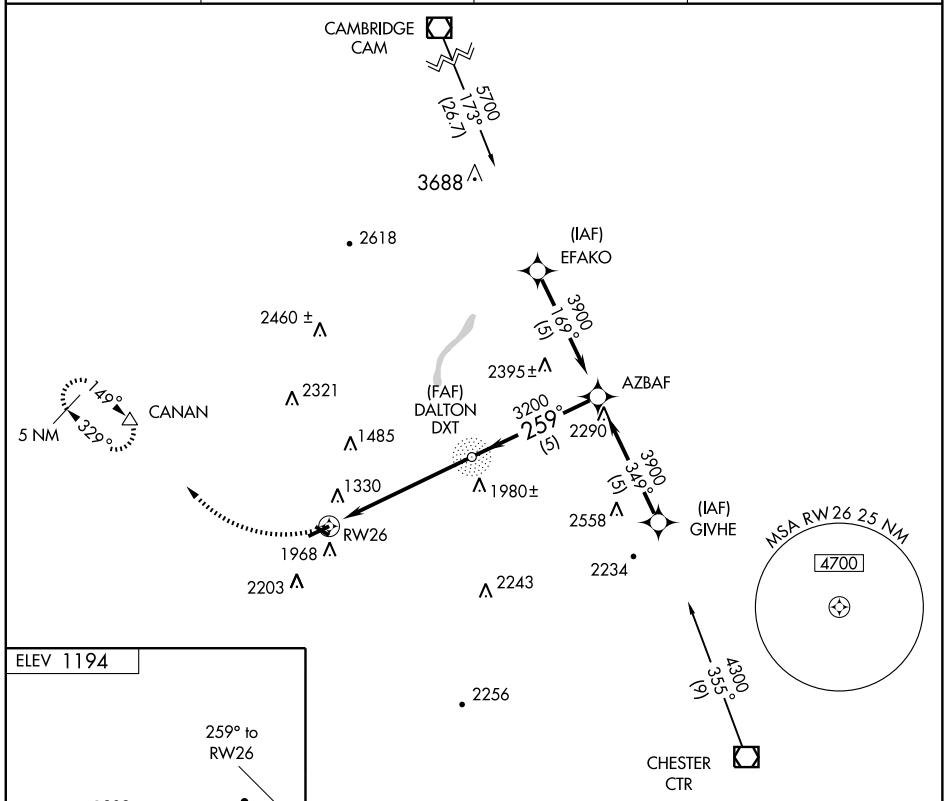
NE-1. 14 JAN 2010 to 11 FEB 2010

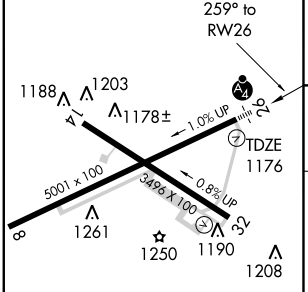
APP CRS		
259°	Rwy Idg	5001
	TDZE	1176
	Apt Elev	1194

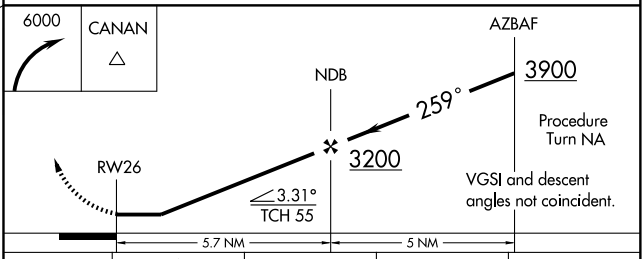
GPS RWY 26
PITTSFIELD MUNI (PSF)

Category A and B CIRCLING NA south of Rwys 8 and 32. Category C and D CIRCLING NA south of Rwys 8 and 26.	MALSF	MISSED APPROACH: Climbing right turn to 6000 direct CANAN WP and hold.	

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 L (CTAF)







CATEGORY	A	B	C	D
S-26	2000-¾ 824 (900-¾)	2000-1¼ 824 (900-1¼)	2000-2½ 824 (900-2½)	2000-2¾ 824 (900-2¾)
CIRCLING	2000-1 806 (900-1)	2000-1¼ 806 (900-1¼)	2000-2½ 806 (900-2½)	2200-3 1006 (1100-3)

MIRL Rwys 8-26 and 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-EIF	APP CRS	Rwy Idg	5001
108.3	259°	TDZE	1176
Chan 20		Apt Elev	1194

LOC RWY 26

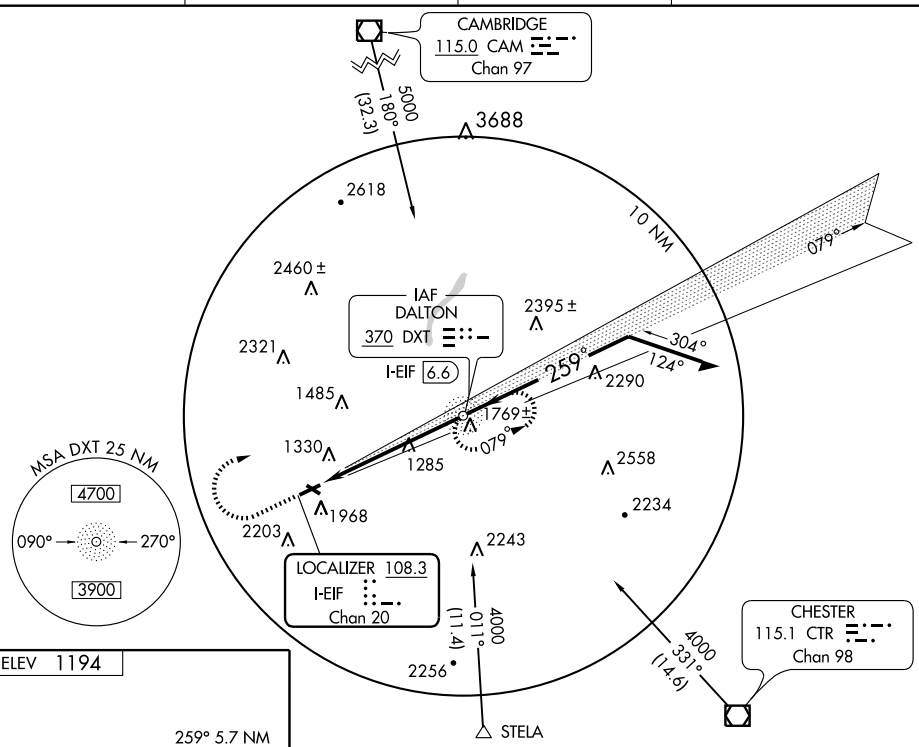
PITTSFIELD MUNI (PSF)

Circling NA south of Rwys 8 and 32. If local altimeter setting not received, use Albany Intl altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply.

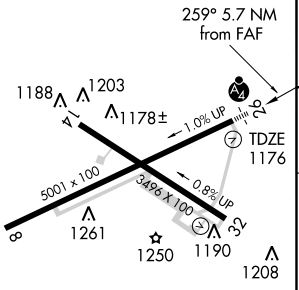
MALSF

MISSED APPROACH: Climb to 2700, then climbing right turn to 4000 direct DXT NDB and hold.

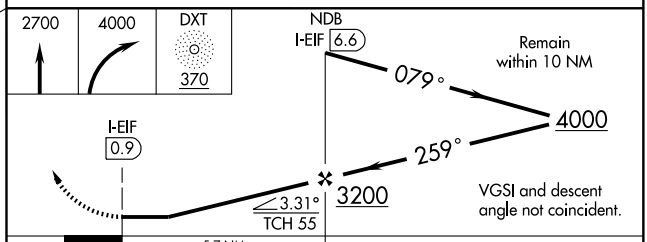
ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 L (CTAF)



ELEV 1194



ADF REQUIRED



MIRL Rwys 8-26 and 14-32 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-26	1880 - 1	704 (700-1)	1880 - 2 704 (700-2)	1880 - 2¼ 704 (700-2¼)
CIRCLING	1880 - 1	686 (700-1)	1880 - 2 686 (700-2)	2200-3 1006 (1100-3)

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PYM	APP CRS	Rwy Idg	4349
109.35	056°	TDZE	145
Chan 30 (Y)		Apt Elev	148

ILS or LOC/DME RWY 6

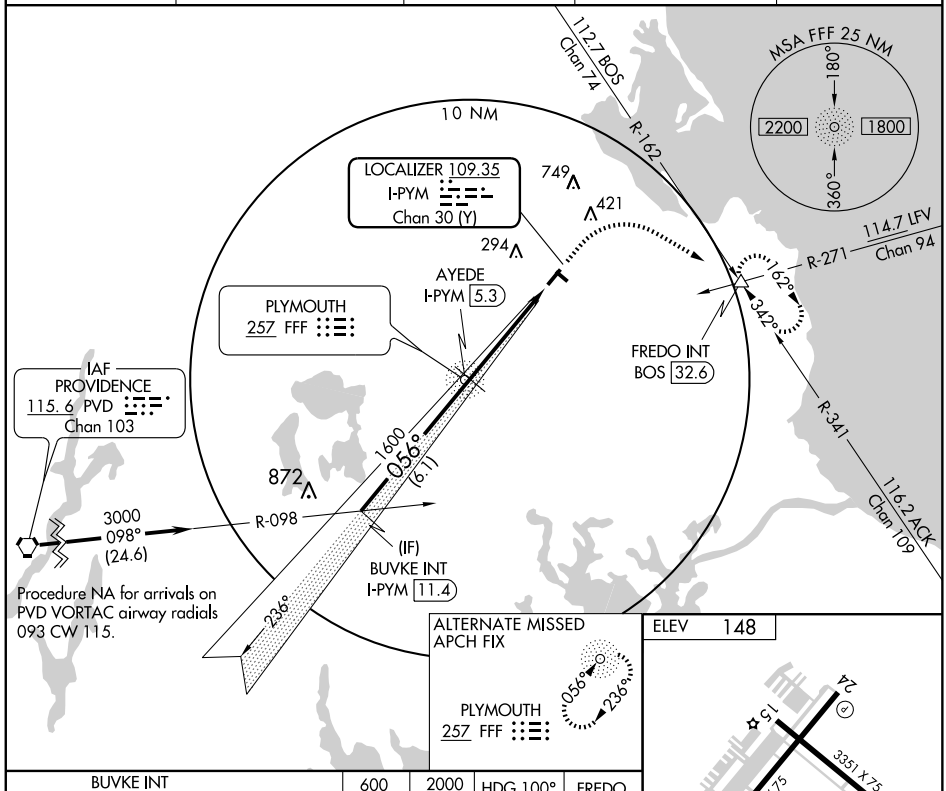
PLYMOUTH MUNI (PYM)

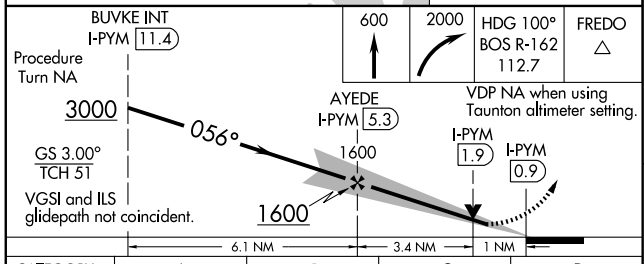
If local altimeter setting not received, use Taunton altimeter setting and increase all DAs/MDAs 60 feet.
Circling NA at night to Rwy 15.
When VGSI inop, circling Rwy 24, 33 NA at night.

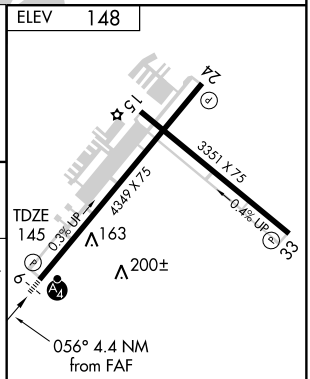
MALSF

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 100° and the BOS R-162 to FREDO Int/BOS 32.6 DME and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	122.9 L
135.625	118.2 284.6	127.75	123.0 (CTAF)	







CATEGORY	A	B	C	D
S-ILS 6	345-¾	200 (200-¾)		NA
S-LOC 6	480-¾	335 (400-¾)		NA
CIRCLING	620-1	472 (500-1)	640-1½ 492 (500-1½)	NA

REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

PLYMOUTH, MASSACHUSETTS AL-5295 (FAA)

APP CRS	Rwy Idg	4349
056°	TDZE	145
	Apt Elev	148

RNAV (GPS) RWY 6

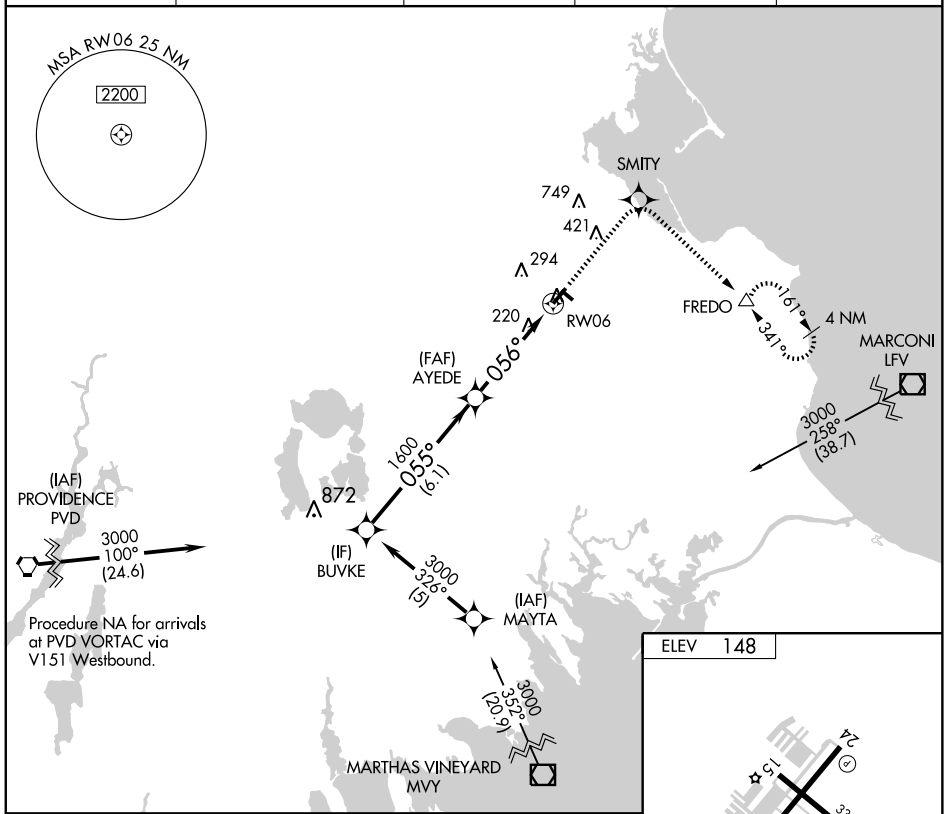
PLYMOUTH MUNI (PYM)

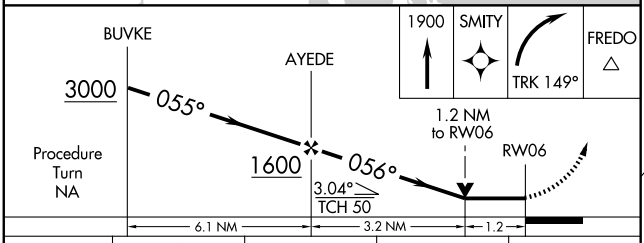
If local altimeter setting not received, use Taunton altimeter setting and increase all MDAs 60 feet. VDP NA when using Taunton altimeter setting. Inoperative table does not apply to LNAV Cat C. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALSF

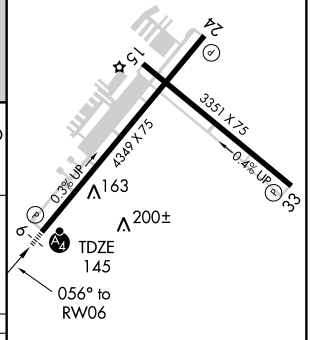
MISSED APPROACH: Climb to 1900 direct SMITY and right turn via 149° track to FREDO and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	123.0 (CTAF)	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	560-¾	415 (500-¾)	560-1¼ 415 (500-1¼)	NA
CIRCLING	620-1	472 (500-1)	640-1½ 492 (500-1½)	NA



REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

PROVINCETOWN, MASSACHUSETTS AL-5313 (FAA)

LOC/DME I-VQO	APP CRS	Rwy Idg	3500
111.1	075°	TDZE	9
Chan 48		Apt Elev	9

ILS RWY 7
PROVINCETOWN MUNI (PVC)

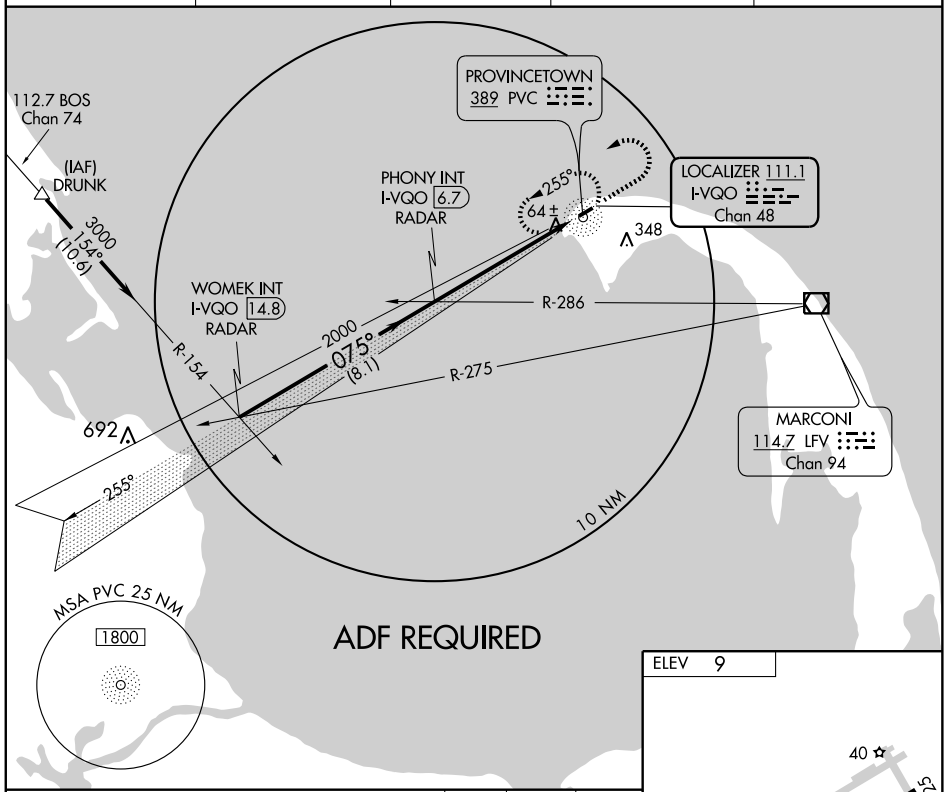
If local altimeter setting not received, use Hyannis altimeter setting and increase all DH/MDAs 80 feet.

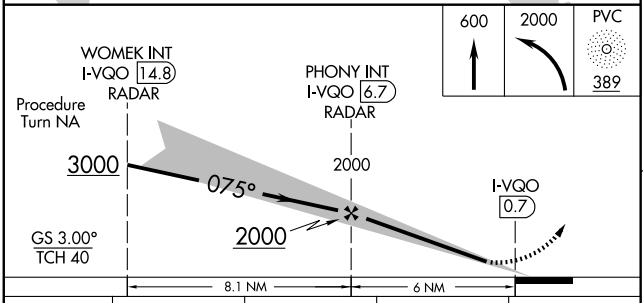
NA

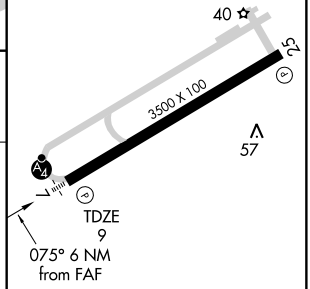
MALSF

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct PVC NDB and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L







REIL Rwy 7 and 25
HIRL Rwy 7-25 L

CATEGORY	A	B	C	D
S-ILS 7	209-¾	200 (200-¾)	NA	
S-LOC 7	320-¾	311 (400-¾)	NA	
CIRCLING	460-1	451 (500-1)	NA	

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB PVC	APP CRS	Rwy Idg	3500
389	247°	TDZE	9
		Apt Elev	9

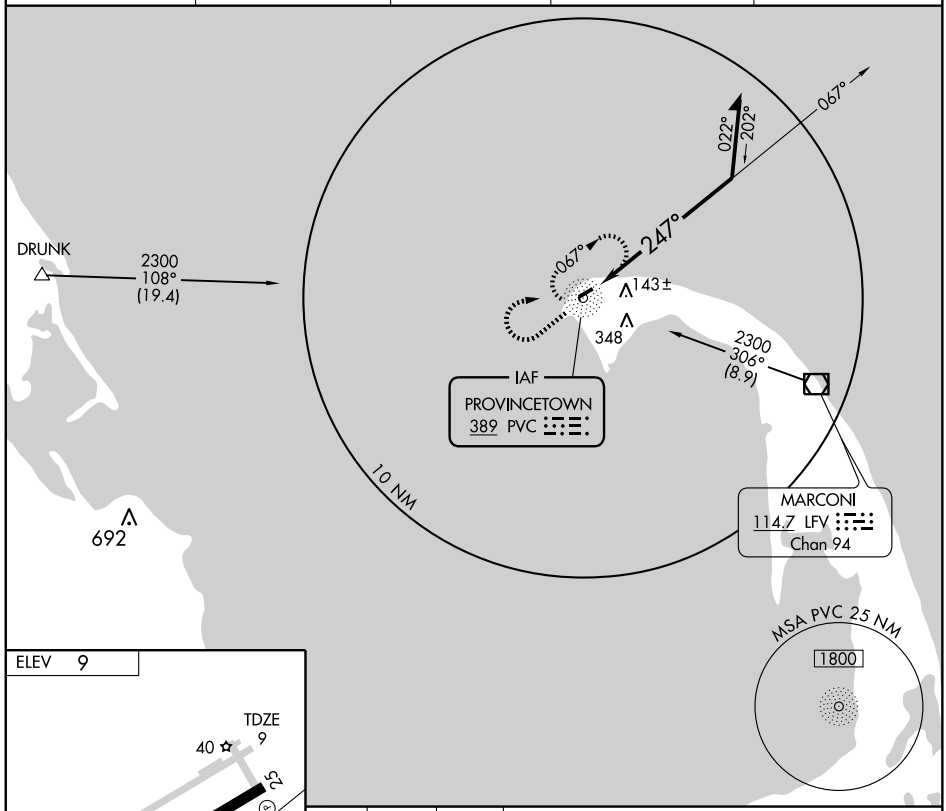
NDB RWY 25

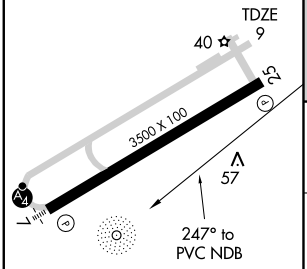
PROVINCETOWN MUNI (PVC)

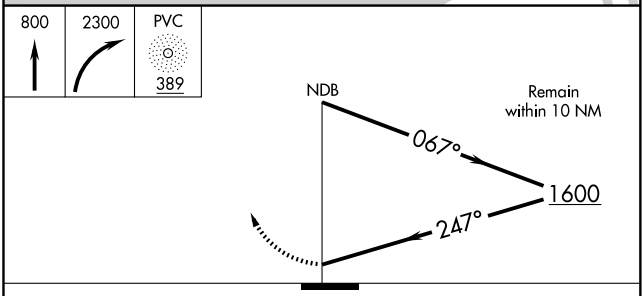
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct PVC NDB and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	122.85 L
119.025	118.2	120.65	122.8 (CTAF)	







CATEGORY	A	B	C	D
S-25	500-1	491 (500-1)	NA	
CIRCLING	500-1	491 (500-1)	NA	

REIL Rwy 7 and 25
HIRL Rwy 7-25 L

NE-1. 14 JAN 2010 to 11 FEB 2010

PROVINCETOWN, MASSACHUSETTS AL-5313 (FAA)

APP CRS	Rwy Idg	3500
075°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 7

PROVINCETOWN MUNI (PVC)

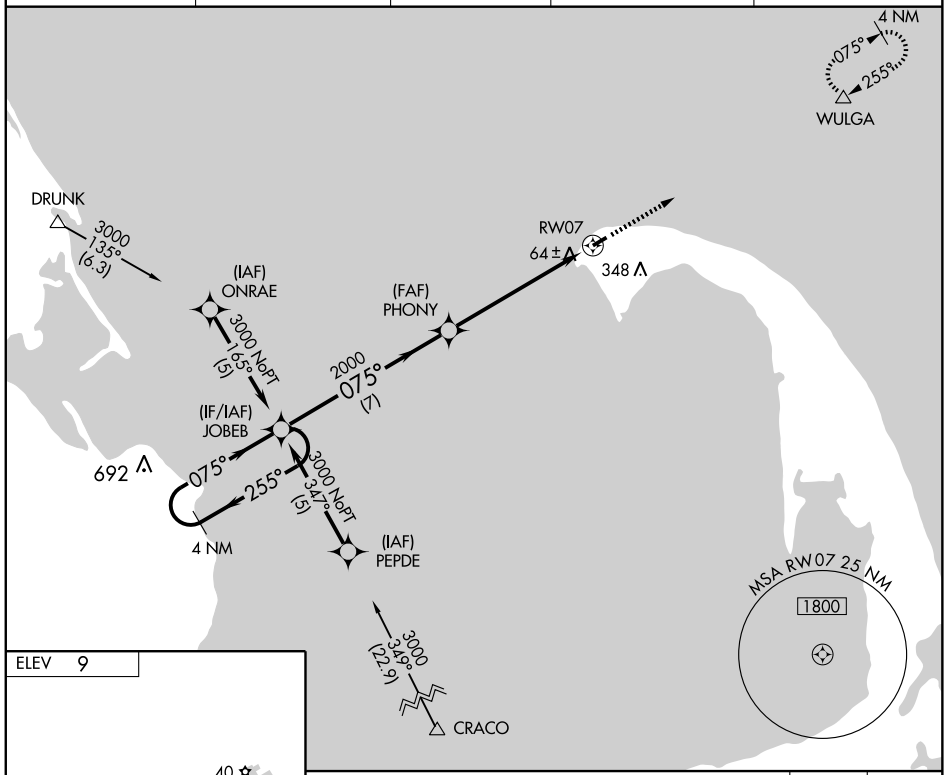
T A NA W

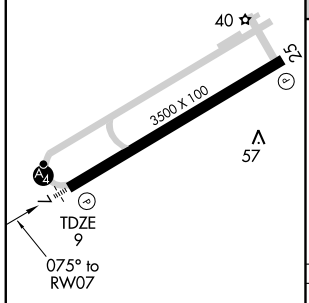
If local altimeter setting not received, use Hyannis altimeter setting and increase all DA/MDAs 80 feet.
BARO-VNAV NA below -15C (5°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSF

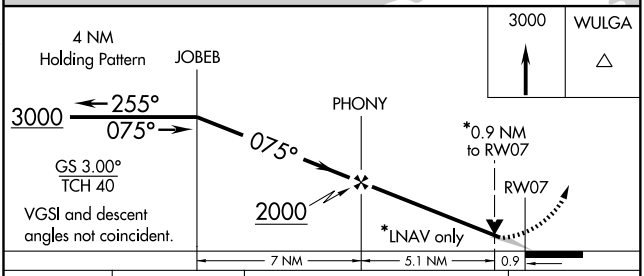
MISSED APPROACH: Climb to 3000 direct WULGA WP and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L





REIL Rwy 7 and 25
HIRL Rwy 7-25 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	280-¾	271 (300-¾)	NA	
LNAV MDA	320-¾	311 (400-¾)	NA	
CIRCLING	460-1	451 (500-1)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

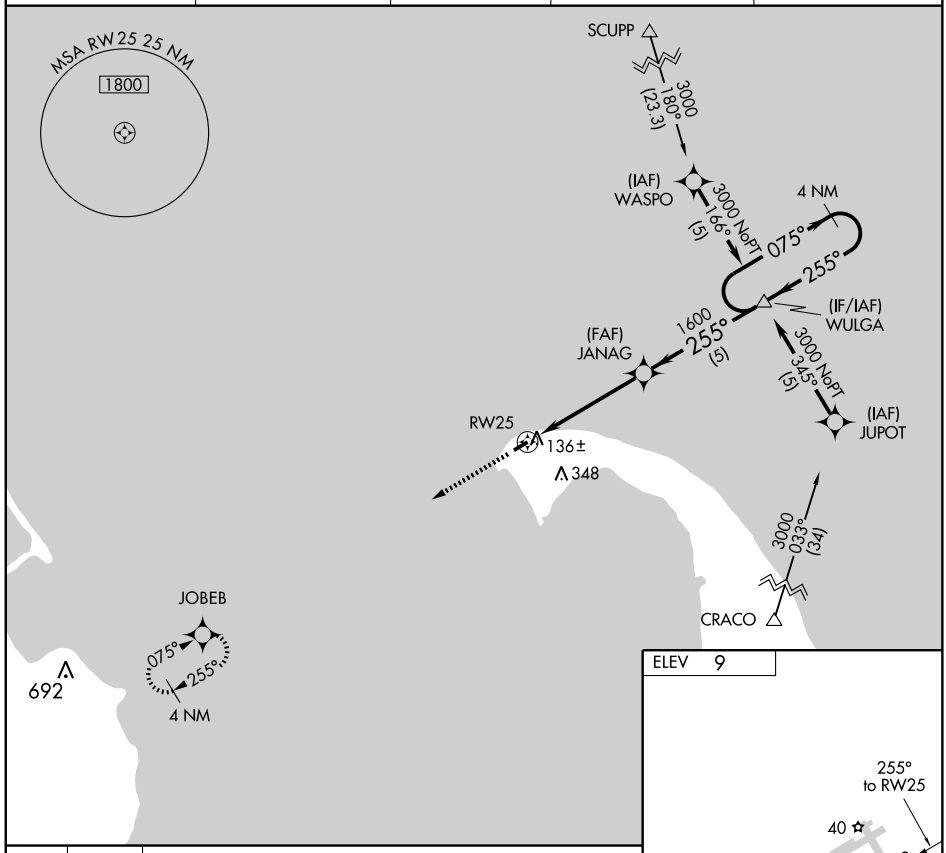
APP CRS	Rwy Idg	3500
255°	TDZE	9
	Apt Elev	9

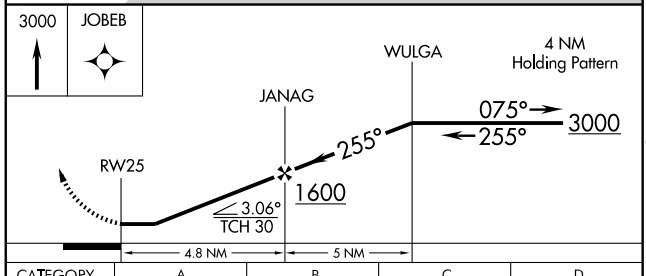
RNAV (GPS) RWY 25
PROVINCETOWN MUNI (PVC)

If local altimeter setting not received, use Hyannis altimeter setting and increase all DA/MDAs 80 feet.
NA
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

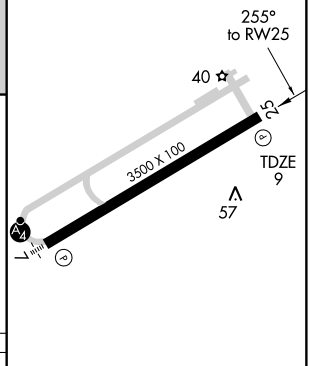
MISSED APPROACH: Climb to 3000 direct JOBEB WP and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L





CATEGORY	A	B	C	D
LNAV MDA	400-1	391 (400-1)	NA	
CIRCLING	460-1	451 (500-1)	NA	



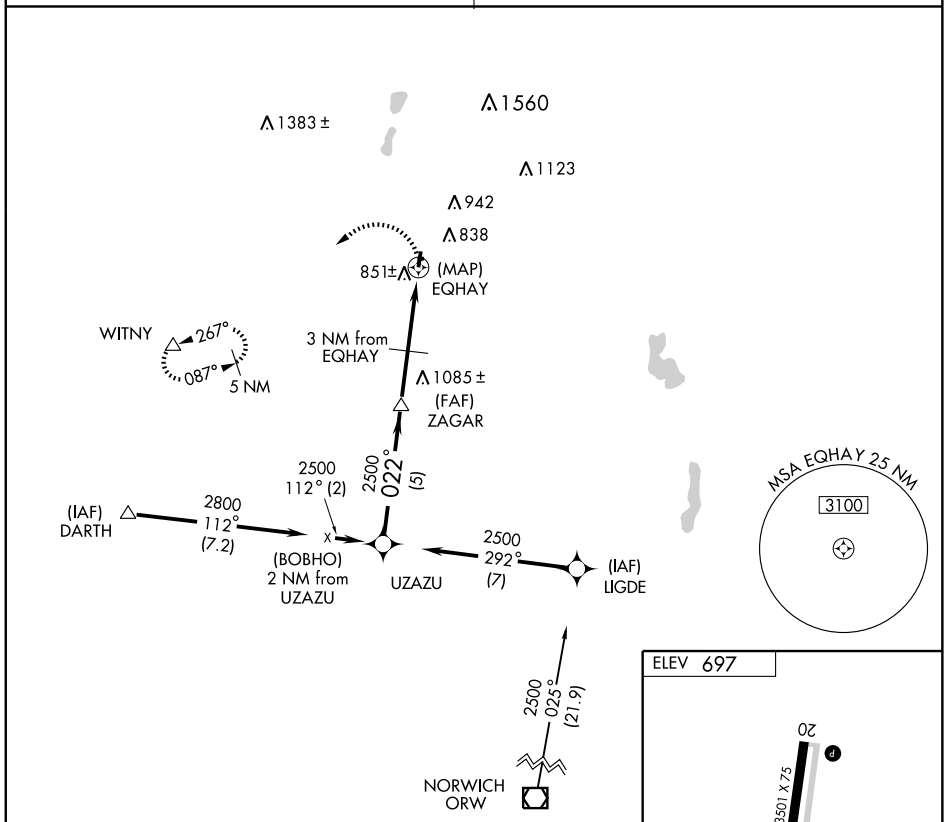
REIL Rwy 7 and 25
HIRL Rwy 7-25 L

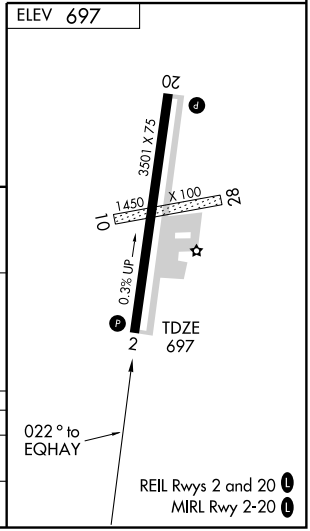
NE-1. 14 JAN 2010 to 11 FEB 2010

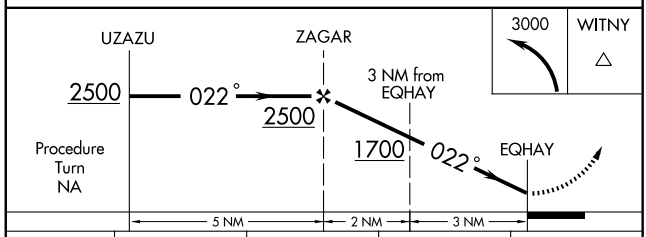
APP CRS		
022°	Rwy Idg	3501
	TDZE	697
	Apt Elev	697

GPS RWY 2
SOUTHBRIDGE MUNI (3B0)

NA Use Worcester altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 direct WITNY WP and hold.
BRADLEY APP CON **119.0 327.1**	UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
S-2	1180-1	483 (500-1)	1180-1¼ 483 (500-1¼)	NA
CIRCLING	1340-1	643 (700-1)	1340-1¾ 643 (700-1¾)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME PUT 117.4 Chan 121	APP CRS 329°	Rwy Idg TDZE Apt Elev	N/A N/A 697

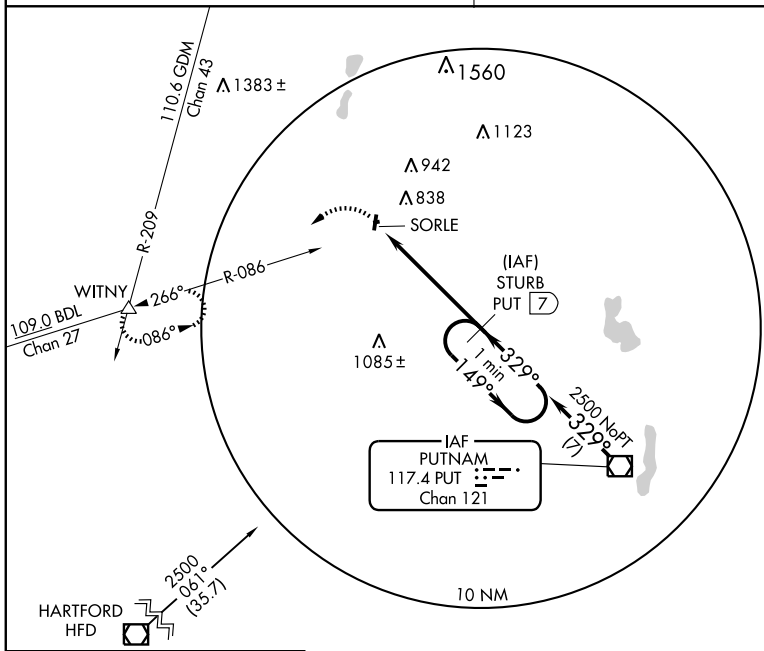
VOR/DME-B
SOUTHBRIDGE MUNI (3B0)

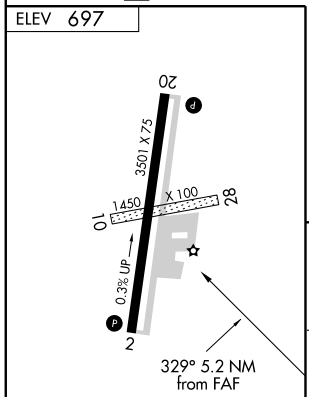
NA

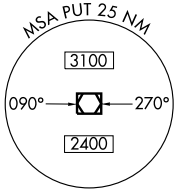
Use Worcester altimeter setting.

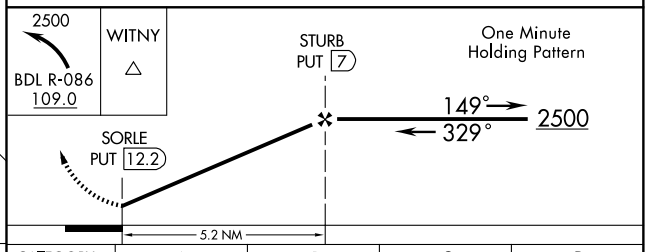
MISSED APPROACH: Climbing left turn to 2500 via BDL R-086 to WITNY Int and hold.

BRADLEY APP CON	UNICOM
119.0 327.1	122.8 (CTAF) L





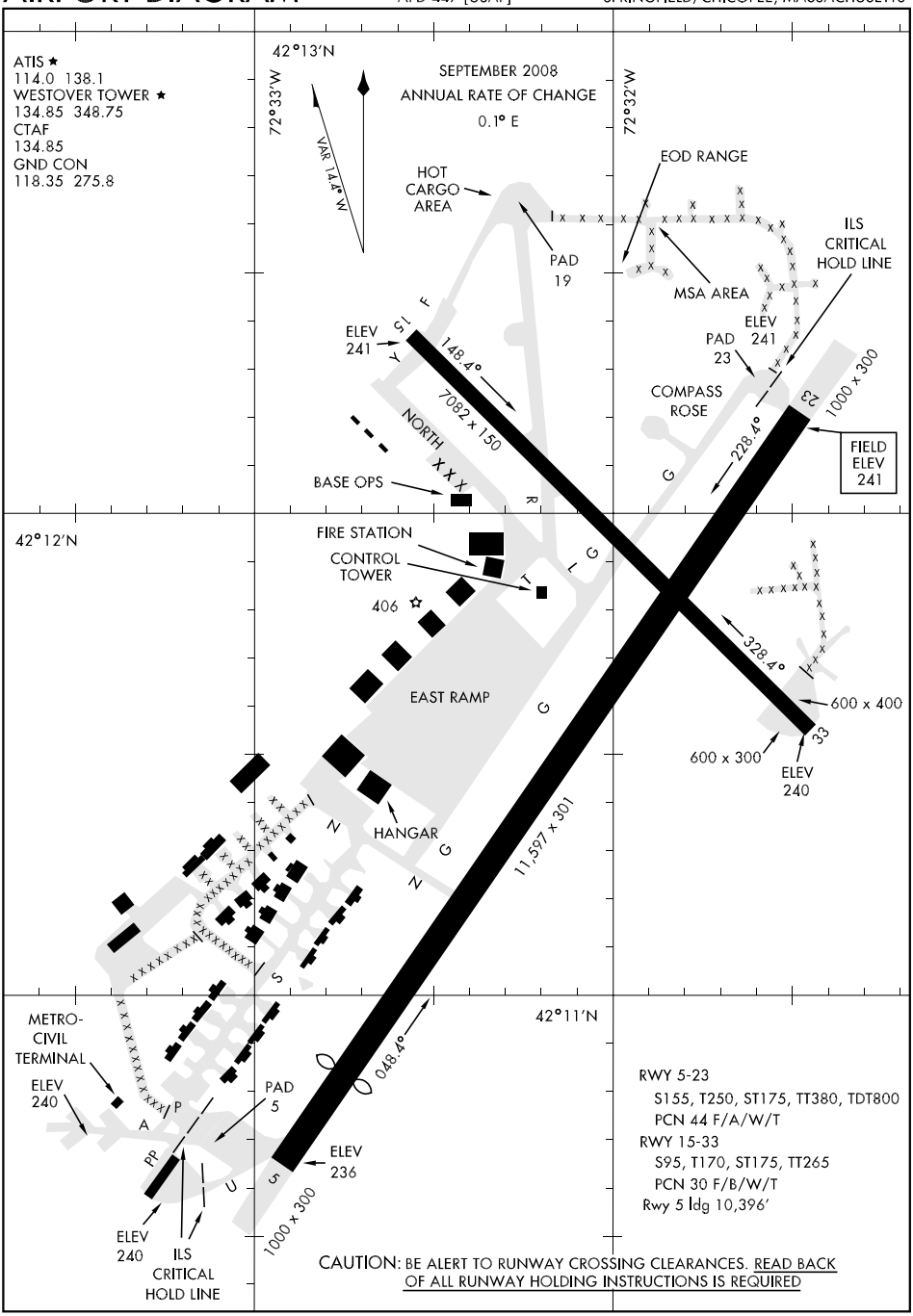




REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

Knots	60	90	120	150	180
Min:Sec					

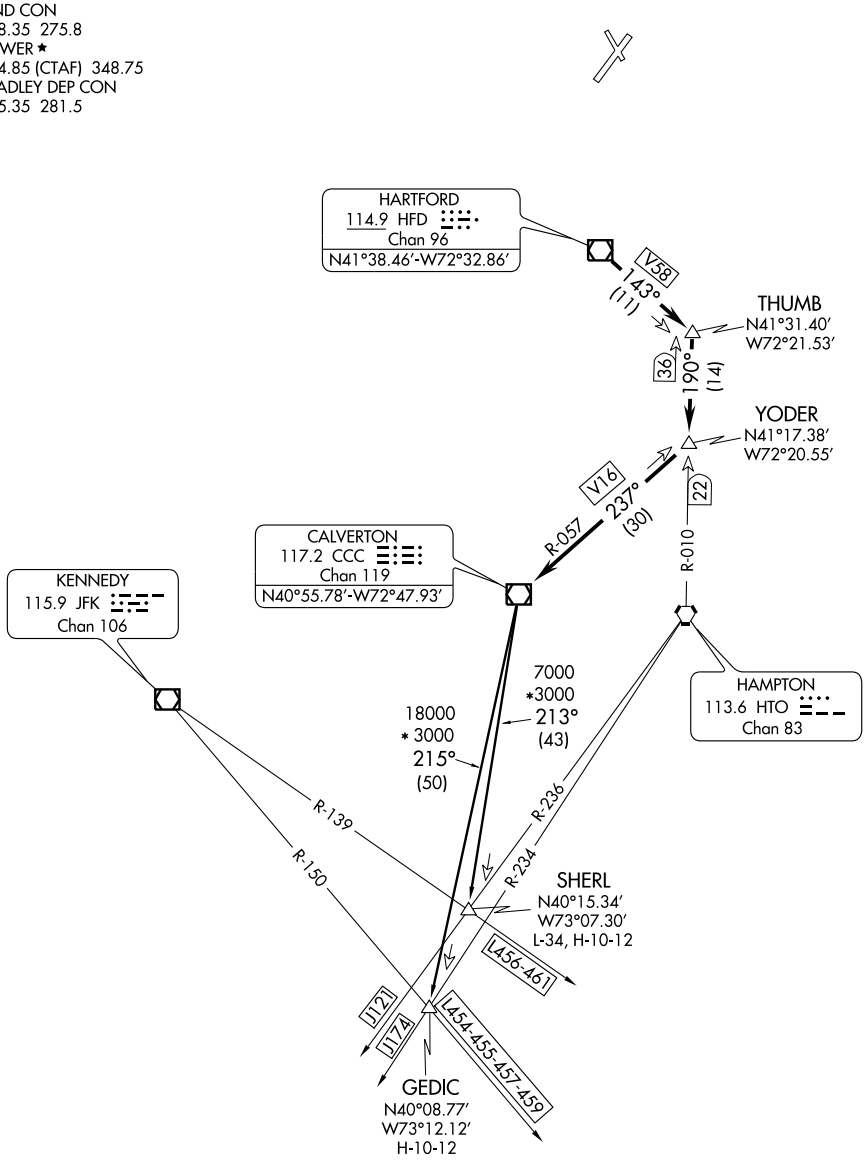
CATEGORY	A	B	C	D
CIRCLING	1360-1 663 (700-1)		1360-1¾ 663 (700-1¾)	NA



NE-1, 14 JAN 2010 to 11 FEB 2010

COASTAL TWO DEPARTURE (HI)

ATIS ★138.1
GND CON
118.35 275.8
TOWER ★
134.85 (CTAF) 348.75
BRADLEY DEP CON
125.35 281.5



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

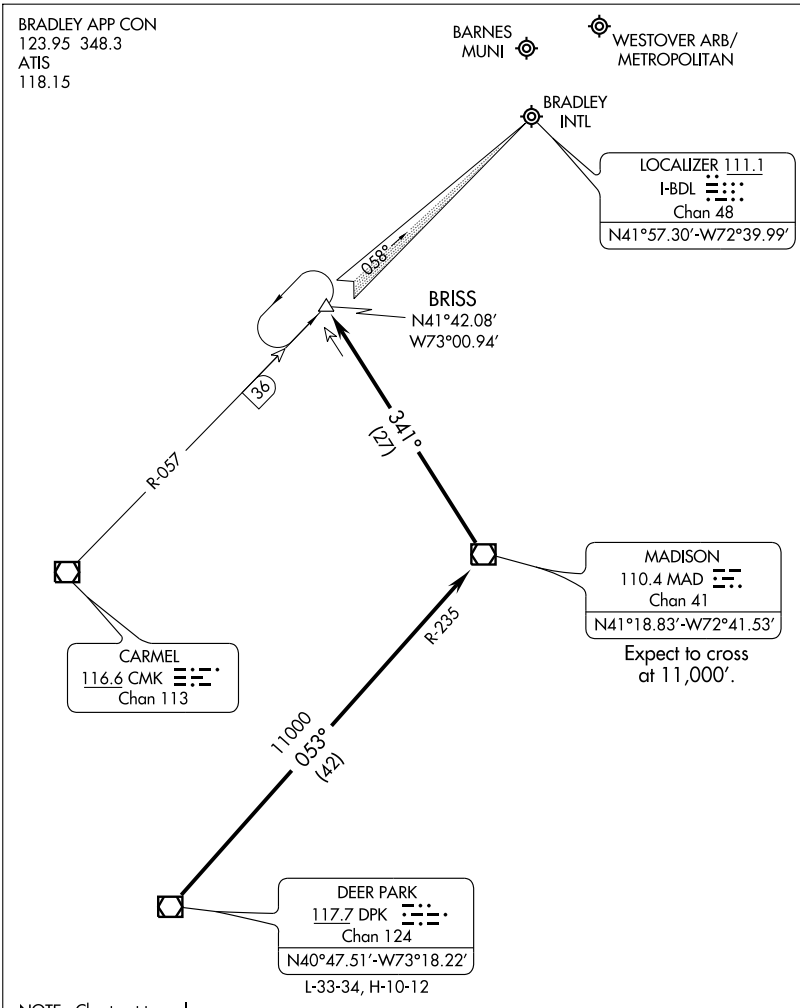
T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to HFD VOR/DME. Thence. . . .
. . . . From over HFD VOR/DME proceed via the HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Expect clearance to requested flight level ten (10) minutes after departure.
GEDIC TRANSITION (CSTL2.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC INT.
SHERL TRANSITION (CSTL2.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL INT.

DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT



NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 14 JAN 2010 to 11 FEB 2010

ILS or LOC RWY 5

LOC I-GWJ	APCH CRS	Rwy ldg 10,396 TDZE 237 Arpt Elev 241	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)
109.9	048°			

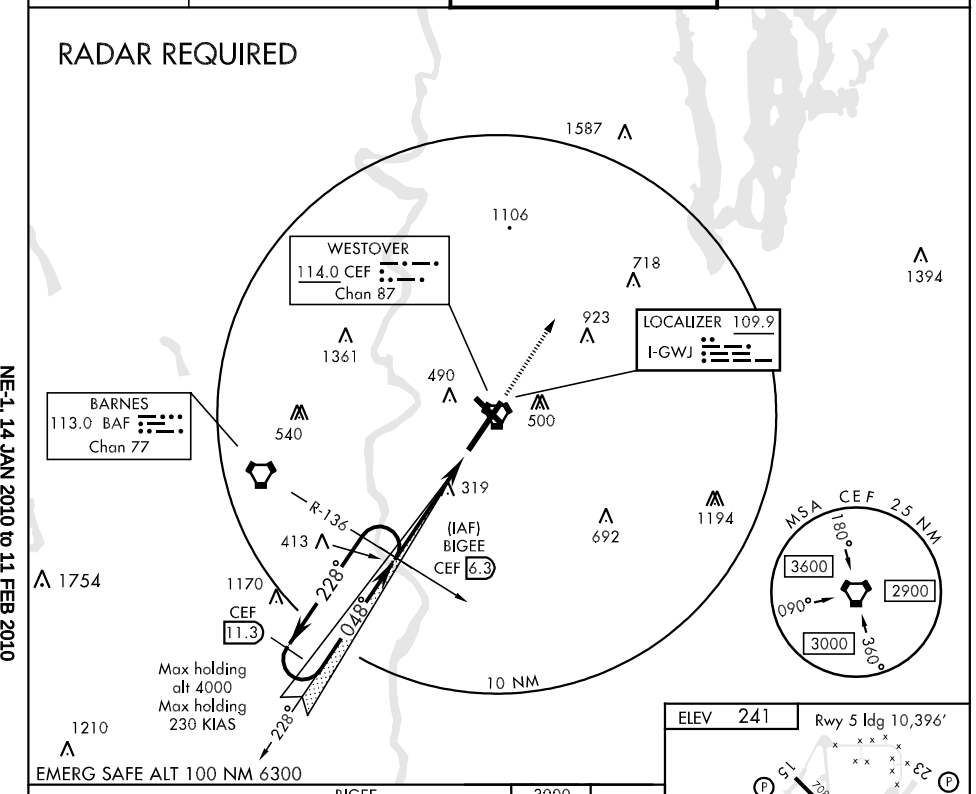
CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

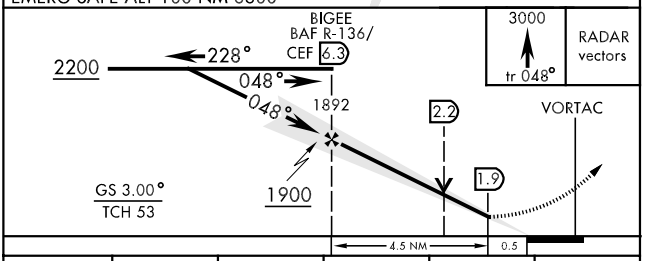
MISSED APPROACH: Climb to 3000 tracking 048°, expect RADAR vectors.

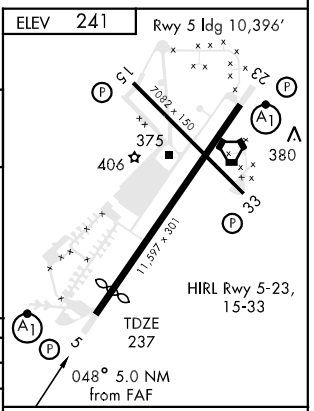
ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

RADAR REQUIRED



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-ILS 5 *	437/24		200	(200-½)	
S-LOC 5 **	580/24	343 (400-½)	580/40	343	(400-¾)
CIRCLING	800-1	559 (600-1)	800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

ILS Y or LOC RWY 23

LOC I-CEF	APCH CRS	Rwy ldg 11,597 / TDZE 241 / Arpt Elev 241
109.9	228°	

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

CAUTION: IFR operations prohibited to Rwy 33 at night.

MSA CEF 25 NM
180° 3600
090° 2900
3000 360°

Max holding alt 4000
Max holding 230 KIAS

CHESTER
115.1 CTR
Chan 98

R-105

1587 048° 1150 1106 048° 1 min 228° 718 (IAF) ZIPNA 644 923 1361 326 490 500 390 540 392 456 1760 1754 1170 692 1194 413

WESTOVER
114.0 CEF
Chan 87

LOCALIZER 109.9
I-CEF

10 NM

ENROUTE FACILITIES

RADAR REQUIRED

EMERG SAFE ALT 100 NM 6300

3000 tr 228°
RADAR vectors
ZIPNA CTR R-105 048° 228° 2600
One minute holding pattern
VORTAC 2070 228°
2300
GS 3.00° TCH 46
0.5 5.0 NM

ELEV 241
228° 5.5 NM from FAF
Rwy 5 ldg 10,396'
TDZE 241
15 23 7082 x 150 323 375 406 380 33 11,597 x 301 5
HIRL Rwy 5-23, 15-33

CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24		200	(200-½)	
S-LOC 23 **	900/24	659 (700-½)	900/60 659(700-1¼)	900-1½ 659(700-1½)	900-1¾ 659(700-1¾)
CIRCLING	900-1	659 (700-1)	900-1¾ 659(700-1¾)	900-2 659(700-2)	1240-3 999(1000-3)

FAF to MAP 5.0 NM

Knots	60	90	120	150	180	200
Min:Sec	4:58	3:19	2:29	1:59	1:39	1:30

NE-1, 14 JAN 2010 to 11 FEB 2010

ILS Z or LOC/DME RWY 23

LOC I-CEF	APCH CRS	Rwy ldg 11,597 TDZE 241 Arpt Elev 241
109.9	228°	

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

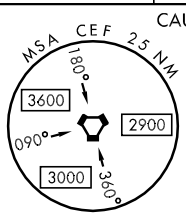
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR TO 60 vis to 1¼ miles, CAT DE vis to 1½ miles.

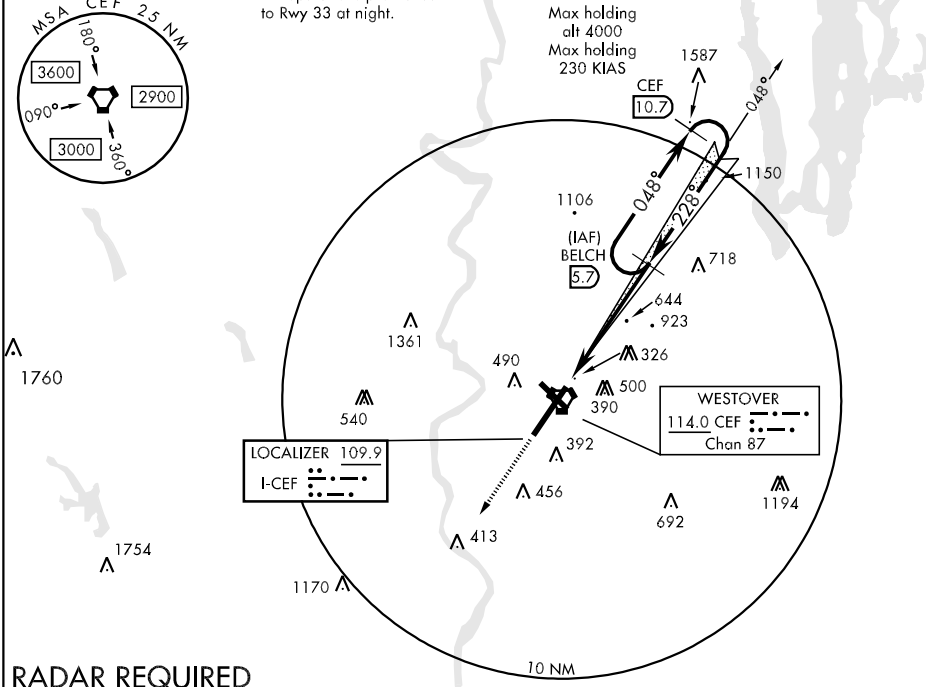
ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

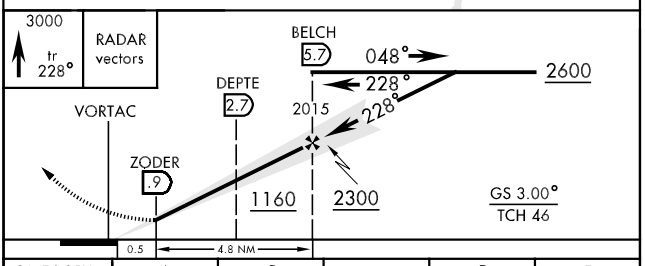
CAUTION: IFR operations prohibited to Rwy 33 at night.

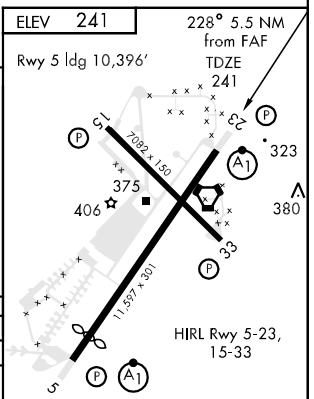




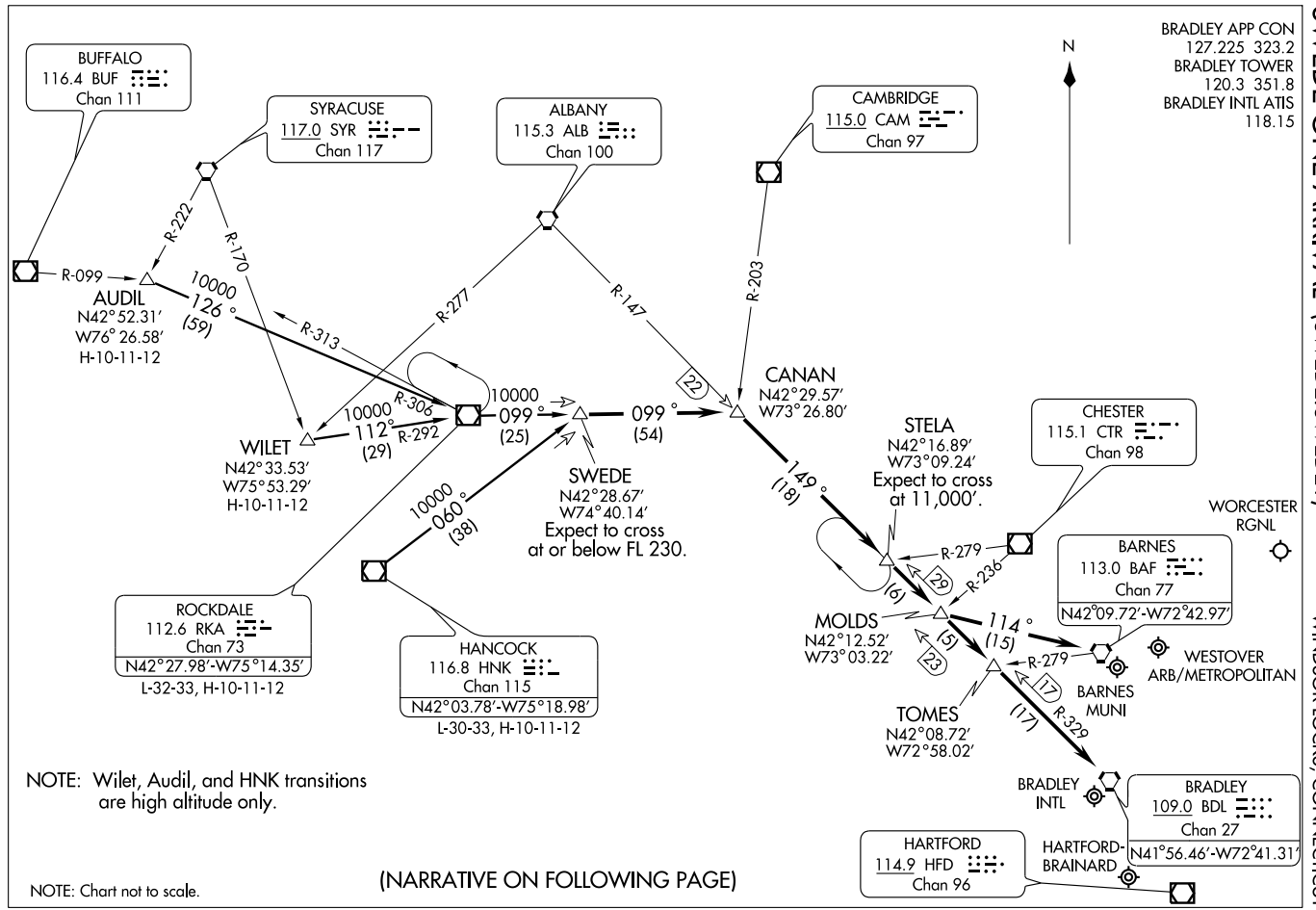
RADAR REQUIRED

EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24		200	(200-½)	
S-LOC/ ** DME 23	700/24 459 (500-½)		700/40 459(500-¾)	700/50 459 (500-1)	
CIRCLING	800-1 559 (600-1)		800-1½ 559(600-1½)	800-2 559(600-2)	1240-3 999(1000-3)


07298
SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
ST-460 (FAA)
WINDSOR LOCKS, CONNECTICUT
BRADLEY APP CON
127.225 323.2
BRADLEY TOWER
120.3 351.8
BRADLEY INTL ATIS
118.15
N
BUFFALO
116.4 BUF
Chan 111
SYRACUSE
117.0 SYR
Chan 117
ALBANY
115.3 ALB
Chan 100
CAMBRIDGE
115.0 CAM
Chan 97
R-099
R-222
R-170
R-277
R-147
R-203
AUDIL
N42°52.31′
W76°26.58′
H-10-11-12
10000
126°
(59)
R-313
10000
R-306
112°
(29)
R-292
WILET
N42°33.53′
W75°53.29′
H-10-11-12
10000
099°
(25)
099°
(54)
22
CANAN
N42°29.57′
W73°26.80′
SWEDE
N42°28.67′
W74°40.14′
Expect to cross
at or below FL 230.
10000
060°
(38)
149°
(18)
STELA
N42°16.89′
W73°09.24′
Expect to cross
at 11,000′.
CHESTER
115.1 CTR
Chan 98
WORCESTER
RGNL
R-279
29
R-236
(6)
BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
MOLDS
N42°12.52′
W73°03.22′
114°
(15)
(5)
23
R-279
17
BARNES
MUNI
WESTOVER
ARB/METROPOLITAN
TOMES
N42°08.72′
W72°58.02′
(17)
R-329
ROCKDALE
112.6 RKA
Chan 73
N42°27.98′-W75°14.35′
L-32-33, H-10-11-12
HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
NOTE: Wilet, Audil, and HNK transitions
are high altitude only.
BRADLEY
INTL
BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
HARTFORD
114.9 HFD
Chan 96
HARTFORD-
BRAINARD
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

TACAN RWY 5

VORTAC CEF	APCH CRS	Rwy ldg 10,396
114.0	053°	TDZE 237
Chan 87		Arpt Elev 241

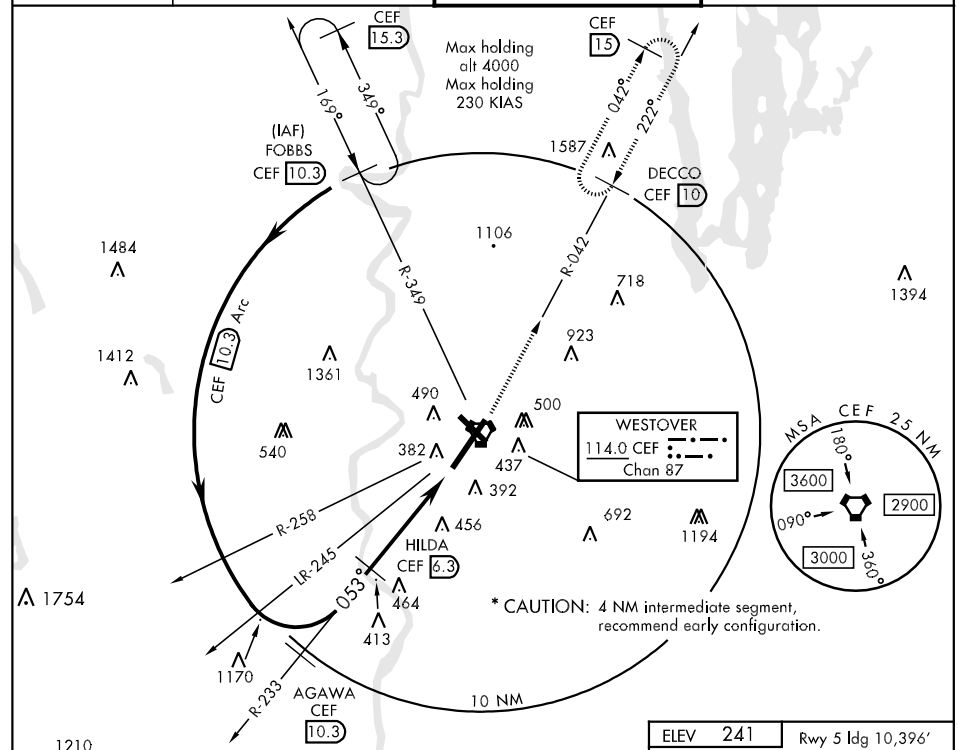
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

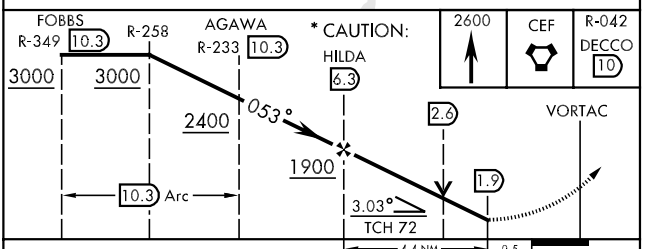
CAUTION: IFR operations prohibited to Rwy 33 at night.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

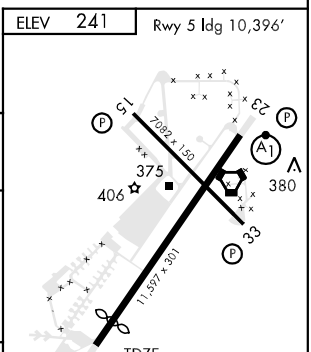
ALSF-1

MISSED APPROACH: Climb to 2600 via CEF then R-042 to DECCO and hold.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8







CATEGORY	A	B	C	D	E
S-5 **	720/24 483 (500-½)		720/40 483 (500-¾)	720/50 483 (500-1)	720/60 483 (500-1¼)
CIRCLING	800-1 559 (600-1)		800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

TACAN RWY 23

VORTAC CEF	APCH CRS	Rwy ldg 11,597
114.0	222°	TDZE 241
Chan 87		Arpt Elev 241

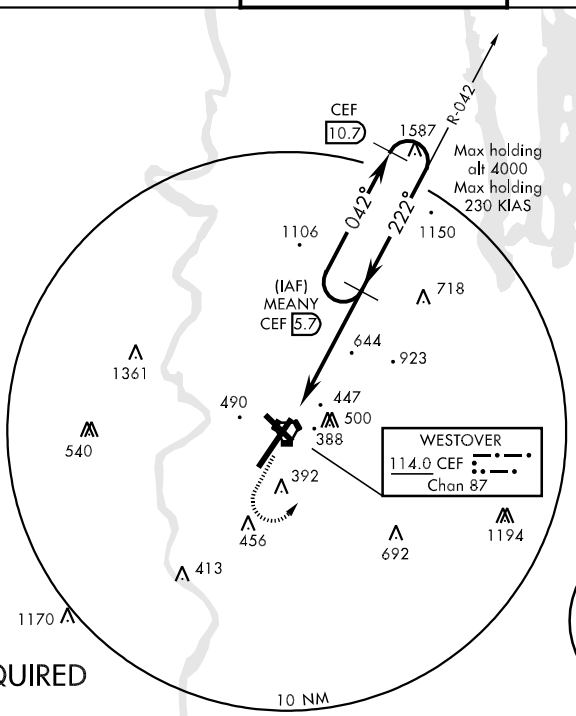
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

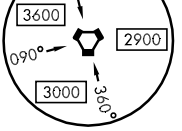
CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

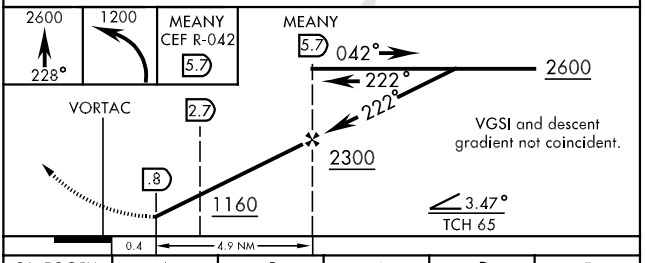
ALSF-1

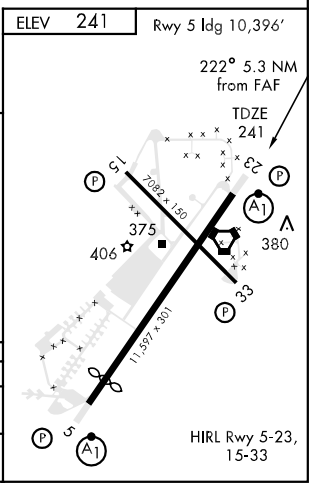
MISSED APPROACH: Climb to 2600 tracking 228°, passing 1200, turn left direct MEANY and hold.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8









CATEGORY	A	B	C	D	E
S-23 *	700/24 459 (500-½)		700/40 459 (500-¾)	700/50 459 (500-1)	
CIRCLING	800-1 559 (600-1)		800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME RWY 23

VORTAC CEF	APCH CRS	Rwy ldg 11,597
114.0	222°	TDZE 241
Chan 87		Arpt Elev 241

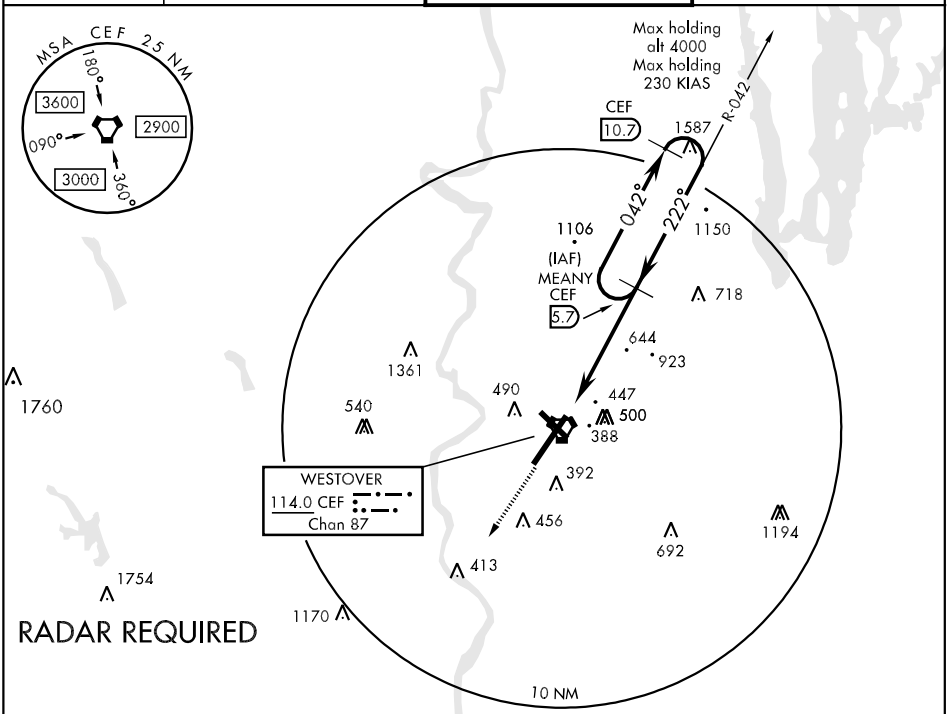
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
CAUTION: IFR operations prohibited to Rwy 33 at night.

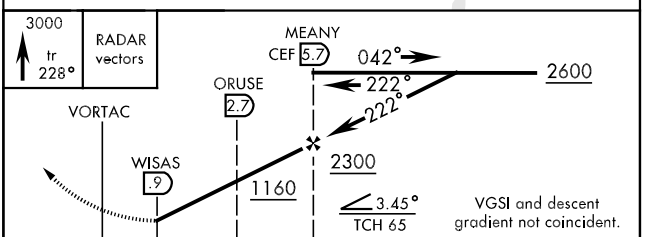
ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

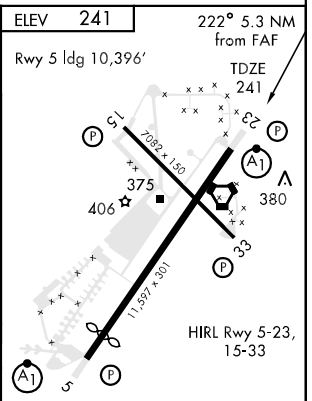
ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8



EMERG SAFE ALT 100 NM 6300



CATEGORY	A	B	C	D	E
S-VOR/ * DME 23	700/24	459 (500-½)	700/40 459(500-¾)	700/50	459(500-1)
CIRCLING	800-1	559 (600-1)	800-1½ 559(600-1½)	800-2 559(600-2)	1240-3 999(1000-3)



NE-1, 14 JAN 2010 to 11 FEB 2010

VOR RWY 5

VORTAC CEF 114.0 Chan 87	APCH CRS 053°	Rwy ldg 10,396 TDZE 237 Arpt Elev 241	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)

CAUTION: IFR operations prohibited to Rwy 33 at night.

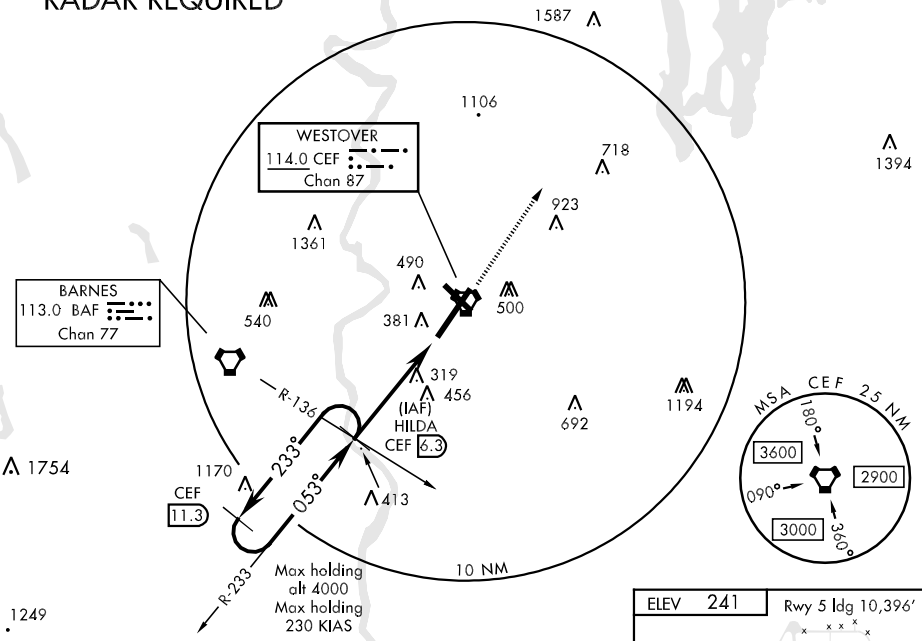
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

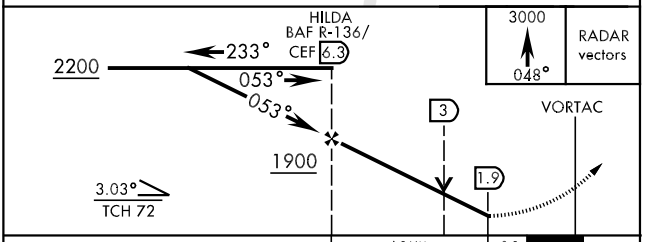
MISSED APPROACH: Climb to 3000 tracking 048°, expect RADAR vectors.

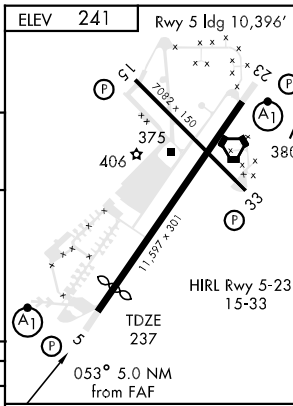
ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

RADAR REQUIRED



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-5 *	820/24 583 (600-½)		820/50 583 (600-1)	820/60 583 (600-1¼)	820-1½ 583 (600-1½)
CIRCLING	820-1 579 (600-1)		820-1½ 579 (600-1½)	820-2 579 (600-2)	1260-3 1019(1100-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR RWY 23

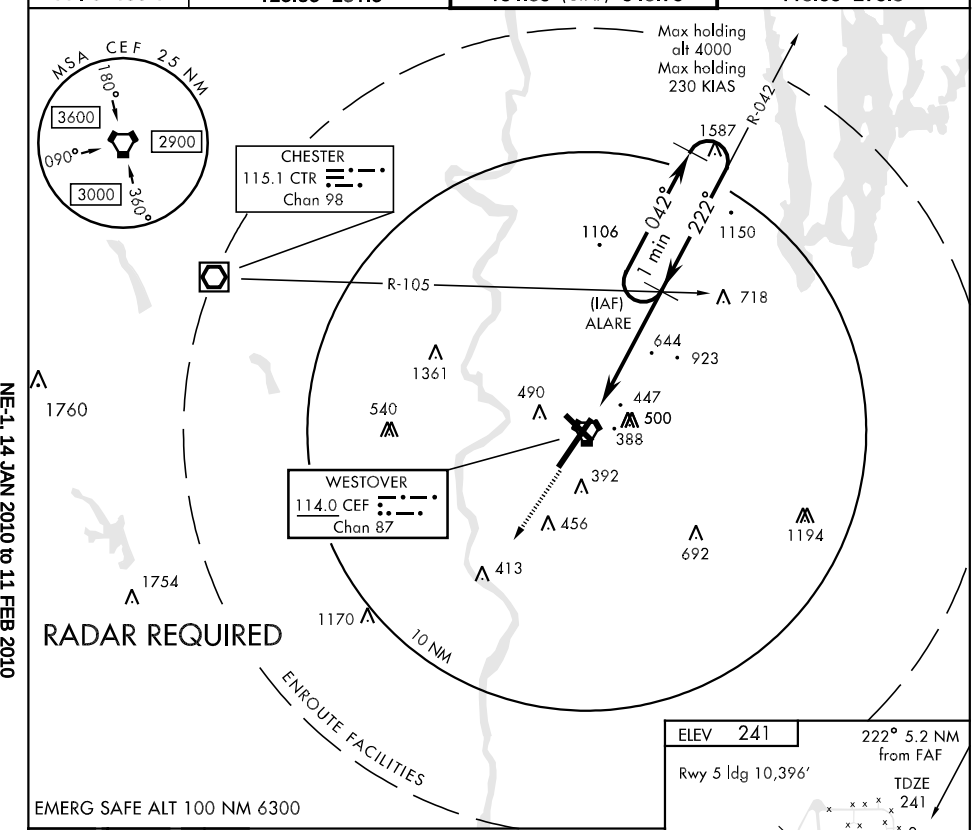
VORTAC CEF 114.0 Chan 87	APCH CRS 222°	Rwy ldg 11,597 TDZE 241 Arpt Elev 241	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)

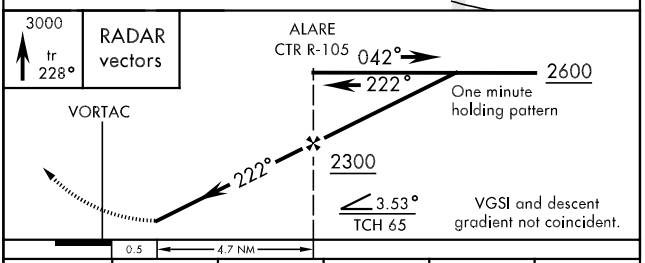
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
CAUTION: IFR operations prohibited to Rwy 33 at night

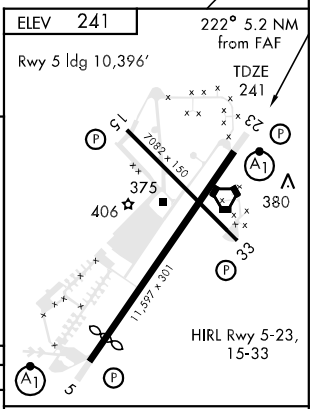
ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8







CATEGORY	A	B	C	D	E
S-VOR 23*	900/24	659 (700-½)	900/60 659(700-1¼)	900-1½ 659(700-1½)	900-1¾ 659(700-1¾)
CIRCLING	900-1	659 (700-1)	900-1¾ 659(700-1¾)	900-2 659(700-2)	1240-3 999(1000-3)

FAF to MAP 4.7 NM						
Knots	60	90	120	150	180	200
Min:Sec	4:42	3:08	2:21	1:53	1:34	1:24

NE-1, 14 JAN 2010 to 11 FEB 2010

LOM BE	APP CRS	Rwy Idg	N/A
332	275°	TDZE	N/A
		Apt Elev	268

NDB or GPS-A

STOW/ MINUTE MAN AIRFIELD (6B6)

Use Bedford, MA altimeter setting. When Bedford control zone not effective,use Boston, MA altimeter setting and increase all MDA's 60 feet.

NA Circling NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 1800 direct BE LOM and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF) L

LAWRENCE
112.5 LWM
Chan 72
2000
235°
(20.3)

612
612
(MAHUY)
095°
1 min
275°
540±
275°
511
568
LOM/IAF
BEDDS
332 BE
1456
2049
10 NM

MSA BE 25 NM
3200
205°
2000
025°
295°
2500

ELEV 268
21
275° 5.9 NM
from FAF
2770 X 48
1600 X 70
12
30
3
REIL Rwy 21 L
LIRL Rwy 3-21 L

1300
1800
BE
332
LOM
One Minute
Holding Pattern
095°
275°
1800
(MAHUY)
275°
5.9 NM

CATEGORY	A	B	C	D
CIRCLING	1000-1	732 (800-1)	NA	

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

VOR/DME MHT	APP CRS	Rwy Idg	2770
114.4	210°	TDZE	268
Chan 91		Apt Elev	268

VOR/DME RWY 21

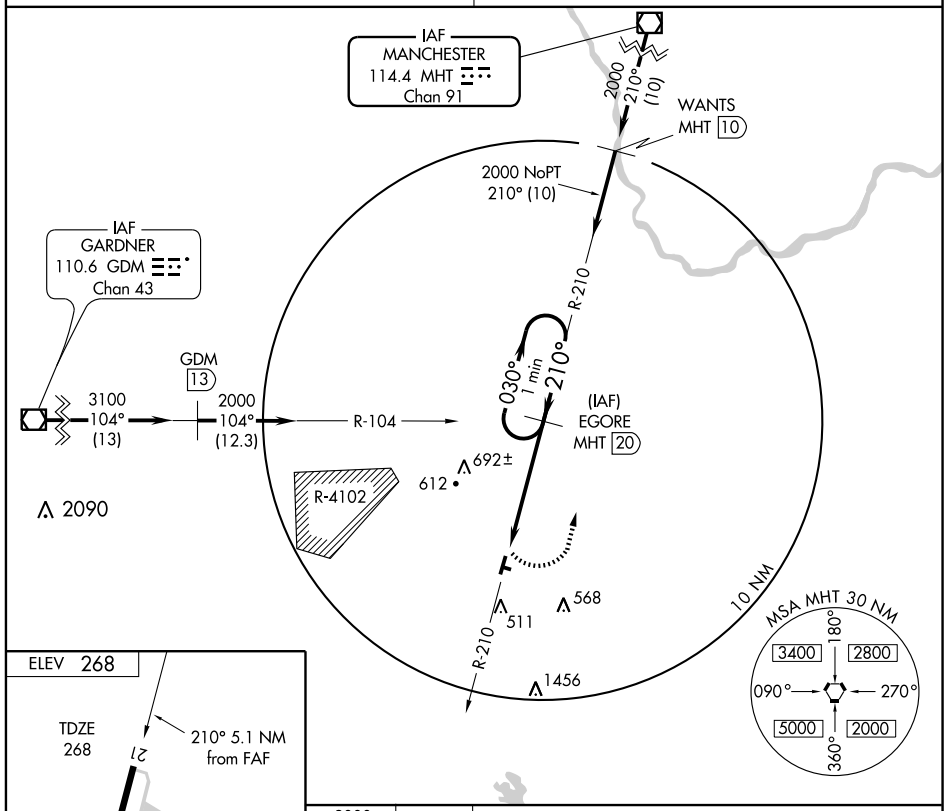
STOW/MINUTE MAN AIRFIELD (6B6)

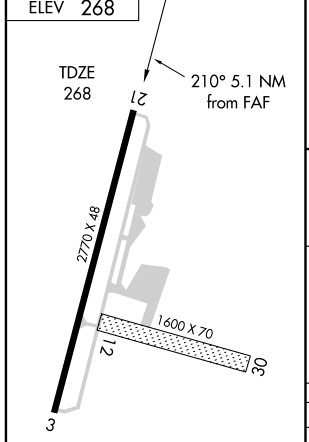
Use Bedford altimeter setting; when Bedford control zone not in effect, use Boston altimeter setting and increase all MDA's 60 feet.

NA Circling NA at night.

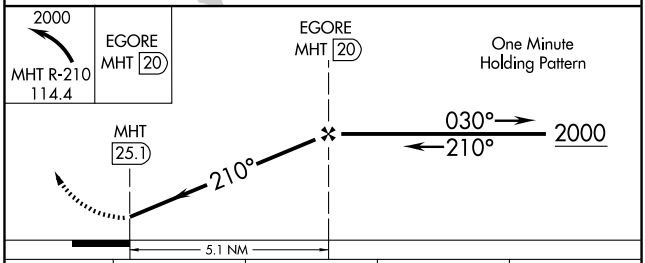
MISSED APPROACH: Climbing left turn to 2000 via MHT R-210 to EGORE 20 DME and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF) L





REIL Rwy 21 L



CATEGORY	A	B	C	D
S-21	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	NA	
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB TAN	APP CRS	Rwy Idg	3500
227	314°	TDZE	42
		Apt Elev	42

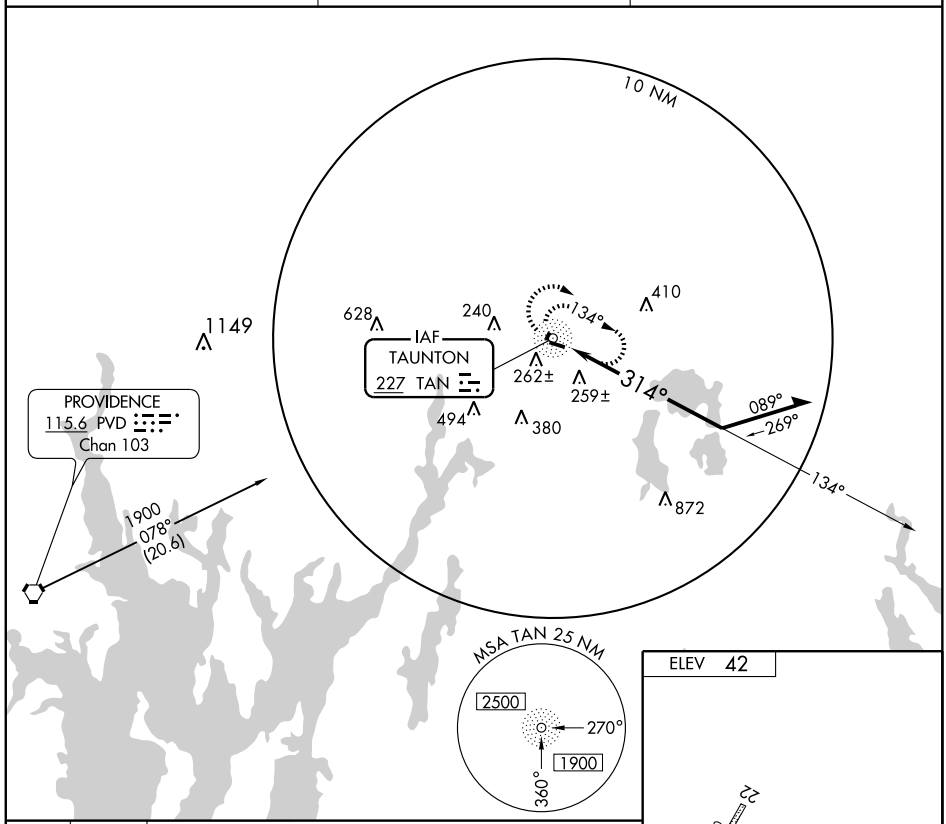
NDB or GPS RWY 30

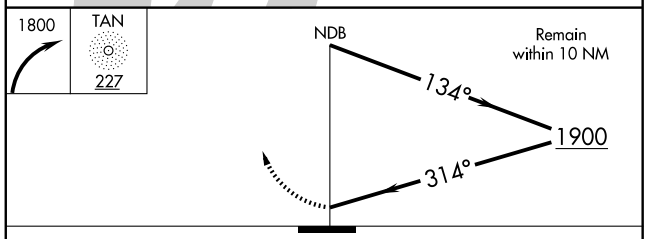
TAUNTON MUNI - KING FIELD (TAN)

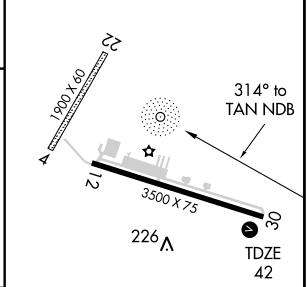
NA

MISSED APPROACH: Climbing right turn to 1800 in TAN NDB holding pattern.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.675	128.7 269.525	122.7 (CTAF) L







REIL Rwy 30
MIRL Rwy 12-30 L

CATEGORY	A	B	C	D
S-30	700-1	658 (700-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)
CIRCLING	700-1	658 (700-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)

Knots	60	90	120	150	180
Min:Sec					

NE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

VINEYARD HAVEN / MARTHAS VINEYARD (MVY)
VINEYARD HAVEN, MASSACHUSETTS
AL-694 (FAA)

ATIS
126.25
VINEYARD TOWER ★
121.4
GND CON
121.8
CLNC DEL
121.8
CLNC DEL
119.7 (When Twr Closed)

41°24.0′ N

FIELD ELEV 67

VAR 15.3°W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°E

ELEV 62

15 — 145.9°

24 — 235.9°

3297 X 75

0.3% UP

325.9°

B

A

A

E

ELEV 57

33

41°23.5′ N

5504 X 100

C

TWR 128

TERMINAL

D

RWY 6-24
S65, D108, ST137, DT185
RWY 15-33
S31, D45, DT61

055.9°

A

HANGAR COMPLEX

ELEV 56

6

TURF TIE-DOWN AREA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

41°23.0′ N

70°37.0′ W

70°36.5′ W

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MVY	APP CRS	Rwy Idg	5500
108.7	236°	TDZE	62
Chan 24		Apt Elev	67

ILS or LOC RWY 24

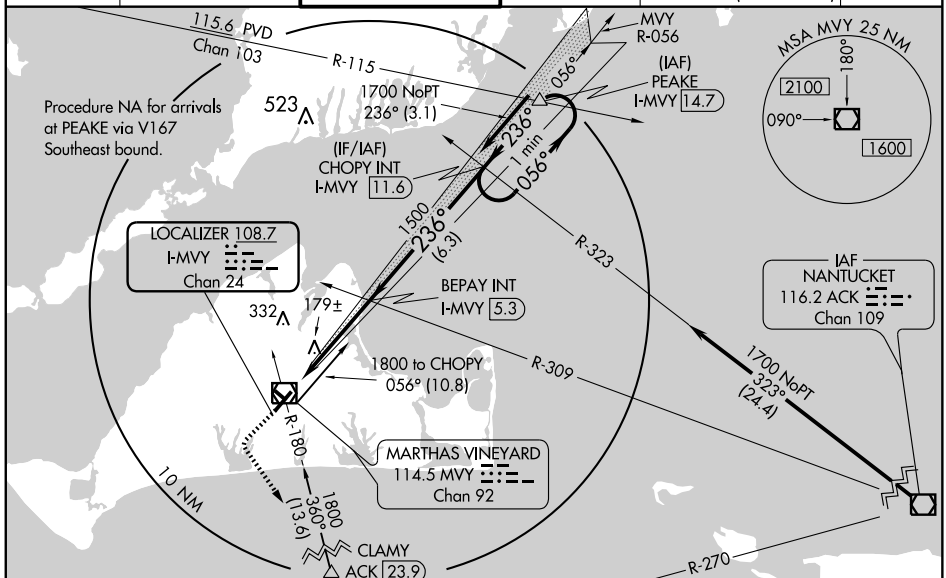
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

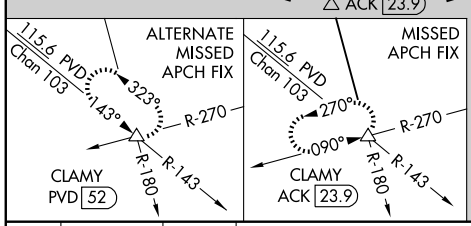
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

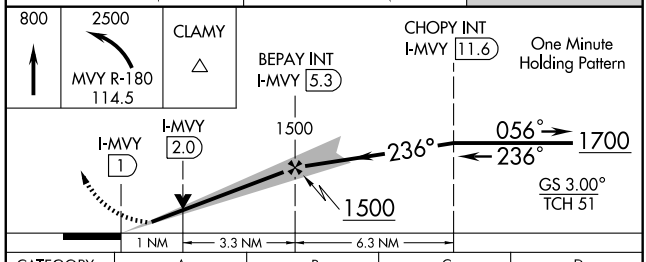
MALSR

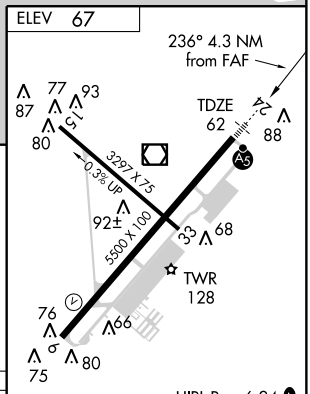
MISSED APPROACH: Climb to 800 then climbing left turn to 2500 via MVY VOR/DME R-180 to CLAMY Int / ACK 23.9 DME and hold.

ATIS	CAPE APP CON *	VINEYARD TOWER *	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 L (CTAF)	121.8	121.8 119.7 (Tower closed)	122.95









CATEGORY	A	B	C	D
S-ILS 24	* 262/24 200 (200-½)			
S-LOC 24	440/24 378 (400-½)			440/40 378 (400-¾)
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 42601 W06A	APP CRS 056°	Rwy Idg 5500 TDZE 58 Apt Elev 67

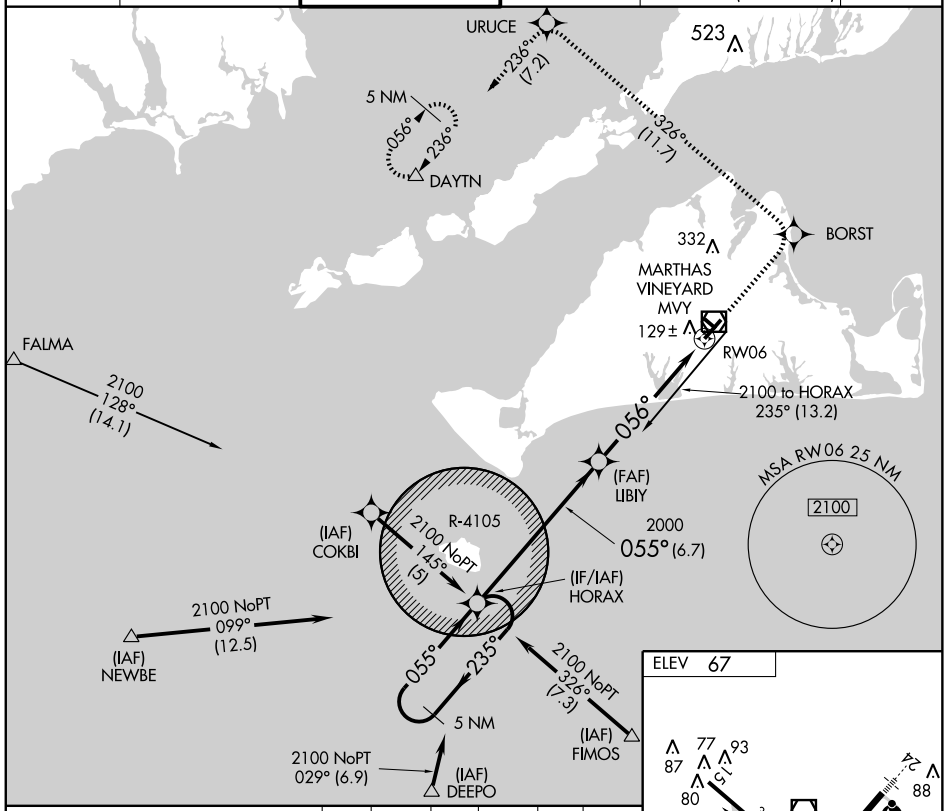
RNAV (GPS) RWY 6

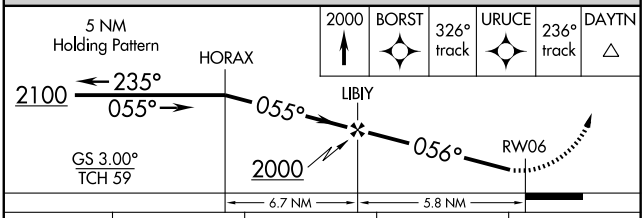
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

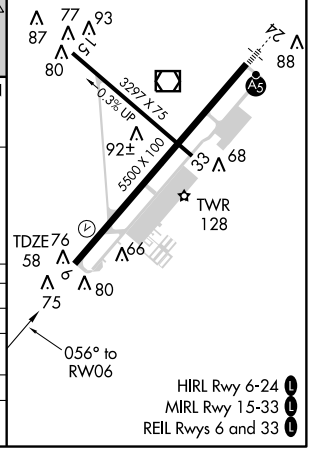
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-03 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct BORST and via 326° track to URUCE and via 236° track to DAYTN and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 L (CTAF)	121.8	121.8 119.7 (Tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	323-1	265 (300-1)		
LNAV/VNAV DA	399-1¼	341 (400-1¼)		
LNAV MDA	380-1	322 (400-1)		
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 48804	236°	TDZE	62
W24A		Apt Elev	67

RNAV (GPS) RWY 24

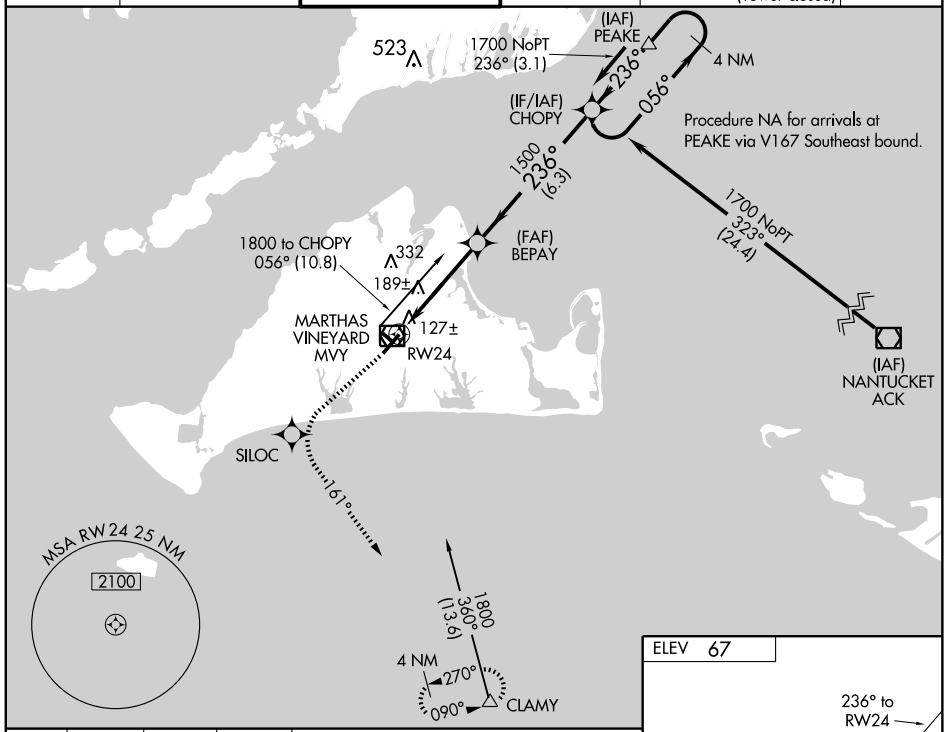
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

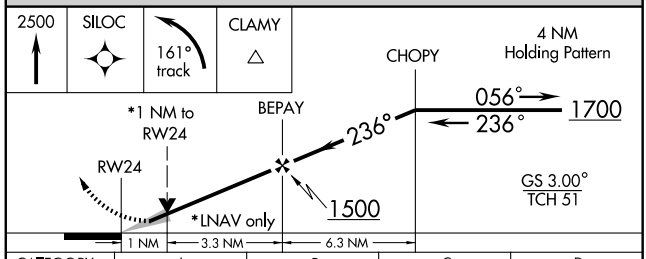
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

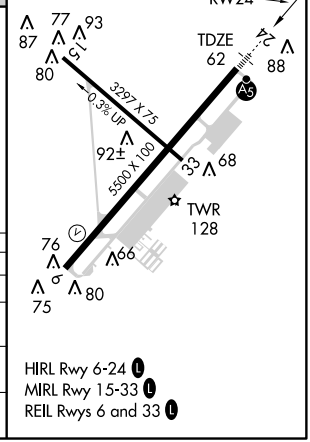
MALSR

MISSED APPROACH: Climb to 2500 direct SILOC and left turn via 161° track to CLAMY and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 L (CTAF)	121.8	121.8 119.7 (Tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	341/24 279 (300-½)			
LNAV/VNAV DA	392/40 330 (400-¾)			
LNAV MDA	440/24 378 (400-½)			440/50 378 (400-1)
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MVY	APP CRS	Rwy Idg	5500
114.5	050°	TDZE	59
Chan 92		Apt Elev	68

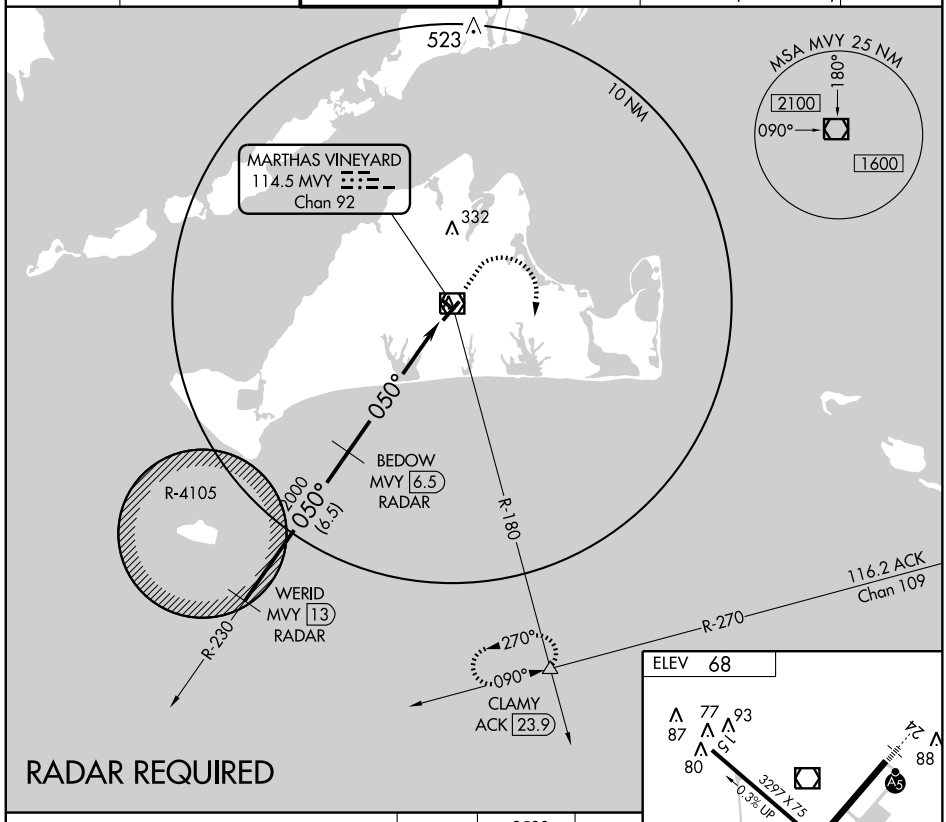
VOR RWY 6

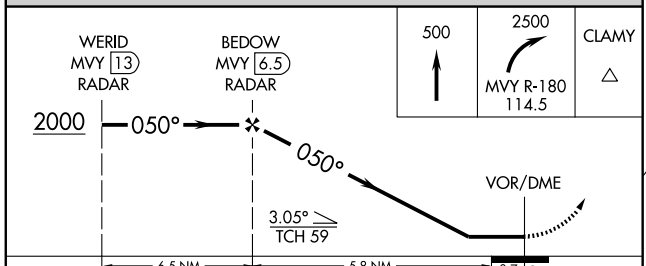
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

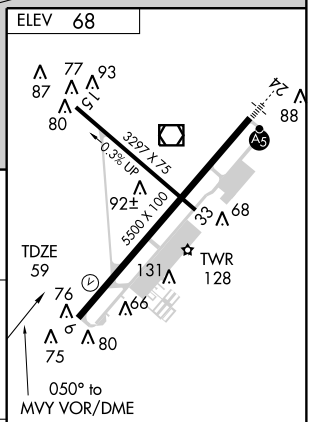
Radar or DME Required.
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via MVY VOR/DME R-180 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 L (CTAF)	121.8	121.8 119.7 (Tower closed)	122.95







CATEGORY	A	B	C	D
S-6	400-1 341 (400-1)			
CIRCLING	460-1 392 (400-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MVY	APP CRS	Rwy Idg	5500
114.5	247°	TDZE	63
Chan 92		Apt Elev	68

VOR RWY 24

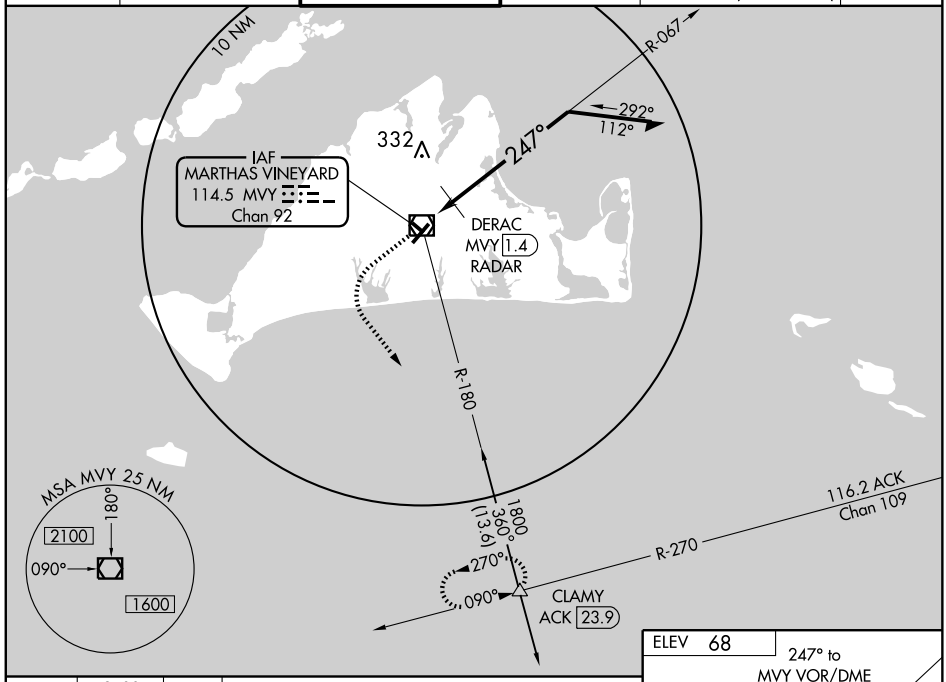
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

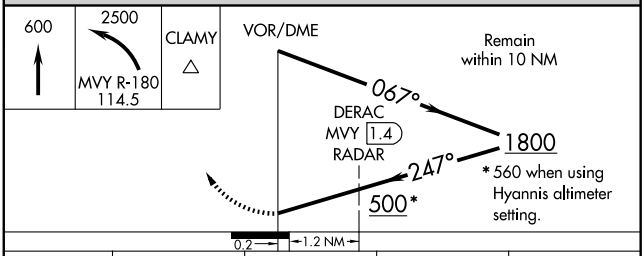
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 60 feet.
For inoperative MALSR, increase DERAC fix minimums Cat D visibility to RVR 6000.

MALSR

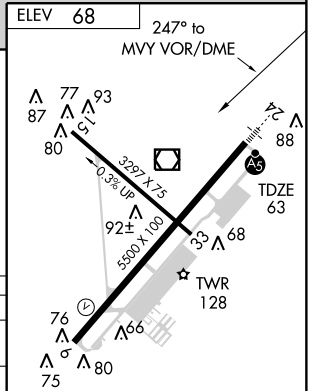
MISSED APPROACH: Climb to 600 then climbing left turn to 2500 via MVY VOR/DME R-180 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 L (CTAF)	121.8	121.8 119.7 (Tower closed)	122.95





CATEGORY	A	B	C	D
S-24	500/24 437 (500-½)		500/40 437 (500-¾)	500/50 437 (500-1)
CIRCLING	500-1 432 (500-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)
DERAC FIX MINIMUMS				
S-24	440/24 377 (400-½)			440/50 377 (400-1)
CIRCLING	460-1 392 (400-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

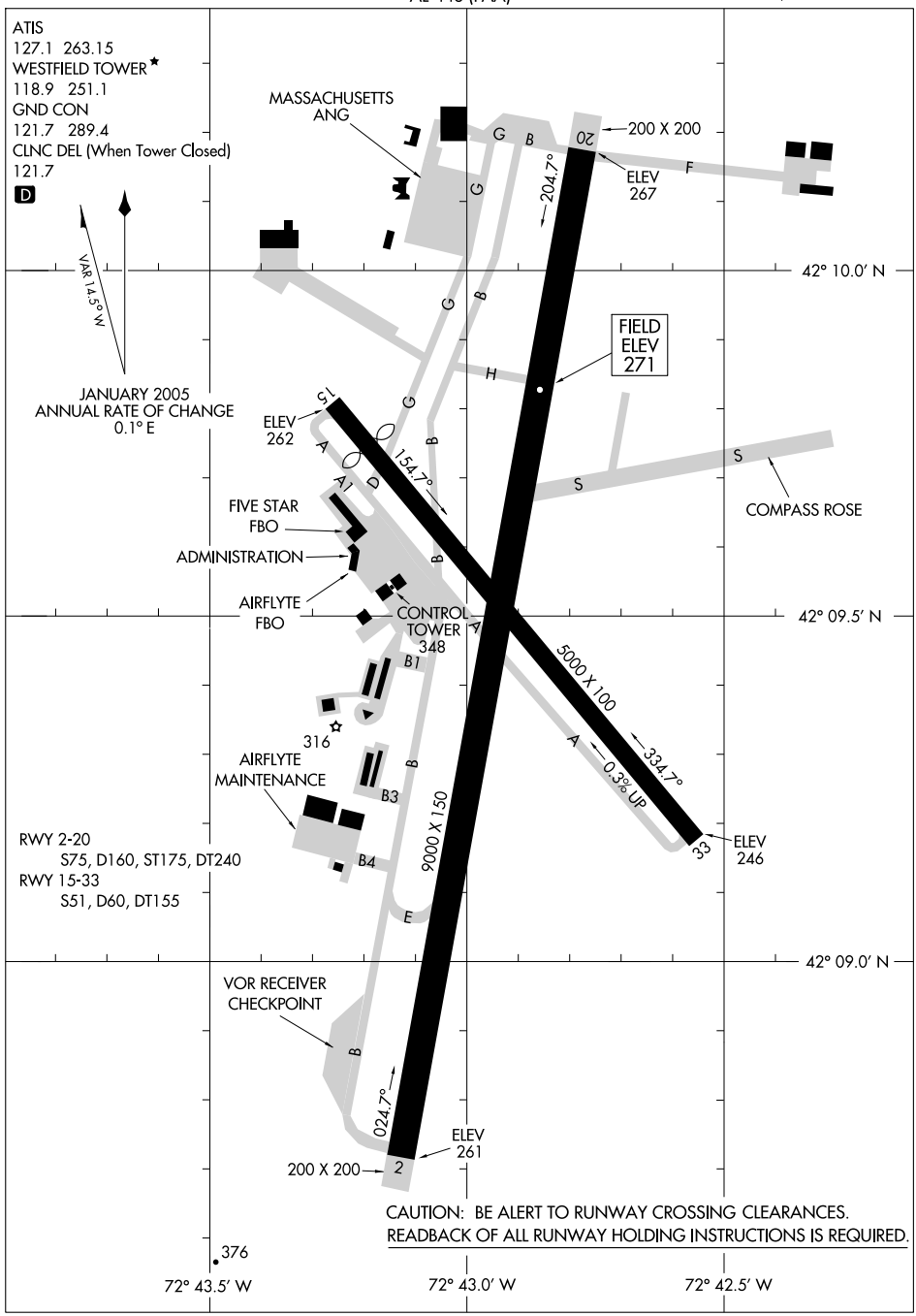
NE-1. 14 JAN 2010 to 11 FEB 2010

09239

AIRPORT DIAGRAM

AL-446 (FAA)

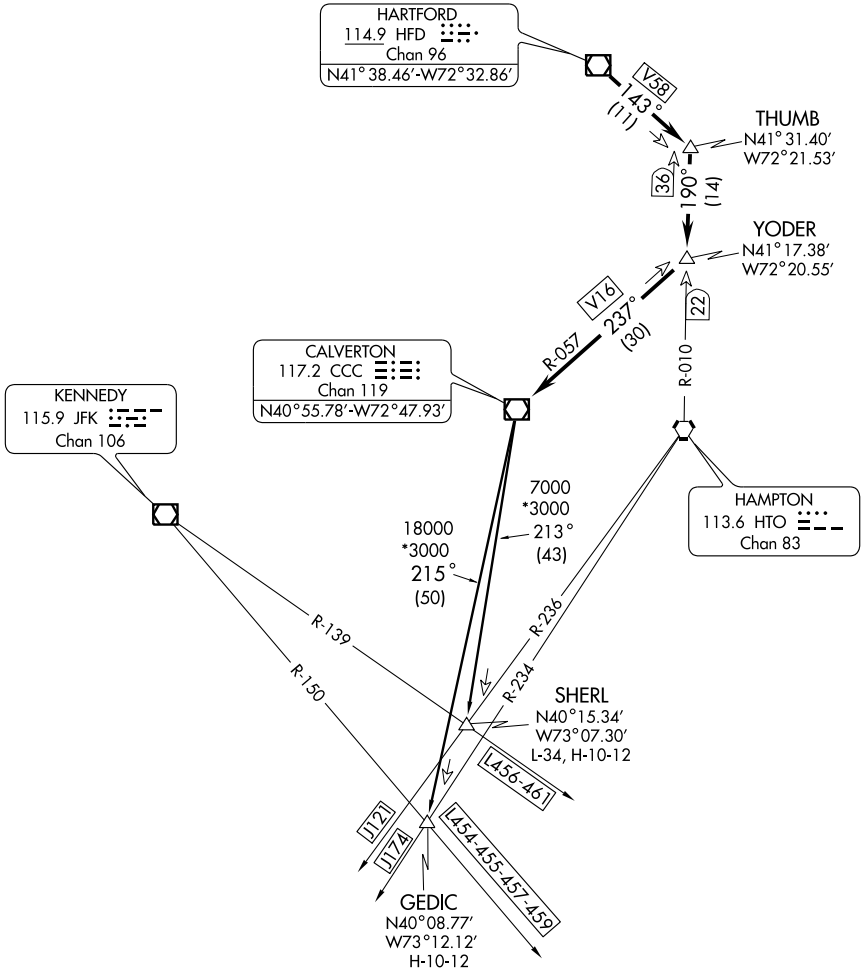
WESTFIELD/BARNES MUNI (BAF)
WESTFIELD/SPRINGFIELD, MASSACHUSETTS



NE-1, 14 JAN 2010 to 11 FEB 2010

COASTAL TWO DEPARTURE (HI)

ATIS 127.1 263.15
CLNC DEL ★
121.7
GND CON
121.7 289.4
WESTFIELD TOWER ★
118.9 251.1
BRADLEY DEP CON
125.35 281.5
ASOS



NOTE: Chart not to scale.

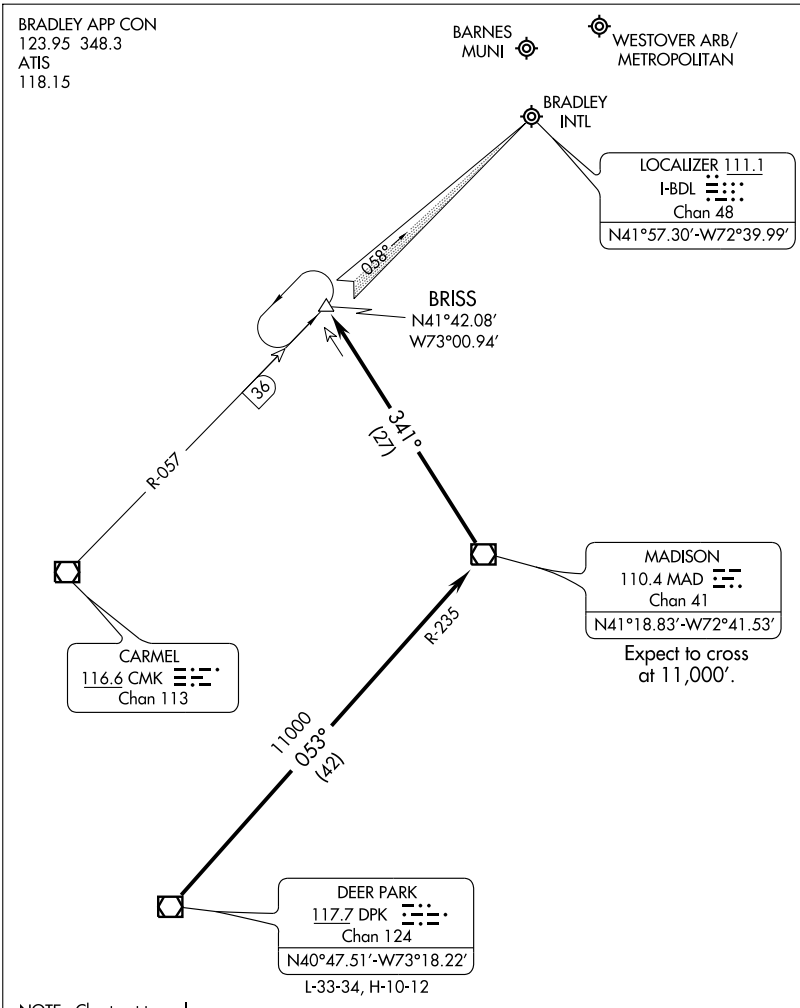
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to HFD VOR/DME. Thence. . . .
. . . . From over HFD VOR/DME proceed via the HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Expect clearance to requested flight level ten (10) minutes after departure.
GEDIC TRANSITION (CSTL2.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC INT.
SHERL TRANSITION (CSTL2.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL INT.

DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT



NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9000
026°	TDZE	265
	Apt Elev	271

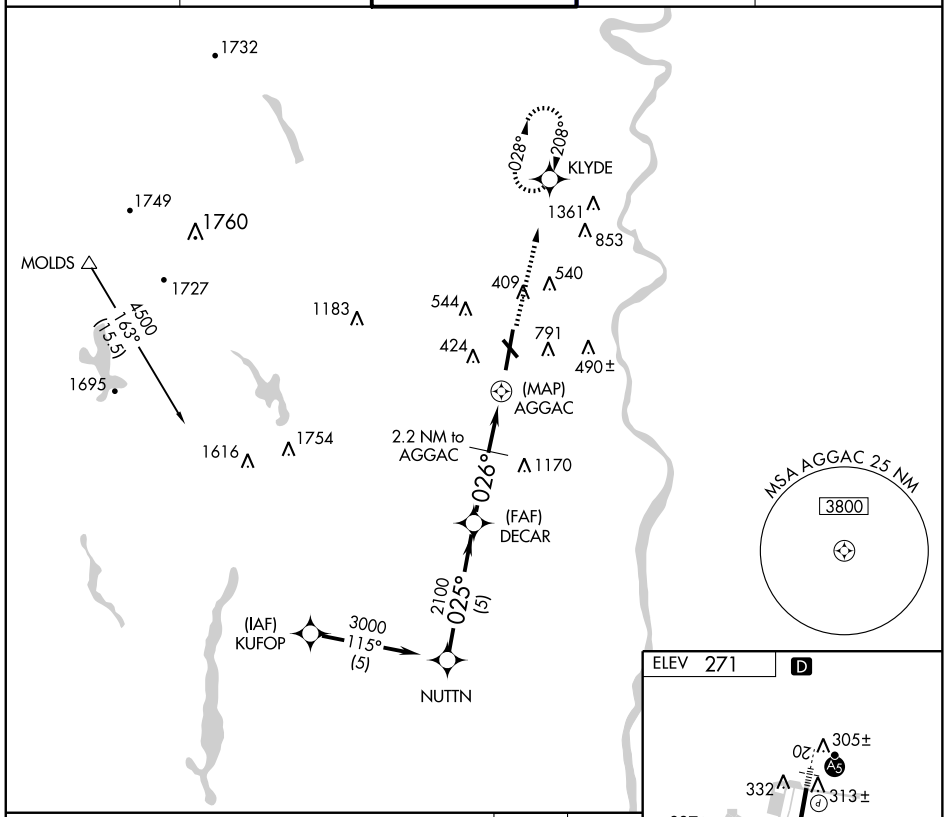
GPS RWY 2

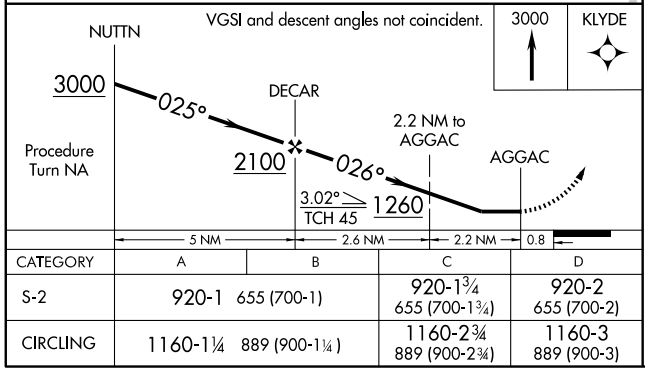
WESTFIELD/BARNES MUNI (BAF)

NA

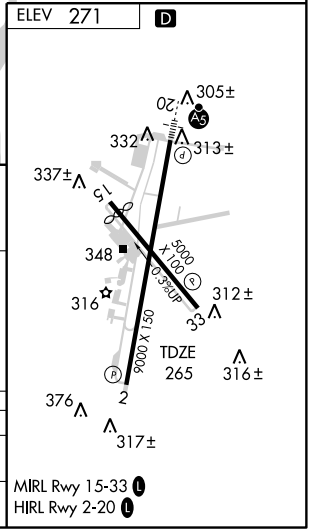
MISSED APPROACH: Climb to 3000 direct KLYDE WP and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7





CATEGORY	A	B	C	D
S-2	920-1	655 (700-1)	920-1¾ 655 (700-1¾)	920-2 655 (700-2)
CIRCLING	1160-1¼	889 (900-1¼)	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)



MIRL Rwy 15-33 L
HIRL Rwy 2-20 L

NE-1. 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC RWY 20

LOC I-BAF	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.9	204°	9000 / 271 / 271

JAL-446 [USAF]

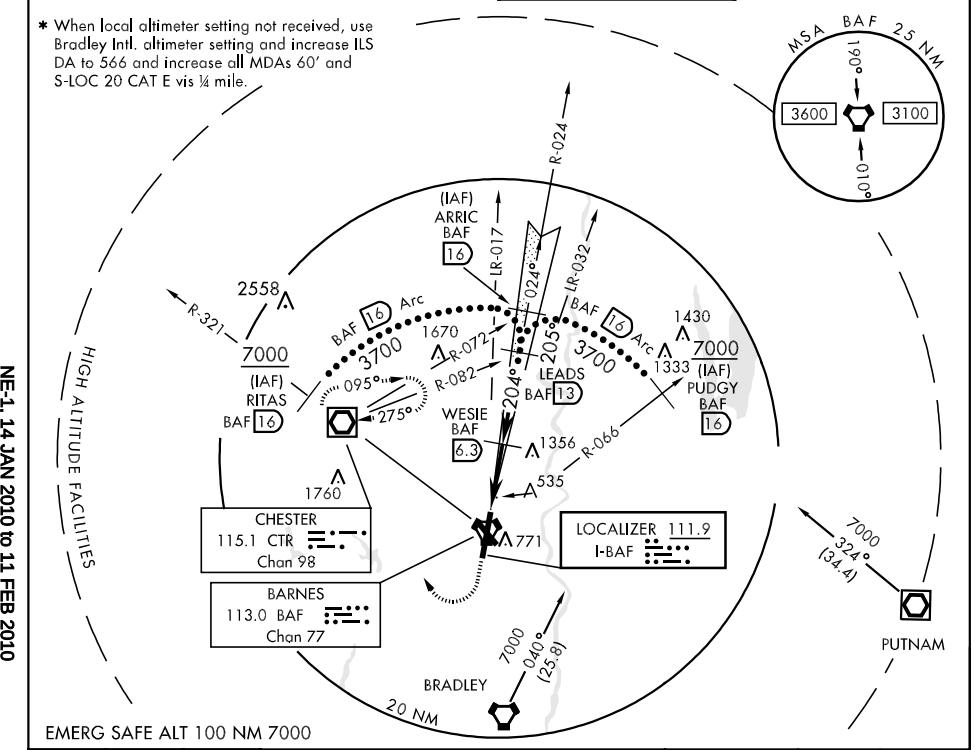
WESTFIELD/BARNES MUNI (KBAF)

MALSR

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct CTR VOR/DME and hold. (TACAN acft climb to 1300, then climbing right turn to 4000 via hdg 010° and BAF VORTAC R-321 to RITAS and hold.)

ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON
263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4

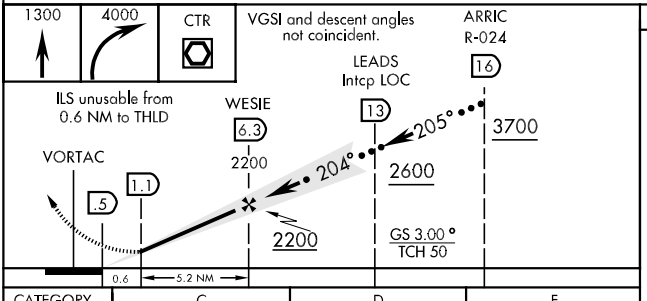
* When local altimeter setting not received, use Bradley Intl. altimeter setting and increase ILS DA to 566 and increase all MDAs 60' and S-LOC 20 CAT E vis ¼ mile.

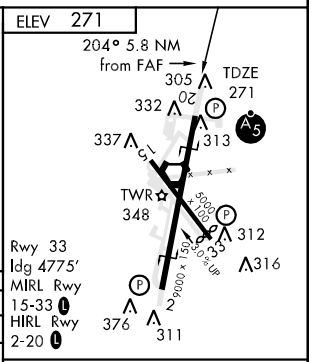


EMERG SAFE ALT 100 NM 7000

1300 | 4000 | CTR

VGSI and descent angles not coincident.





CATEGORY	C	D	E
S-ILS 20 ★	521/40 250 (300-¾)		
S-LOC 20 ★	800/50 529 (600-1)	800/60 529 (600-1¼)	
CIRCLING	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)	1500-3 1229 (1300-3)

FAF to MAP 5.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

HI-TACAN RWY 20

VORTAC BAF	APCH CRS	Rwy ldg 9000
113.0	208°	TDZE 271
Chan 77		Arpt Elev 271

JAL-446 [USAF]

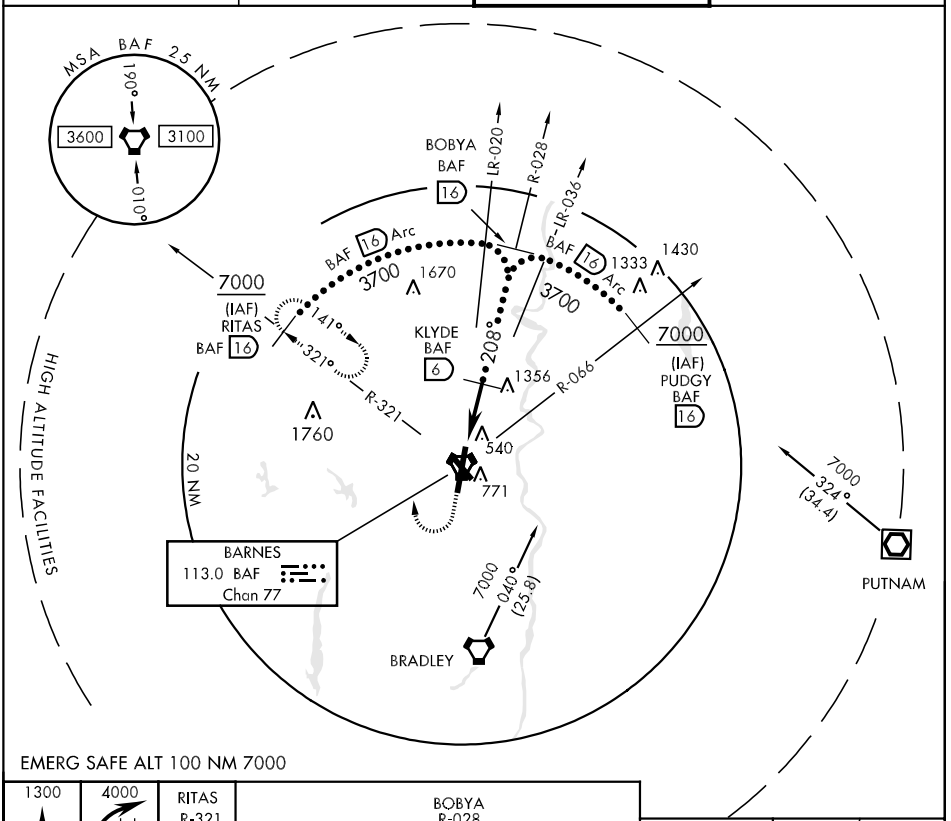
WESTFIELD/BARNES MUNI (KBAF)

* When local altimeter setting not received, use Bradley Intl. altimeter setting and increase all MDAs 60' and S-20 CAT E vis ¼ mile.

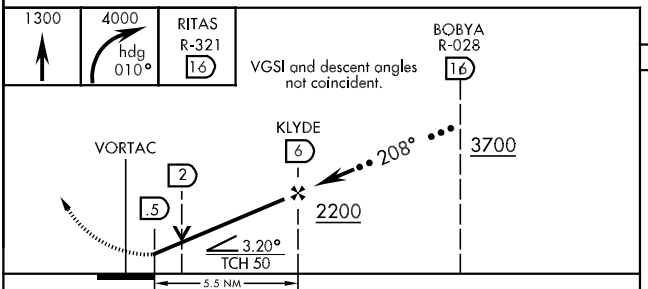
MALSR

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 via hdg 010° and BAF VORTAC R-321 to RITAS and hold.

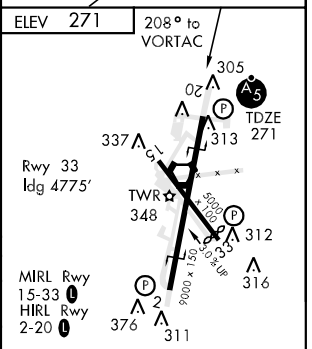
ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON
263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4



EMERG SAFE ALT 100 NM 7000



CATEGORY	C	D	E
S-20 *	800/50 529 (600-1)	800/60 529 (600-1¼)	
CIRCLING	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)	1500-3 1229 (1300-3)



LOC I-BAF	APP CRS	Rwy Idg	8919
111.9	204°	TDZE	271
		Apt Elev	271

ILS or LOC RWY 20

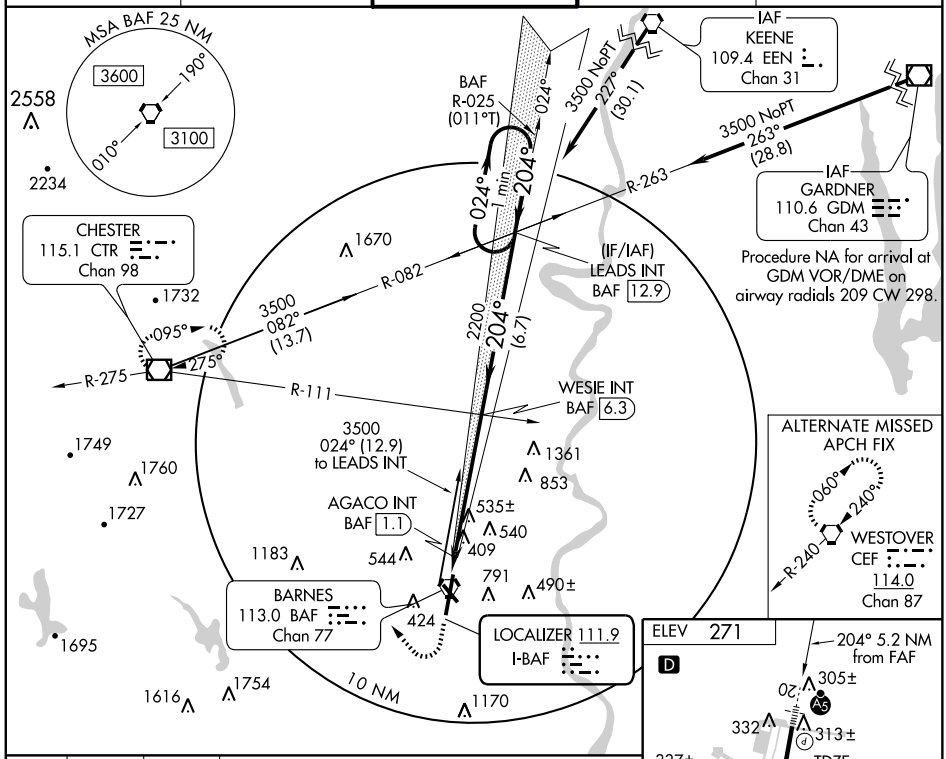
WESTFIELD / BARNES MUNI (BAF)

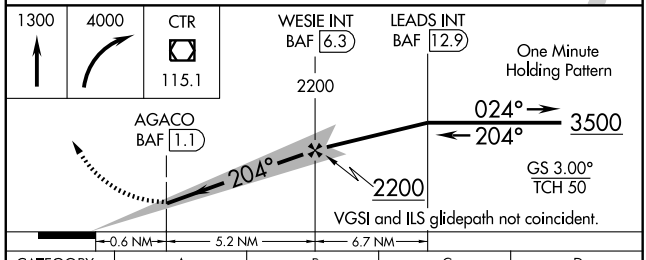
▼ If local altimeter setting not received, use Bradley Intl altimeter setting and increase ILS DA to 566 and increase all MDAs 60 feet.
▲ For inoperative MALSR, increase S-LOC 20 Cats A and B visibility to RVR 5000. Inoperative table does not apply to S-ILS 20. Visibiltiy reduction by helicopters NA.

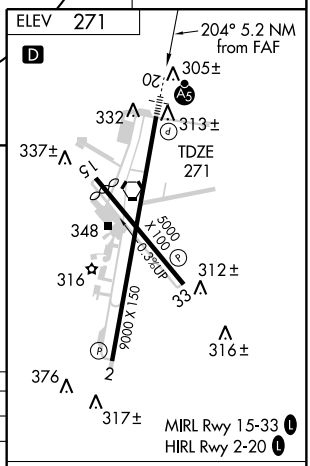
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7







CATEGORY	A	B	C	D
S-ILS 20	521/40 250 (300-¾)			
S-LOC 20	800/40 529 (600-¾)		800/50 529 (600-1)	800/60 529 (600-1¼)
CIRCLING	1160-1¼ 889 (900-1¼)		1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86405 W20A	APP CRS 204°	Rwy Idg 8919 TDZE 271 Apt Elev 271

RNAV (GPS) RWY 20

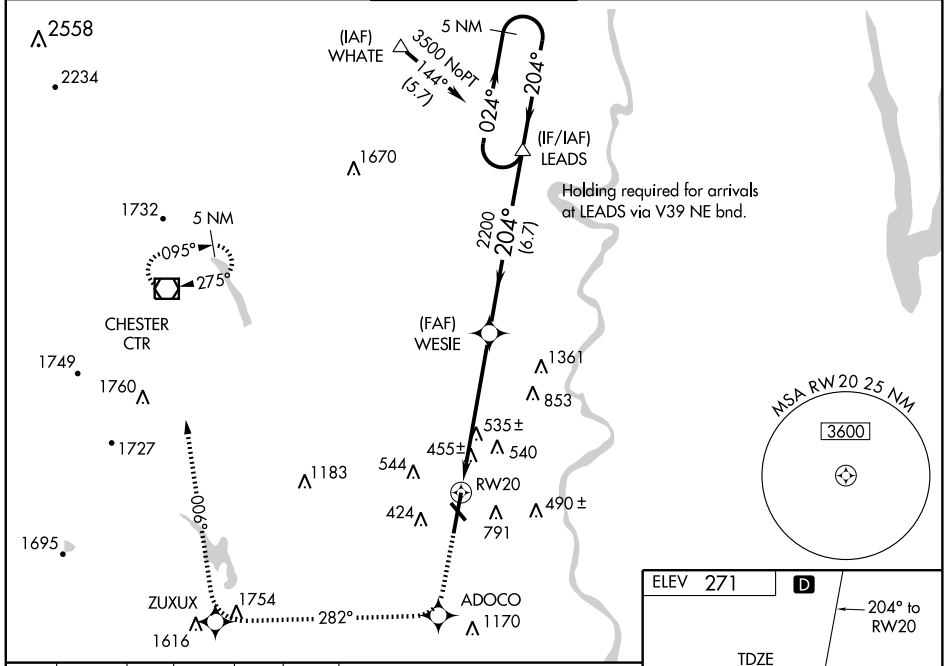
WESTFIELD/BARNES MUNI (BAF)

If local altimeter setting not received, use Bradley Intl altimeter setting and increase LPV DA to 665, LNAV/VNAV DA to 973, and all MDAs 60 feet. VDP NA when using Bradley Intl altimeter setting. Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats, increase LNAV Cats A and B visibility to RVR 5000. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

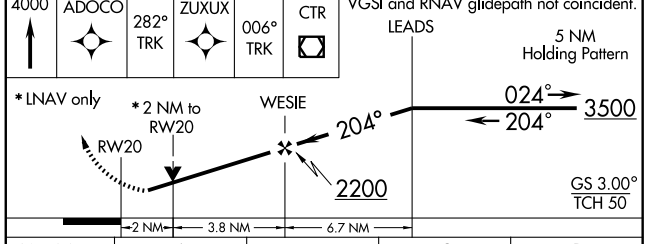
MISSED APPROACH: Climb to 4000 direct ADOCO and via 282° track to ZUXUX and via 006° track to CTR VOR/DME and hold.

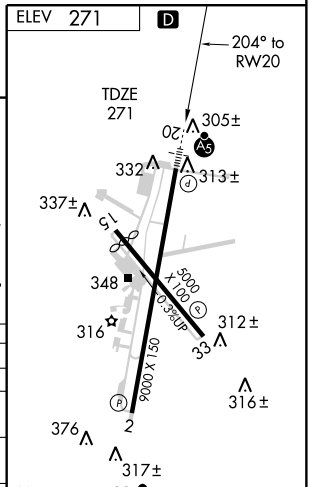
ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) 251.1	121.7 289.4	121.7



4000	ADOCO	282° TRK	ZUXUX	006° TRK	CTR

VGSI and RNAV glidepath not coincident.

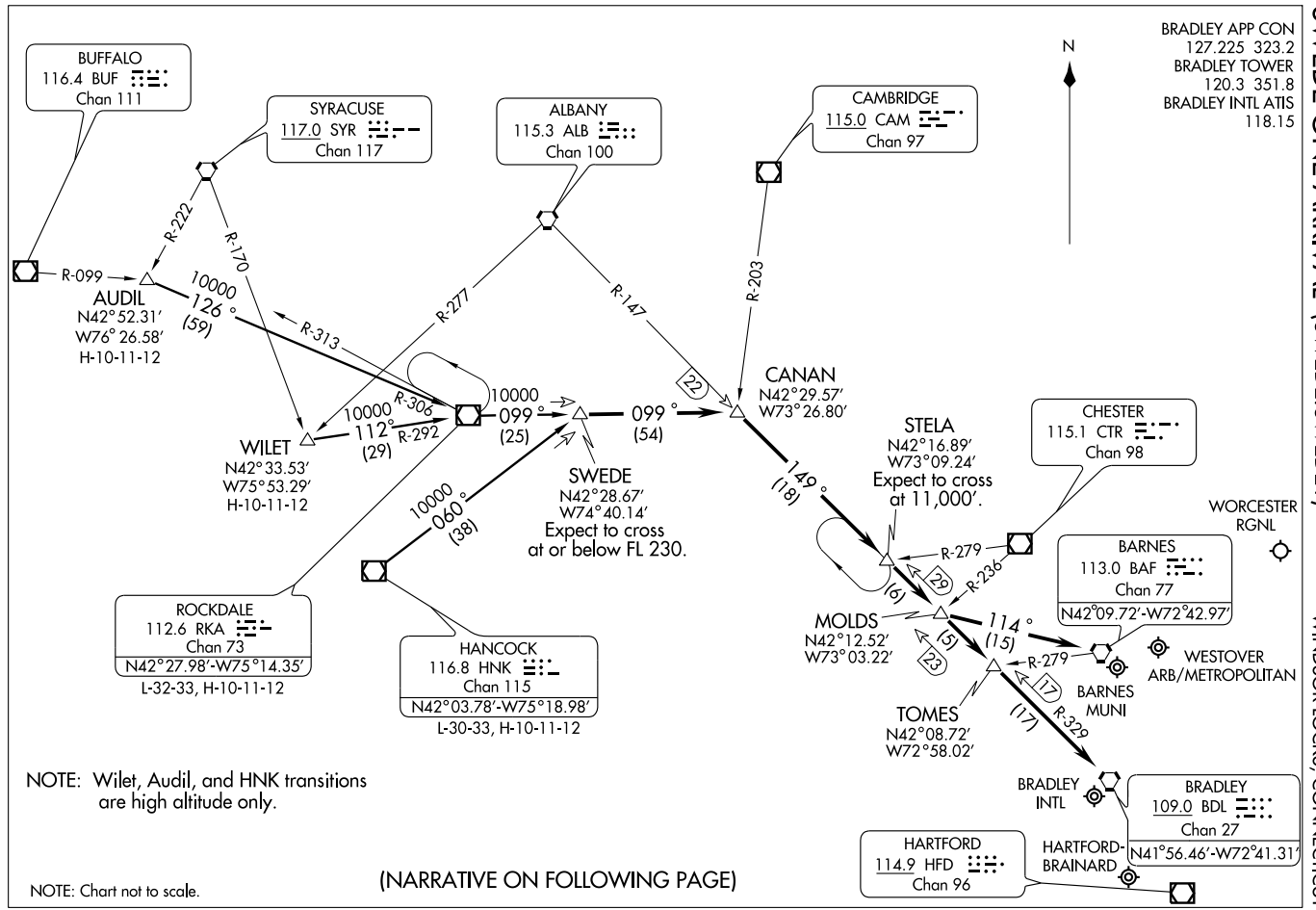




MIRL Rwy 15-33 L
HIRL Rwy 2-20 L

CATEGORY	A	B	C	D
LPV DA	620/40 349 (400-¾)			
LNAV/ VNAV DA	928-1¾ 657 (700-1¾)			
LNAV MDA	940/40 669 (700-¾)		940/60 669 (700-1¼)	940-1½ 669 (700-1½)
CIRCLING	1160-1¼ 889 (900-1¼)		1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

NE-1. 14 JAN 2010 to 11 FEB 2010


07298
SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
ST-460 (FAA)
WINDSOR LOCKS, CONNECTICUT
BRADLEY APP CON
127.225 323.2
BRADLEY TOWER
120.3 351.8
BRADLEY INTL ATIS
118.15
N
BUFFALO
116.4 BUF
Chan 111
SYRACUSE
117.0 SYR
Chan 117
ALBANY
115.3 ALB
Chan 100
CAMBRIDGE
115.0 CAM
Chan 97
R-099
R-222
R-170
R-277
R-147
R-203
AUDIL
N42°52.31′
W76°26.58′
H-10-11-12
10000
126°
(59)
R-313
10000
R-306
112°
(29)
R-292
WILET
N42°33.53′
W75°53.29′
H-10-11-12
10000
099°
(25)
099°
(54)
22
CANAN
N42°29.57′
W73°26.80′
SWEDE
N42°28.67′
W74°40.14′
Expect to cross
at or below FL 230.
10000
060°
(38)
149°
(18)
STELA
N42°16.89′
W73°09.24′
Expect to cross
at 11,000′.
CHESTER
115.1 CTR
Chan 98
WORCESTER
RGNL
R-279
29
R-236
(6)
BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
MOLDS
N42°12.52′
W73°03.22′
114°
(15)
(5)
23
R-279
17
BARNES
MUNI
WESTOVER
ARB/METROPOLITAN
TOMES
N42°08.72′
W72°58.02′
(17)
R-329
ROCKDALE
112.6 RKA
Chan 73
N42°27.98′-W75°14.35′
L-32-33, H-10-11-12
HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
NOTE: Wilet, Audil, and HNK transitions
are high altitude only.
BRADLEY
INTL
BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
HARTFORD
114.9 HFD
Chan 96
HARTFORD-
BRAINARD
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

BAF VORTAC	APP CRS	Rwy Idg	9000
113.0	025°	TDZE	265
Chan 77		Apt Elev	271

VOR or TACAN RWY 2

WESTFIELD/BARNES MUNI (BAF)

MISSED APPROACH: Climb to 3000 via the BAF VORTAC R-028 to KLYDE Int and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7

CHESTER
115.1 CTR
Chan 98

1670
1732
1749
1760
1727
1695
1616
1754
1183
544
409
540
853
1361
791
490±
424
1170

R-028
R-112
028°
208°
KLYDE INT
BAF 6
R-170
R-160
025°
BARNES
113.0 BAF
Chan 77
DECAR INT
BAF 6.6
RADAR
10 NM
2100
025°
(5)
NUTTN INT
BAF 11.6
RADAR
R-205

RADAR REQUIRED

MSA BAF 25 NM
180°
3800
090°
2700
3100
360°

ELEV 271 D

305±
332
313±
337±
348
316
312±
TDZE
265
316±
376
317±
025° 5.6 NM from FAF
MIRL Rwy 15-33 L
HIRL Rwy 2-20 L

NUTTN INT
BAF 11.6
RADAR
3000
DECAR INT
BAF 6.6
RADAR
025°
2100
3.02°
TCH 43
VGSI and descent angles not coincident.
5 NM
5.6 NM
3000
BAF R-028
113.0
KLYDE INT
BAF
1
VORTAC

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D	E
S-2	780-1 515 (600-1)		780-1½ 515 (600-1½)	780-1¾ 515 (600-1¾)	780-1¾ 515 (600-1¾)
CIRCLING	1160-1¼ 889 (900-1¼)		1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)	

NE-1. 14 JAN 2010 to 11 FEB 2010

BAF VORTAC 113.0 Chan 77	APP CRS 208°	Rwy Idg 8919 TDZE 271 Apt Elev 271

VOR RWY 20

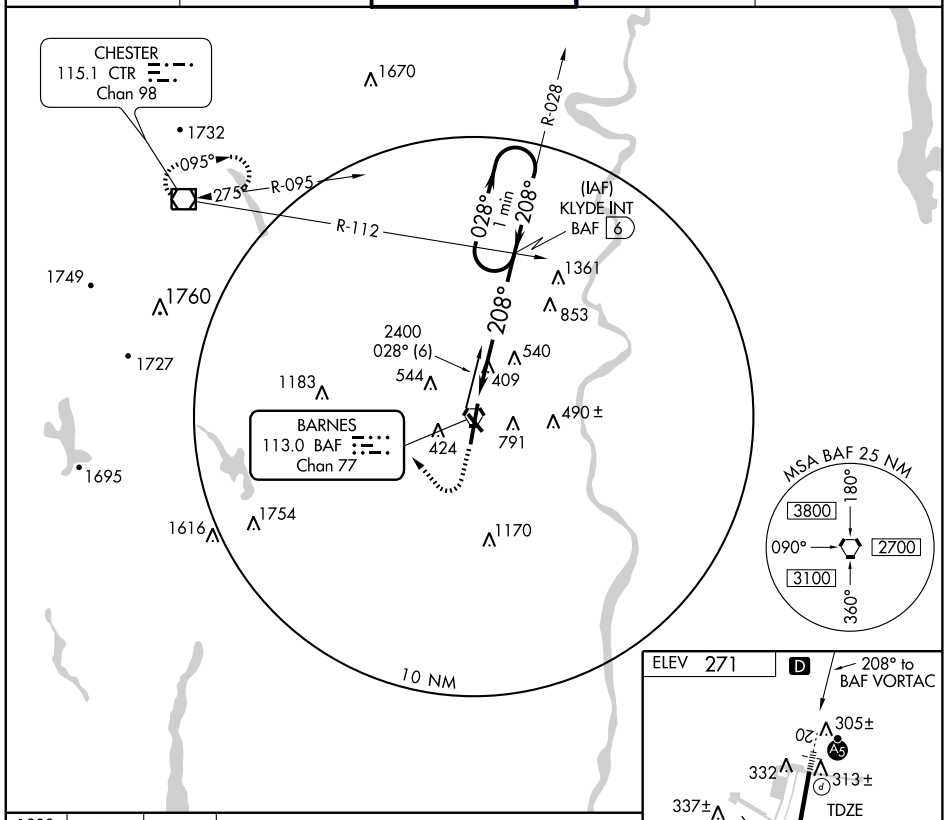
WESTFIELD/ BARNES MUNI (BAF)

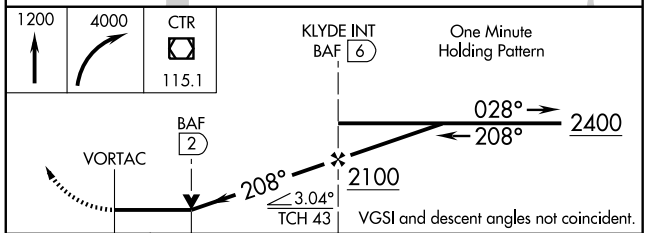
Visibility reduction by helicopters NA.
For inoperative MALSR, increase Cat A/B visibility to RVR 5000.

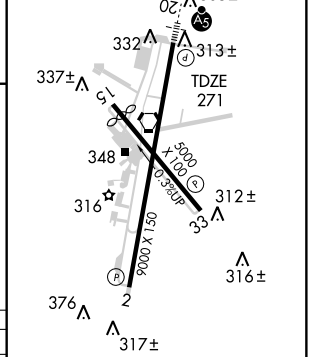
MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct CTR VOR/DME and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7



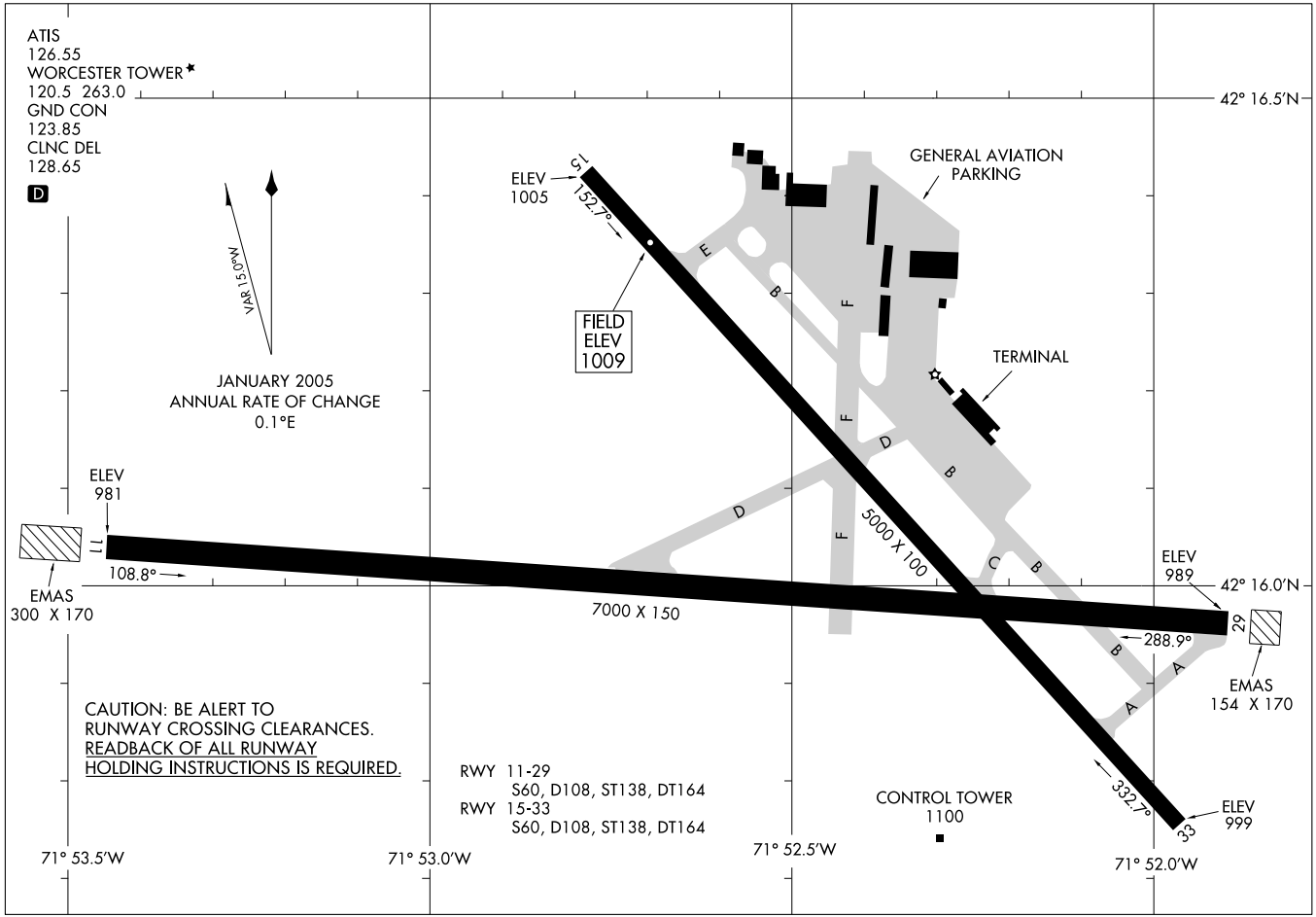




CATEGORY	A	B	C	D
S-20	940/40	669 (700-¾)	940/60 669 (700-1¼)	940-1½ 669 (700-1½)
CIRCLING	1160-1¼	889 (900-1¼)	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

MIRL Rwy 15-33 L
HIRL Rwy 2-20 L

NE-1. 14 JAN 2010 to 11 FEB 2010



WORCESTER, MASSACHUSETTS

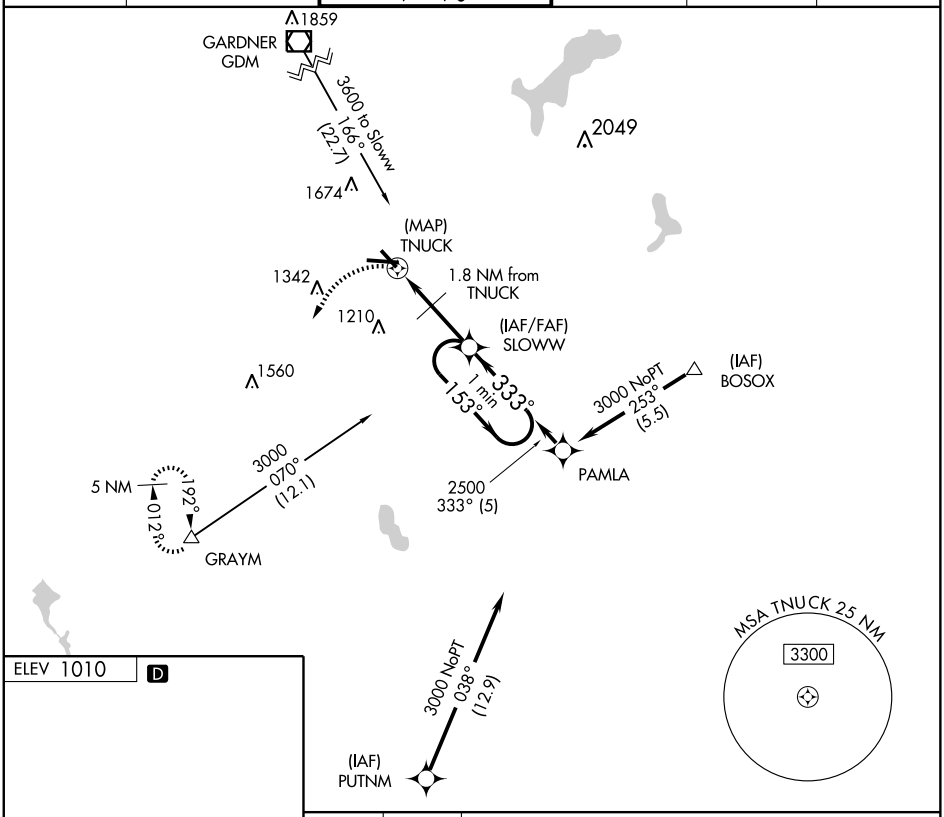
APP CRS	Rwy Idg	5000
333°	TDZE	997
	Apt Elev	1010

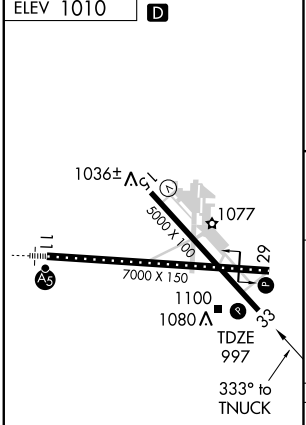
GPS RWY 33
WORCESTER RGNL (ORH)

NA

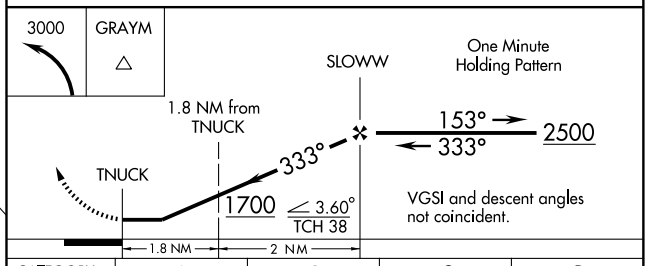
MISSED APPROACH: Climbing left turn to 3000 direct GRAYM WP and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95





TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
S-33	1340-1 343 (400-1)			1340-1¼ 343 (400-1¼)
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	1960-3 950 (1000-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RSR	APP CRS	Rwy Idg	7000
110.9	109°	TDZE	981
Chan 46		Apt Elev	1010

ILS or LOC RWY 11
WORCESTER RGNL (ORH)

If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.
VDP NA when using Laurence G. Hanscom Fld altimeter setting.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via GDM VOR/DME R-167 to LAWRN Int/GDM 23 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) 263.0	123.85	128.65	122.95

GARDNER
110.6 GDM
Chan 43

2090

2900
187°
(16.5)

1859

R-209 R-187 R-167

LOCALIZER 110.9
I-RSR
Chan 46

2049

1674

ALTERNATE MISSED APCH FIX
289°
109°
GOZZR
417 EK

LOM
GOZZR
417 EK

289°
2800 NoPT
109°
(6.3)

289°
1 min
109°

1242± MM

(IAF)
SPENO INT
I-RSR 11.7

(IAF)
RILOC INT
I-RSR 5.4

1342

1210

1560

112.7 BOS
Chan 74

R-272

167°
347°

LAWRN INT
GDM 23

MSA GDM 25 NM
150° 240°
4400
3300

10 NM

Procedure NA for arrivals at SPENO via V-229 SW Bnd.

ELEV 1010 D

1036± 1077

TDZE
981

5000 X 100
7000 X 150
11 29 33

1100
1080

109° 5.5 NM from FAF

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

One Minute Holding Pattern

RILOC INT
I-RSR 5.4

1400 3000

LAWRN INT
GDM 23

GDM R-167
110.6

2800

I-RSR
1.4

2800 ← 289°
109° →
109°
2800

MM

GS 3.00°
TCH 44

4 NM 0.9 0.6

CATEGORY	A	B	C	D
S-ILS 11	1181/18 200 (200-½)			
S-LOC 11	1500/24 519 (500-½)		1500/50 519 (500-1)	1500/60 519 (500-1¼)
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-EKW	APP CRS	Rwy Idg	7000
110.9	289°	TDZE	991
Chan 46		Apt Elev	1010

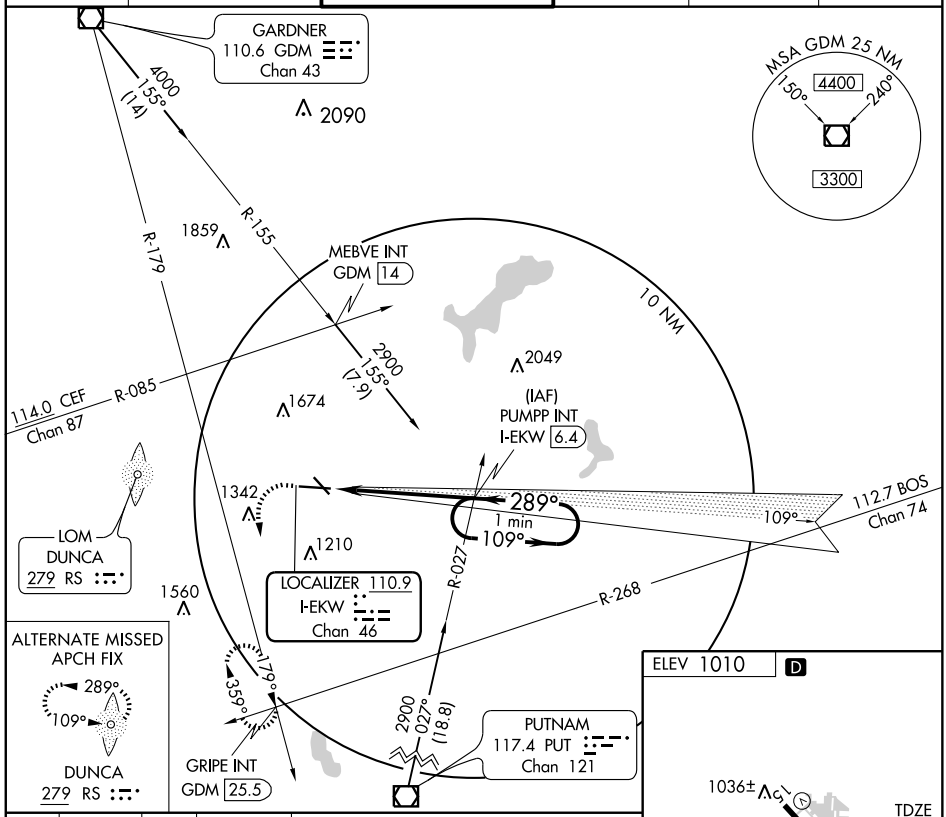
ILS or LOC RWY 29

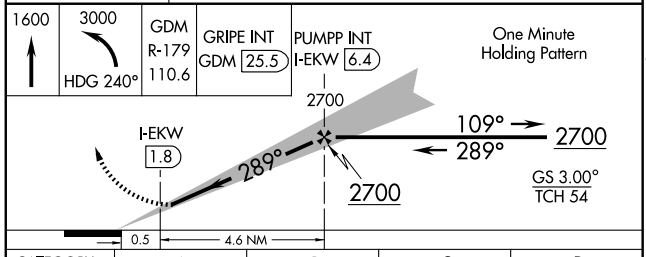
WORCESTER RGNL (ORH)

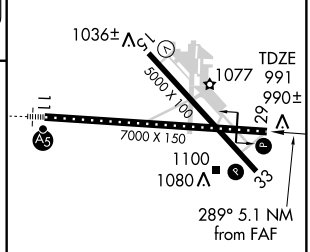
Autopilot coupled approach NA below 1226 feet. DME REQUIRED. If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 240° and GDM R-179 to GRIPE Int/GDM 25.5 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) 263.0	123.85	128.65	122.95







TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 (L)
MIRL Rwy 15-33 (L)

CATEGORY	A	B	C	D
S-ILS 29	1191/40 200 (200-¾)			
S-LOC 29	1260/50 269 (300-1)			
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1. 14 JAN 2010 to 11 FEB 2010

LOM RS	APP CRS	Rwy Idg	7000
279	109°	TDZE	981
		Apt Elev	1010

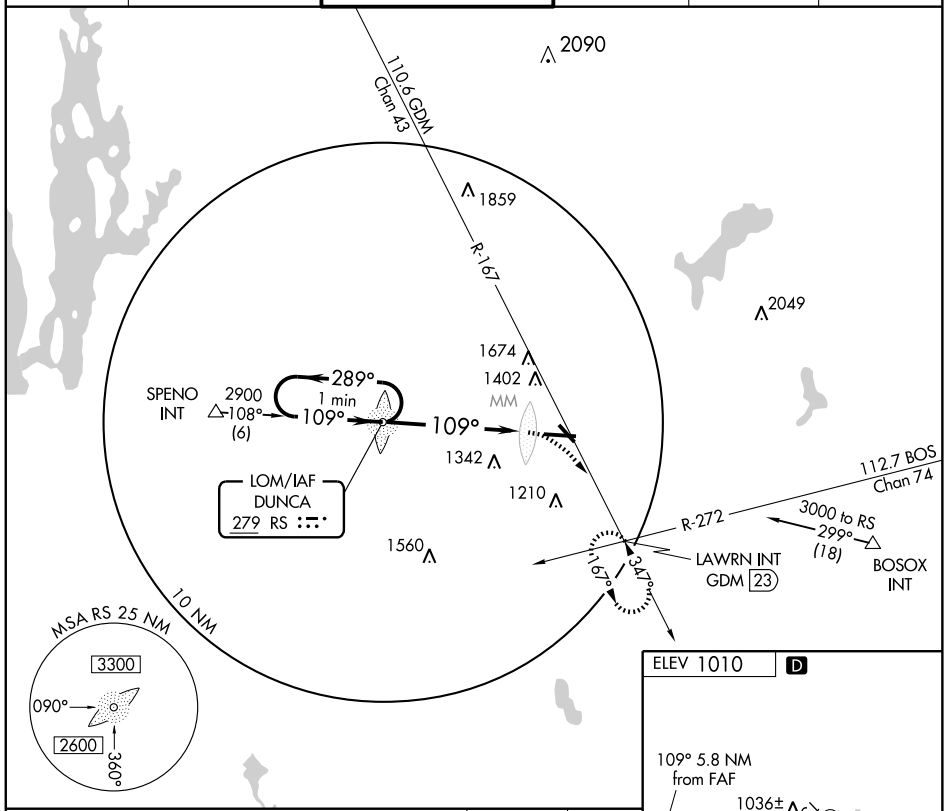
NDB RWY 11
WORCESTER RGNL (ORH)

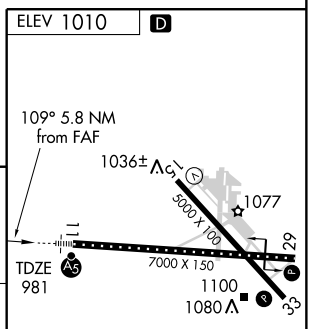
If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all MDAs 200'.

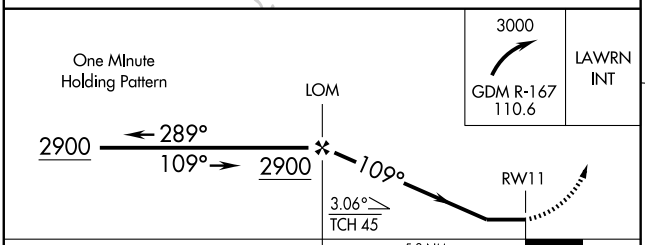
MALSR

MISSED APPROACH: Climbing right turn to 3000 via GDM VOR/DME R-167 to LAWRN Int/GDM 23 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-11	1680/40	699 (700-¾)	1680-1½ 699 (700-1½)	1680-2 699 (700-2)
CIRCLING	1680-1	670 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS Ch 77999 W11A	APP CRS 109°	Rwy Idg 7000 TDZE 981 Apt Elev 1010

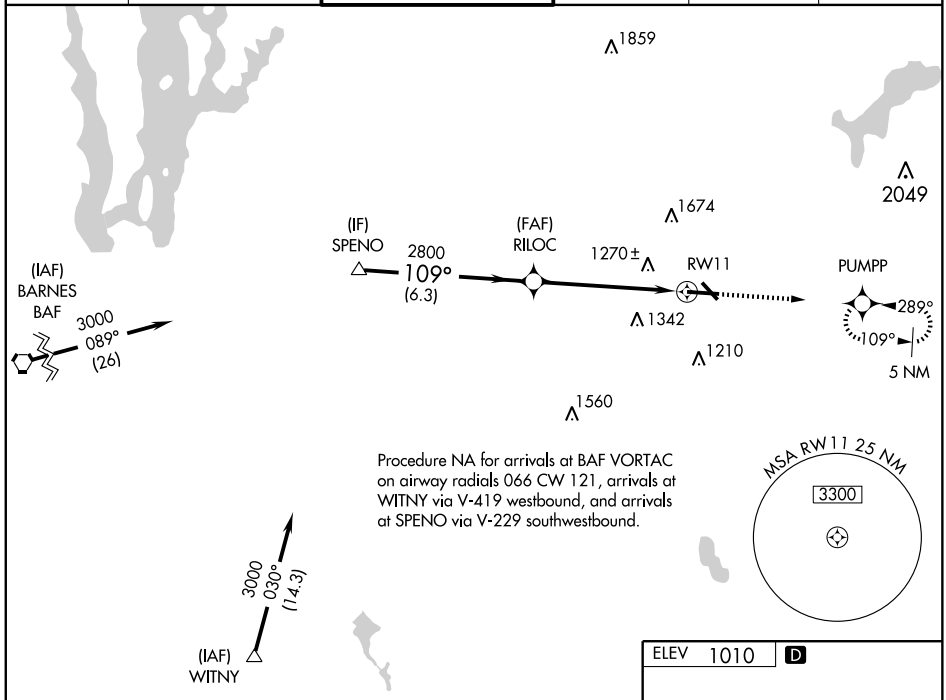
RNAV (GPS) RWY 11
WORCESTER RGNL (ORH)

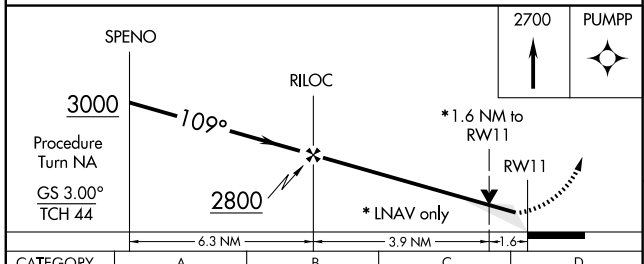
T DME/DME RNP -0.3 NA. For inoperative MALSR, increase LPV visibility all Cats to RVR 6000. If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.
A
W VDP NA when using Laurence G. Hanscom Fld altimeter setting.

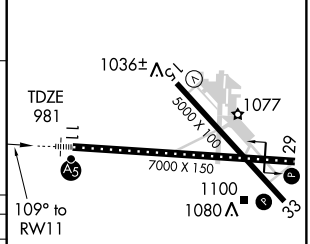
MALSR

MISSED APPROACH: Climb to 2700 direct PUMPP and hold. When authorized by ATC, continue climb-in-hold to 3000.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







CATEGORY	A	B	C	D
LPV DA	1334/40 353 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	1520/24 539 (600-½)		1520/50 539 (600-1)	1520/60 539 (600-1¼)
CIRCLING	1540 - 1¼ 530 (600-1¼)	1640 - 1¼ 630 (700-1¼)	1720 - 2 710 (700-2)	2000 - 3 990 (1000-3)

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7000
Ch 82299	289°	TDZE	991
W29A		Apt Elev	1010

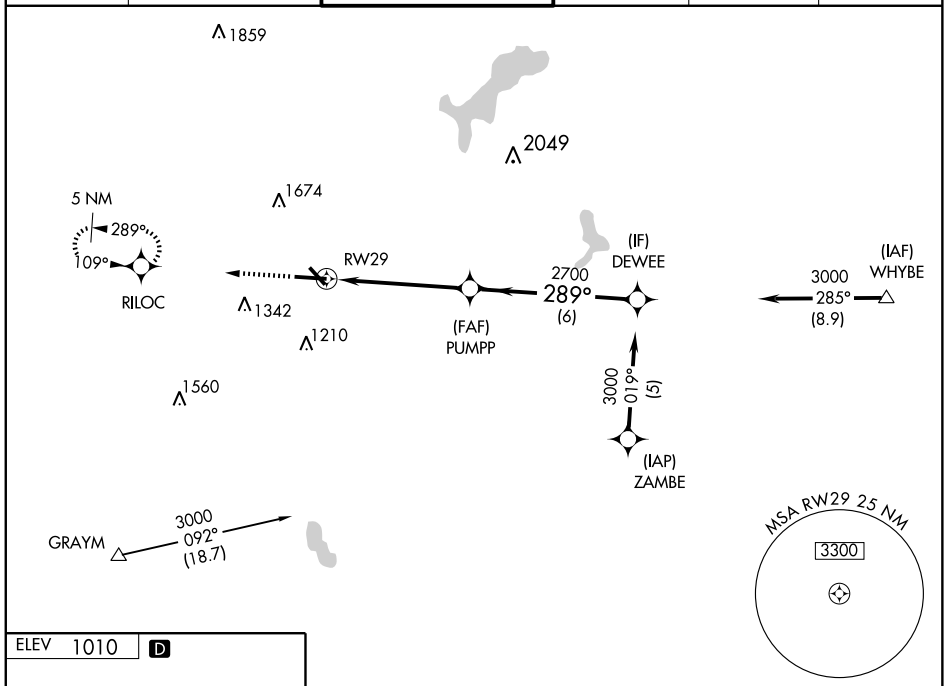
RNAV (GPS) RWY 29

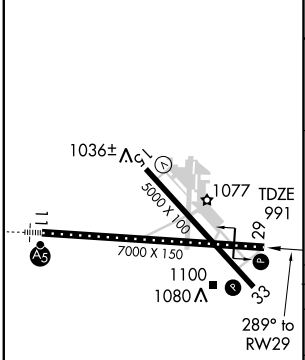
WORCESTER RGNL (ORH)

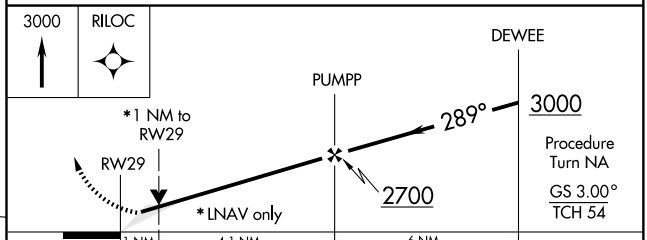
T A W DME/DME RNP -0.3 NA. Baro VNAV NA below -17°C (2°F). If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'. VDP and Baro-VNAV NA when using Laurence G. Hanscom Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct RILOC and hold, continue climb-in-hold to 3000.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95



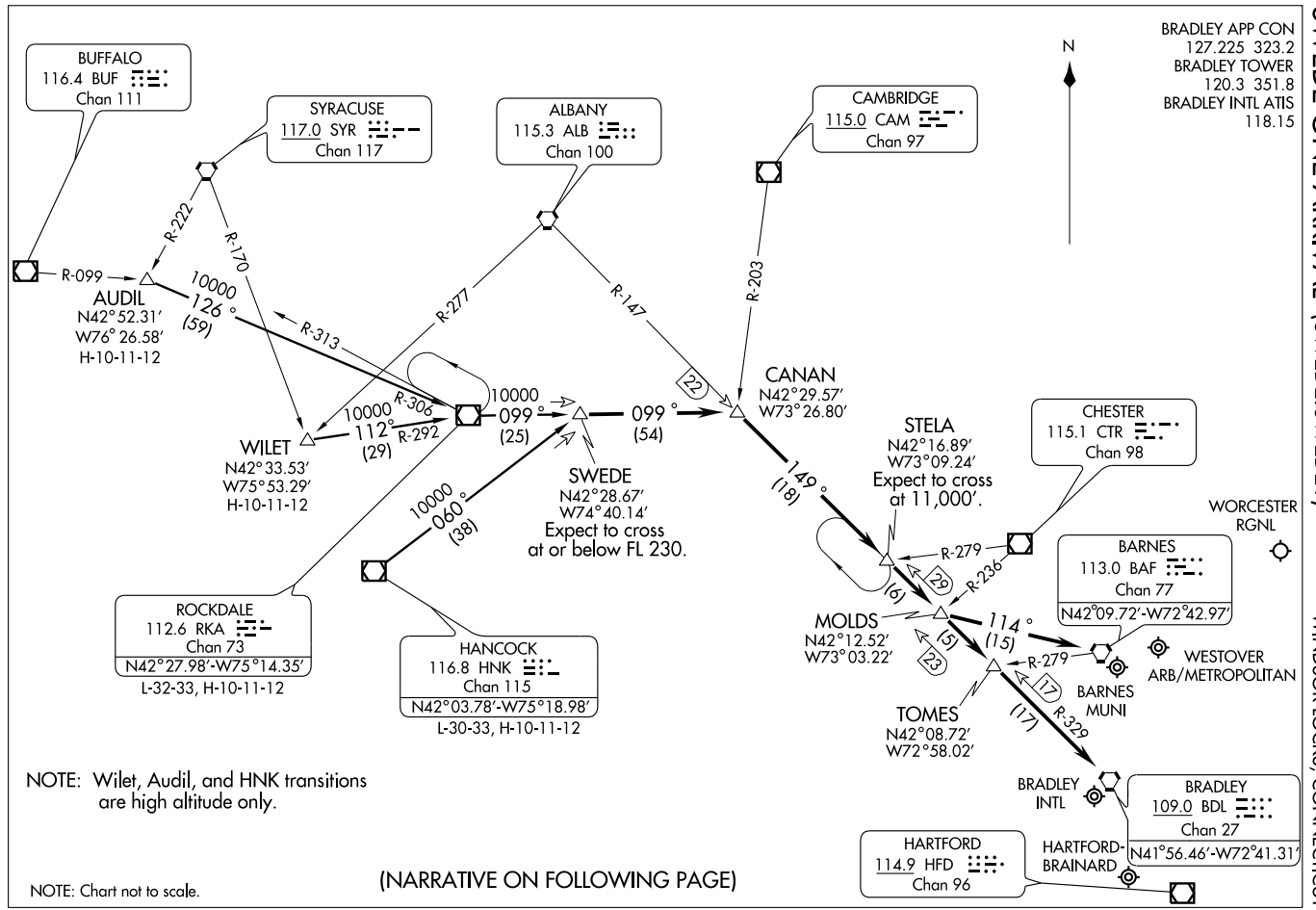




CATEGORY	A	B	C	D
LPV DA	1241/40 250 (300-¾)			
LNAV/VNAV DA	1361/60 370 (400-1¼)			
LNAV MDA	1360/50 369 (400-1)			1360/60 369 (400-1¼)
CIRCLING	1540 - 1¼ 530 (600-1¼)	1640 - 1¼ 630 (700-1¼)	1720 - 2 710 (700-2)	2000 - 3 990 (1000-3)

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

NE-1. 14 JAN 2010 to 11 FEB 2010


07298
SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
ST-460 (FAA)
WINDSOR LOCKS, CONNECTICUT
BRADLEY APP CON
127.225 323.2
BRADLEY TOWER
120.3 351.8
BRADLEY INTL ATIS
118.15
N
BUFFALO
116.4 BUF
Chan 111
SYRACUSE
117.0 SYR
Chan 117
ALBANY
115.3 ALB
Chan 100
CAMBRIDGE
115.0 CAM
Chan 97
R-099
R-222
R-170
R-277
R-147
R-203
AUDIL
N42°52.31′
W76°26.58′
H-10-11-12
10000
126°
(59)
R-313
10000
R-306
112°
(29)
R-292
WILET
N42°33.53′
W75°53.29′
H-10-11-12
10000
099°
(25)
099°
(54)
22
CANAN
N42°29.57′
W73°26.80′
SWEDE
N42°28.67′
W74°40.14′
Expect to cross
at or below FL 230.
10000
060°
(38)
149°
(18)
STELA
N42°16.89′
W73°09.24′
Expect to cross
at 11,000′.
CHESTER
115.1 CTR
Chan 98
WORCESTER
RGNL
R-279
29
R-236
(6)
BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
MOLDS
N42°12.52′
W73°03.22′
114°
(15)
(5)
23
R-279
17
BARNES
MUNI
WESTOVER
ARB/METROPOLITAN
TOMES
N42°08.72′
W72°58.02′
(17)
R-329
ROCKDALE
112.6 RKA
Chan 73
N42°27.98′-W75°14.35′
L-32-33, H-10-11-12
HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
NOTE: Wilet, Audil, and HNK transitions
are high altitude only.
BRADLEY
INTL
BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
HARTFORD
114.9 HFD
Chan 96
HARTFORD-
BRAINARD
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

VORTAC GDM 110.6 Chan 43	APP CRS 347°	Rwy Idg 5000 TDZE 997 Apt Elev 1010

VOR/DME RWY 33

WORCESTER RGNL (ORH)

MISSED APPROACH: Climbing left turn to 3000 via heading 240° and GDM R-191 to GRAYM Int/GDM 26.7 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95

GARDNER 110.6 GDM Chan 43

3600 (23) 167°

10 NM

2049

1674

1342

1210

1560

(IAF) LAWRN INT GDM 23

R-191

R-272

BOS 112.7 Chan 74

R-268

BOS 112.7 Chan 74

1 min 167° 347°

2500 347° (5)

SQUEL INT GDM 28

011° 191°

R-030

R-167

BDL 109.0 Chan 27 R-086 R-053

HFD 114.9 Chan 96

GRAYM INT GDM 26.7

3000 NoPT 030° (10.8)

IAF PUTNAM 117.4 PUT Chan 121

MSA GDM 25 NM

50° 240°

4400

3300

ELEV 1010 D

1036± 1077

5000 X 100

7000 X 150

11 29 33

1100

1080

TDZE 997

347° 4 NM from FAF

TDZ/CL Rwy 11

REIL Rwys 15, 29 and 33

HIRL Rwy 11-29 L

MIRL Rwy 15-33 L

Knots	60	90	120	150	180
Min:Sec					

3000 HDG 240°	GDM R-191 110.6	GRAYM △

LAWRN INT GDM 23

One Minute Holding Pattern

167° 347° 2500

GDM 19.5

347°

3.47° TCH 38

VGSI and descent angles not coincident.

0.5 3.5 NM

CATEGORY	A	B	C	D
S-33	1520-1	523 (600-1)	1520-1½ 523 (600-1½)	1520-1¾ 523 (600-1¾)
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	1960-3 950 (1000-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABERDEEN PROVING GROUND, MD
PHILLIPS AAF (KAPG) ..... **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

ABINGDON, VA
VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD
LEE ..... **RNAV (GPS)-A**
NA when local weather not available.

BALTIMORE, MD
BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1100-2;Category C,D 1100-3.

MARTIN STATE ..... **ILS or LOC Rwy 33[123]**
LOC Rwy 15[2]
VOR/DME or TACAN Z Rwy 15[4]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA
VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA
CHARLOTTESVILLE-
ALBEMARLE ..... **ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[34]
[1]NA when control tower closed.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 1000-3. LOC, Category C, 800-2¼; Category D, 1000-3.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD
COLLEGE PARK ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

CULPEPER, VA
CULPEPER RGNL ..... **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]
[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA
DANVILLE RGNL ..... **VOR Rwy 20**
Category C, 800-2¼; Category D, 800-2½.

DUBLIN, VA
NEW RIVER VALLEY ..... **VOR or GPS-A**
Category D, 800-2¼.

EASTON, MD
EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

NAME ALTERNATE MINIMUMS

EMPORIA, VA
EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

FELKER AAF (KFAF)
FORT EUSTIS, VA.....ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FREDERICK, MD
FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[12]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD
MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA
TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE
SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

HAGERSTOWN, MD
HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA
INGALLS FIELD ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.
Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.

LEESBURG, VA
LEESBURG EXECUTIVE .. **RNAV (GPS) Rwy 17**
LPV, Category D, 700-2.

NAME ALTERNATE MINIMUMS

LEONARDTOWN, MD
ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA
LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA
LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[12]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

MANASSAS, VA
MANASSAS RGNL/HARRY P DAVIS
FIELD ..... **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA
MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

MARTINSVILLE, VA
BLUE RIDGE ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Categories A,B, 1000-2; Categories C,D, 1000-3.

MELFA, VA
ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE
SUMMIT ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7[12]**
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 32[12]
VOR-A[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23

NA when local weather not available.

RICHLANDS, VA

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25

NA when local weather not available.

RICHMOND, VA

RICHMOND INTL ..... **ILS or LOC Rwy 16**

ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]

NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33[12]**
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]

NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5[1]**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.
[1]ILS, Category D, 700-2.

SUFFOLK, VA

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7

NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY ..... **VOR/DME or TACAN Rwy 10**

Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]

[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]

[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

WEST POINT, VA

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
VOR-A

NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 1[23]
VOR Rwy 27[3]

[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

WISE, VA

LONESOME PINE ..... **RNAV (GPS) Rwy 6[12]**
RNAV (GPS) Rwy 24[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

ANDREWS AFB (KADW), (CAMP SPRINGS) MD (09127 USAF)

RADAR - (E) 113.1T 124.0 128.35 257.2 286.6 301.5 316.7 335.5 360.8 379.2 ▽T **ELEV 280**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1L[1]		AB	**760**/24	500	(500-½)
			C	**760**/40	500	(500-¾)
			D	**760**/50	500	(500-1)
			E	**760**/60	500	(500-1¼)
	19R[4]		AB	**780**/24	507	(500-½)
			CD	**780**/50	507	(500-1)
			E	**780**/60	507	(500-1¼)
	19L[2]		ABC	**720**/40	440	(500-¾)
			DE	**720**/50	440	(500-1)
	1R[1]		ABC	**760**/40	495	(500-¾)
			D	**760**/50	495	(500-1)
			E	**760**/60	495	(500-1¼)
CIR[3]	19L		A	**720**-1	440	(500-1)
			B	**740**-1	460	(500-1)
			C	**740**-1½	460	(500-1½)
			DE	**840**-2	560	(600-2)
	19R		AB	**780**-1	500	(500-1)
			C	**780**-1½	500	(500-1½)
			DE	**840**-2	560	(600-2)
	1L, 1R		AB	**760**-1	480	(500-1)
			C	**760**-1½	480	(500-1½)
			DE	**840**-2	560	(600-2)

[1]When ALS inop, increase CAT AB RVR 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E vis to 1¾ miles. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles. [3]Circling not authorized W of Rwy 1L-19R. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½.

DAVISON AAF (KDAA), VA (Ft. Belvoir) (Amdt 10A, 09211 USA) **ELEV 73**

RADAR[1] - (E) 118.85 119.95 248.5x 265.6 ▽⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/22/414	ABCD	**333**/40	265	(300-¾)
	14	3.0°/59/937	ABCD	**635**-2	575	(600-2)

[1]Opr 1100-2300Z++ wkd excld hol, R-IFF SIF svc not avbl.

NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (09267 USN) ELEV 7

RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[23]	3.0°/50/948	ABCDE	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	ABCDE	**265**-¾	250	(300-¾)
COPTER PAR[1]	10[23]	3.0°/50/948	COPTER	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	COPTER	**265**-¾	250	(300-¾)
PAR W/O GS[1]	28[5]		ABCDE	**460**-1	445	(500-1)
	10[6]		ABC	**460**-¾	443	(500-¾)
			DE	**460**-1	443	(500-1)
ASR[1]	10[7]		AB	**520**-¾	503	(600-¾)
			CD	**520**-1	503	(600-1)
			E	**520**-1¼	503	(600-1¼)
	28[6]		ABC	**460**-1	445	(500-1)
			DE	**460**-1¼	445	(500-1¼)
CIR ASR[89]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)
CIR PAR W/O GS[89]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)

[1]No-NOTAM preventive maint Mon 1200-1800Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]PAPI RRP and PAR RPI are not coincidental. [4]When ALS inop, increase vis CAT ABCDE to 1 mile. [5]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [6]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. [7]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]CAT E cir not authorized south of Rwy 10-28. [9]Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.

OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN) ELEV 23

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[8]	5R[1]	3.0°/36/686	ABCDE	**120**-¼	100	(100-¼)
	23L[1]	3.0°/42/809	ABCDE	**122**-¼	100	(100-¼)
	5L	3.0°/40/753	ABCDE	**121**-½	100	(100-½)
	23R	3.0°/44/841	ABCDE	**121**-½	100	(100-½)
	32L[1]	3.0°/41/782	ABCDE	**123**-¼	100	(100-¼)
	14R	3.0°/38/711	ABCDE	**272**-1	250	(300-1)
PAR W/O GS[8]	14R		ABCDE	**360**-1¼	338	(400-1¼)
	5R[2]		ABCD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	5L		ABCD	**420**-1¼	399	(400-1¼)
			E	**420**-1½	399	(400-1½)
	32L[4]		ABCDE	**360**-¾	337	(400-¾)
	23L[3]		ABC	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		ABCDE	**300**-1¼	278	(300-1¼)
	23R		ABC	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
PAR SIDESTEP[8]	32R		AB	**360**-1¼	339	(400-1¼)
			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**360**-1¼	340	(400-1¼)
			C	**360**-1½	340	(400-1½)
			DE	**360**-2	340	(400-2)
	5L		ABC	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	23L		ABC	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		ABC	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)
PAR W/O GS SIDESTEP[8]	5L		AB	**420**-1¼	399	(400-1¼)
			C	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	32R		AB	**360**-1¼	339	(400-1¼)
			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**360**-1¼	340	(400-1¼)
			C	**360**-1½	340	(400-1½)
			DE	**360**-2	340	(400-2)
	23L		AB	**460**-1¼	438	(500-1¼)
			C	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		AB	**460**-1¼	439	(500-1¼)
			C	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)

OCEANA NAS (KNTU), (Continued)

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R[5]		AB	**420**-½	400	(400-½)
			CD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	5L		ABC	**400**-1	379	(400-1)
			DE	**400**-1¼	379	(400-1¼)
	32L[6]		AB	**440**-½	417	(500-½)
			CD	**440**-¾	417	(500-¾)
			E	**440**-1	417	(500-1)
	23L[7]		AB	**460**-½	438	(500-½)
			C	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		AB	**460**-1	438	(500-1)
			C	**460**-1¼	438	(500-1¼)
			DE	**460**-1½	438	(500-1½)
	14L		AB	**460**-1	440	(500-1)
			C	**460**-1¼	440	(500-1¼)
			DE	**460**-1½	440	(500-1½)
	23R		AB	**460**-1	439	(500-1)
			C	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
	32R		AB	**440**-1	419	(500-1)
			CD	**440**-1¼	419	(500-1¼)
			E	**440**-1½	419	(500-1½)
CIR	All Rwy		AB	**480**-1	457	(500-1)
ASR			C	**480**-1½	457	(500-1½)
			D	**580**-2	557	(600-2)
			E	**620**-2	597	(600-2)
CIR	All Rwy		ABC	**480**-1¾	457	(500-1¾)
PAR			D	**580**-2	557	(600-2)
			E	**620**-2¼	597	(600-2¼)
CIR	All Rwy		AB	**480**-1¼	457	(500-1¼)
PAR W/O GS			C	**480**-1½	457	(500-1½)
			D	**580**-2	558	(600-2)
			E	**620**-2	598	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase CAT ABC to 1¼ miles, CAT DE to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [7]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [8]No-NOTAM preventive maintenance TUE 1030Z-1430Z++.

PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

RADAR - (E) 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	6[2]	3.0°/46/971	ABCDE	**139**-¼	100	(100-¼)
	24	3.0°/43/805	ABCDE	**120**-½	100	(100-½)
	14	3.0°/37/735	ABCDE	**127**-½	100	(100-½)
	32	3.0°/48/892	ABCDE	**268**-1	250	(300-1)
PAR W/O GS	6[4]		ABCD	**360**-½	321	(400-½)
			E	**360**-¾	321	(400-¾)
	14		ABCDE	**340**-1¼	313	(400-1¼)
	24		ABCDE	**320**-1¼	300	(400-1¼)
	32		ABCDE	**340**-1¼	322	(400-1¼)
ASR	14		ABC	**380**-1	353	(400-1)
			DE	**380**-1¼	353	(400-1¼)
	32		ABC	**400**-1	382	(400-1)
			DE	**400**-1¼	382	(400-1¼)
	6[3]		AB	**500**-½	461	(500-½)
			C	**500**-¾	461	(500-¾)
			D	**500**-1	461	(500-1)
			E	**500**-1¼	461	(500-1¼)
	24		AB	**440**-1	420	(500-1)
			CD	**440**-1¼	420	(500-1¼)
			E	**440**-1½	420	(500-1½)
CIR[5]	6-24, 14-32		A	**540**-1	501	(600-1)
			B	**560**-1	521	(600-1)
			C	**560**-1½	521	(600-1½)
			D	**600**-2	561	(600-2)
			E	**640**-2¼	601	(700-2¼)

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++. [2]When ALS inop, increase Cat ABCDE vis to ½ mile. [3]When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. [4]When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. [5]When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.

QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN) ELEV 11

RADAR[1] - 120.925 351.95 353.65 363.15

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[23]	2	3.0°/35/670	ABCD	**262**-1	252	(300-1)
PAR W/O GS[2]	2		ABCD	**400**-1¼	390	(400-1¼)
ASR[2]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**560**-1¾	550	(600-1¾)
CIR PAR or PAR W/O GS[4]	2		A	**500**-1¼	490	(500-1¼)
			B	**540**-1¼	530	(600-1¼)
			C	**540**-1½	530	(600-1½)
			D	**700**-2¼	690	(700-2¼)
CIR[4]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**700**-2¼	690	(700-2¼)

[1]GCA avbl daily during published field opr hr. Ctc twr for freq asgn. [2]Procedure NA at night when VGSI inop. [3]PAR military use only in other than VFR. [3]Circling not authorized W of Rwy 2-20.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/ 362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

NAME	TAKE-OFF MINIMUMS

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course. **Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before proceeding on course. **Rwy 28,** climb heading 285° to 900 before proceeding on course. **Rwy 33L,** climb heading 320° to 2000 before proceeding on course. **Rwy 33R,** climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4,** rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28,** tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R,** numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039°to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK

TAKE-OFF MINIMUMS: **Rwy 15**, 700-1. **Rwy 33**, 700-2.

DEPARTURE PROCEDURE: **All aircraft** climb in VBW holding pattern (SW, right turns, 035° inbound) to 4000 before proceeding on course.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 4,** 600-1 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 1900 before turning.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG 08045 (FAA)

NOTES: **Rwy 5,** Vehicle on road beginning 20' from departure end of runway, on centerline, up to 15' AGL/261' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

COLLEGE PARK, MD

COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD

CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA

DANVILLE RGNL

TAKE-OFF MINIMUMS: **Rwys 2, 31,** 300-1 or std. with a min. climb of 240' per NM to 1000.

DAVISON AAF (KDAA)

FORT BELVOIR, VA

. . . . . .Rwy 32, 300-1*

* Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)

DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

ORIG 07354 (FAA)

NOTE: **Rwy 3,** tree 1335' from departure end of runway, 277' right of centerline, 59' AGL/476' MSL. **Rwy 21,** vehicle on road 18' from departure end of runway, 495' left of centerline, 15' AGL/425' MSL. Tree 675' from departure end of runway, 315' right of centerline, 42' AGL/452' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD

FREDERICK MUNI

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA

SHANNON

TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.

NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD

POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.

NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA

FRONTROYAL-WARREN COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 409' per NM to 1100, or 2300-3 for climb in visual conditions. **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** climbing left turn via MRB R-216 to MRB VORTAC before proceeding on course, do not exceed 180 knots until MRB VORTAC; or for climb in visual conditions: cross Front Royal-Warren County Airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 148' from departure end of runway, 99' right of centerline, up to 100' AGL/939' MSL. Multiple trees beginning 182' from departure end of runway, 189' left of centerline, up to 100' AGL/854' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK

TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA

TWIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE

SUSSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA

GRUNDY MUNI

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD

HAGERSTOWN RGNL -RICHARD A. HENSON FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA

INGALLS FIELD

TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD

MARYLAND

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.

NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)
HAMPTON, VA
..... Orig 07354
..... **Rwy 8**, 500-3*
* Or standard with minimum climb of 240 ft/NM to 700.
NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.
TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE
LAUREL
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA
LAWRENCEVILLE/BRUNSWICK MUNI
TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.
NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA
LEESBURG EXECUTIVE (JYO)
AMDT 1 09183 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 900 before proceeding on course.
NOTE: **Rwy 17,** building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD
ST. MARY'S COUNTY RGNL
NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA
LOUISA COUNTY/FREEMAN FIELD (LKU)
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees beginning abeam departure end of runway, 369' right of centerline, up to 100' AGL/589' MSL. Trees beginning 226' from departure end of runway, 541' left of centerline, up to 100' AGL/559' MSL. Trees beginning 1200' from departure end of runway, left and right of centerline, up to 100'AGL/539'MSL. **Rwy 27,** trees beginning abeam departure end of runway, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 211' from departure end of runway, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 69' from departure end of runway, 513' left of centerline, up to 100' AGL/569' MSL. Trees beginning 586' from departure end of runway, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA
LURAY CAVERNS
TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3
DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA
FALWELL
TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.
NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG, VA (CON'T)

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 2A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2100. **Rwy 30**, 300-1 or std. with a min. climb of 370' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 12,** climb direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course. **Rwy 30,** climbing right turn direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course.

NOTE: **Rwy 12,** trees 38' from departure end of runway, 380' right of centerline, 82' AGL/941' MSL. Trees 316' from departure end of runway, 320' left of centerline, 56' AGL/956' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22' AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD

GARRETT COUNTY (2G4)

ORIG 08101 (FAA)

NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD

OCEAN CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

VIRGINIA BEACH, VA. 09351

TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)

PATUXENT RIVER, MD 09267

Rwy 6, Obstacle identification surface begins 15' above DER.

Rwy 14, Obstacle identification surface begins 35' above DER.

Rwy 20, Obstacle identification surface begins 20' above DER.

Rwy 24, Obstacle identification surface begins 15' above DER.

TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA

DINWIDDIE COUNTY (PTB)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.

NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD . . 07270

TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VA 09295

Diverse departures not authorized.

Rwy 2, 400-2½*

Rwy 20, 300-1¼**

* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.

** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.

DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.

TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

QUINTON, VA

NEW KENT COUNTY

NOTE: **Rwy 10,** trees beginning 358' from departure end of runway, 6' left of centerline, up to 100' AGL/169' MSL. Trees beginning 994' from departure end of runway, 602' right of centerline, up to 100' AGL/209' MSL. Trees beginning 1396' from departure end of runway, 389' left of centerline, up to 100' AGL/209' MSL. Trees beginning 3422' from departure end of runway, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 345' from departure end of runway, 296' right of centerline, up to 100' AGL/209' MSL. Trees beginning 367' from departure end of runway, 527' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2134' from departure end of runway, left and right of centerline, 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND INTL

NOTE: **Rwy 2,** cross departure end of runway at or above 30' AGL/195' MSL. **Rwy 7,** cross departure end of runway at or above 34' AGL/223' MSL. **Rwy 16,** cross departure end of runway at or above 22' AGL/183' MSL. **Rwy 20,** cross departure end of runway at or above 35' AGL/193' MSL. **Rwy 25,** cross departure end of runway at or above 20' AGL/176' MSL. **Rwy 34,** cross departure end of runway at or above 10' AGL/177' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 250' per NM to 1000. **Rwy 19,** 300-1 or std. with a min. climb of 370' per NM to 1000'

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 1000 before proceeding on course.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)

AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway, 105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)
ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)
ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)
AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL. **Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

WISE, VA

LONESOME PINE

TAKE-OFF MINIMUMS: **Rwy 24,** 1800-3 or std. with a min. climb of 400' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 6,** climb on runway heading to 3800 before proceeding on course.
Rwy 24, climb on runway heading to 4500 before proceeding on course.

NDB RWY 22

NDB APG 349	APCH CRS 226°	Rwy ldg 7997 TDZE 46 Arpt Elev 57

AL-555 [USA]

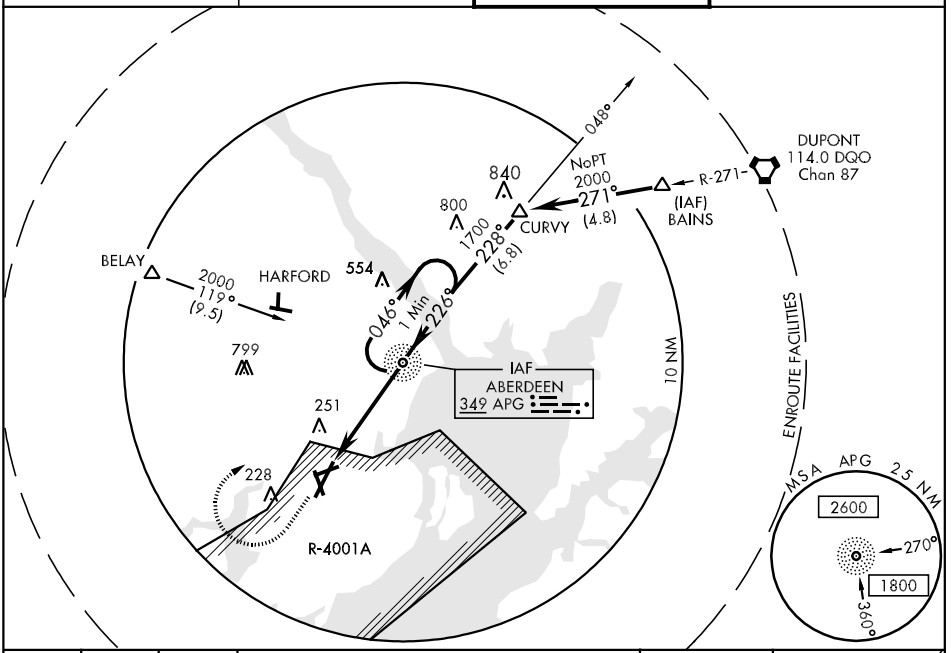
PHILLIPS AAF (APG)

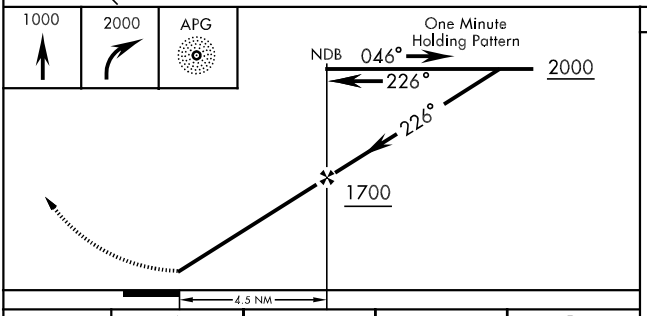
* When local altimeter setting not received, use BALTIMORE altimeter setting.

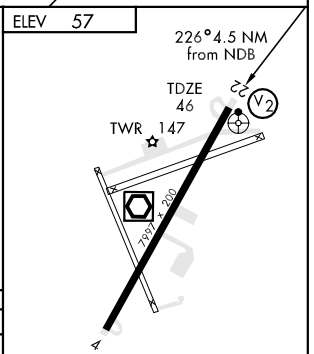
ODALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct to APG NDB and hold.

ATIS *	POTOMAC APP CON	PHILLIPS TOWER *	GND CON
108.4	126.75 307.9	126.15 229.6	121.9







CATEGORY	A	B	C	D
S-22	560-¾ 514(600-¾)		560-1¼ 514(600-1¼)	560-1½ 514(600-1½)
CIRCLING	560-1 502(600-1)		600-1½ 542(600-1½)	680-2 622(700-2)
* BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22	640-¾ 594(600-¾)		640-1¼ 594(600-1¼)	640-1½ 594(600-1½)
CIRCLING	640-1 582(600-1)		680-1¾ 622(700-1¾)	760-2¼ 702(800-2¼)

HIRL Rwy 4-22

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 22

APCH CRS	Rwy ldg	7997
218°	TDZE	45
	Arpt Elev	57

AL-555 [USA]

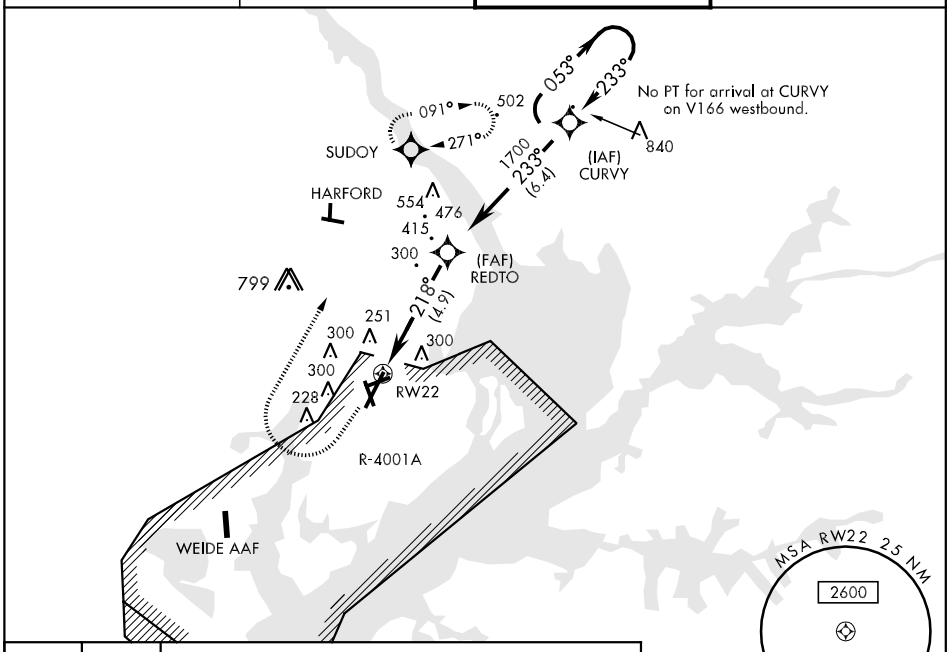
PHILLIPS AAF (APG)

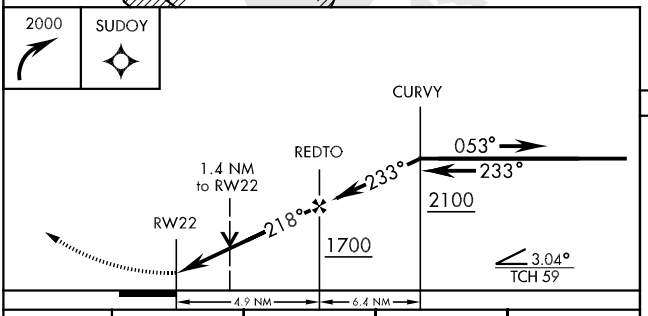
*For inoperative ODALS, increase LNAV all CATS visibility ¼ mile.
**When local altimeter setting not received, use Baltimore altimeter setting.
VDP NA with Baltimore altimeter setting.
DME/DME RNP-.3 NA

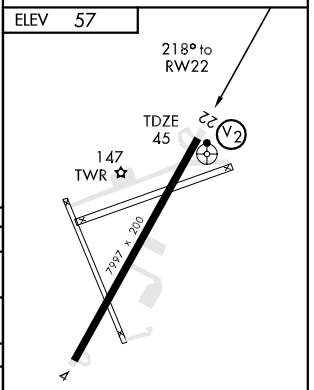
ODALS

MISSED APPROACH: Climbing right turn to 2000 direct SUDOY and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9







CATEGORY	A	B	C	D
LNAV MDA*	560-¾ 515(600-¾)		560-1¼ 515(600-1¼)	560-1½ 515(600-1½)
CIRCLING	560-1 503(600-1)		560-1½ 503(600-1½)	620-2 563(600-2)
** BALTIMORE ALTIMETER SETTING MINIMUMS				
LNAV MDA*	640-¾ 595(600-¾)		640-1¼ 595(600-1¼)	640-1½ 595(600-1½)
CIRCLING	640-1 583(600-1)		640-1½ 583(600-1½)	640-2 583(600-2)

HIRL Rwy 4-22

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME RWY 22

VOR/DME PPM 108.4 Chan 21	APCH CRS 226°	Rwy ldg 7997 TDZE 46 Arpt Elev 57

AL-555 [USA]

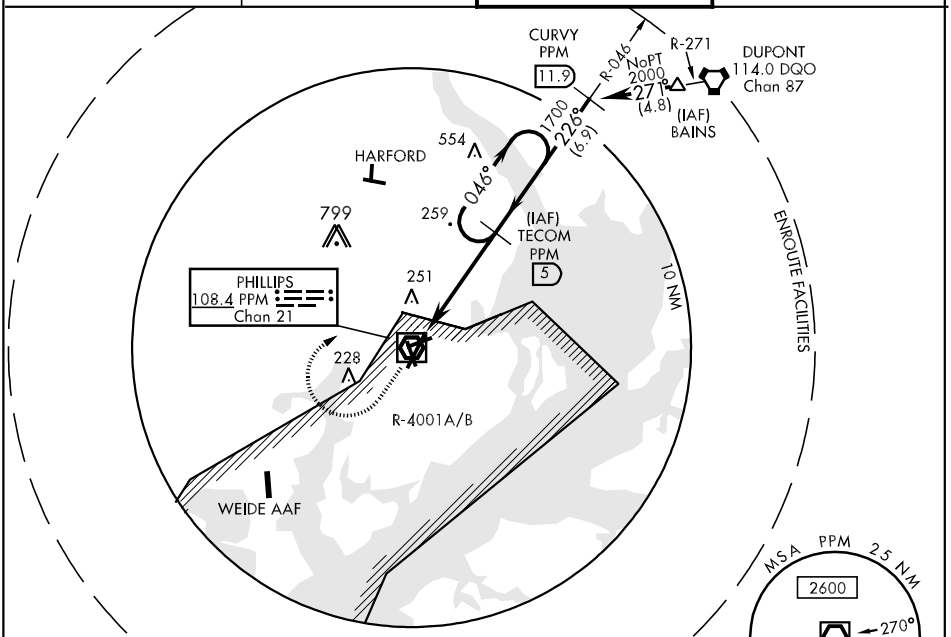
PHILLIPS AAF (APG)

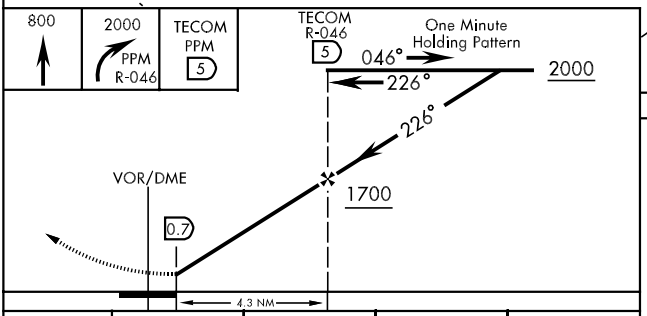
▲ ▼ * When local altimeter setting not received use Baltimore altimeter setting.

ODALS

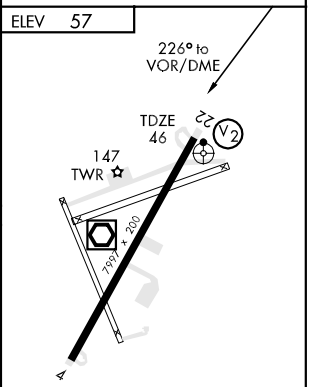
MISSED APPROACH: Climb to 800, then climbing right to 2000 via PPM R-046 to TECOM/5 DME and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9





ELEV 57



CATEGORY	A	B	C	D
S-22	500-1 454(500-1)		500-1¼ 454(500-1¼)	500-1½ 454(500-1½)
CIRCLING	520-1 462-(500-1)	560-1 502(600-1)	600-1½ 542(600-1½)	680-2 622(700-2)
* BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22	580-1 534(600-1)		580-1½ 534(600-1½)	580-1¾ 534(600-1¾)
CIRCLING	580-1 522(600-1)	640-1 582(600-1)	680-1¾ 622(700-1¾)	760-2¼ 702(800-2¼)

HIRL Rwy 4-22

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR RWY 22

VOR/DME PPM 108.4 Chan 21	APCH CRS 225°	Rwy ldg 7997 TDZE 45 Arpt Elev 57	AL-555 [USA]	PHILLIPS AAF (APG)

* For inoperative ODALS, increase S-22 all CATs vis ½ mile.
** When local altimeter setting not received, use Baltimore altimeter setting.
VDP NA with Baltimore altimeter setting.

ODALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct APG NDB and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9

FAC crosses Rwy center line extended 2,707' from THLD.

Procedure N/A for arrivals at CURVY via V166 eastbound.

(IAF) CURVY 2000 No PT

1700 228° (6.8)

Descend to 2000 in APG NDB holding pattern prior to proceeding inbound.

IAF ABERDEEN 349 APG

HARFORD

BELAY 2000 119° (9.5)

ADF REQUIRED

R-4001A

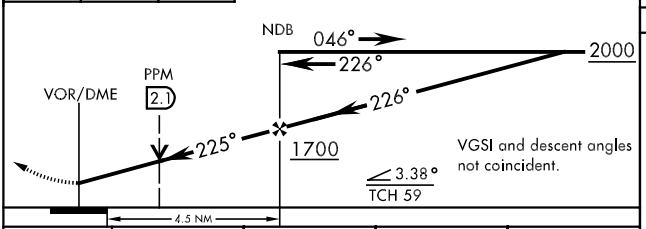
PHILLIPS 108.4 PPM Chan 21

WEIDE AAF

10 NM

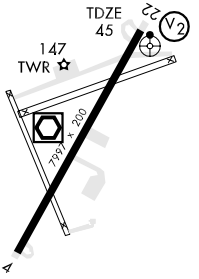
MSA PPM 25 NM
2600
270°
1800
360°

1000 | 2000 | APG



ELEV 57

225° to VOR/DME



HIRL Rwy 4-22

CATEGORY	A	B	C	D
S-22 *	560-¾ 515(600-¾)		560-1¼ 515(600-1¼)	560-1½ 515(600-1½)
CIRCLING	560-1 503(600-1)		560-1½ 503(600-1½)	620-2 563(600-2)
** BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22 *	640-¾ 595(600-¾)		640-1¼ 595(600-1¼)	640-1½ 595(600-1½)
CIRCLING	640-1 583(600-1)		640-1½ 583(600-1½)	640-2 583(600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS)-A

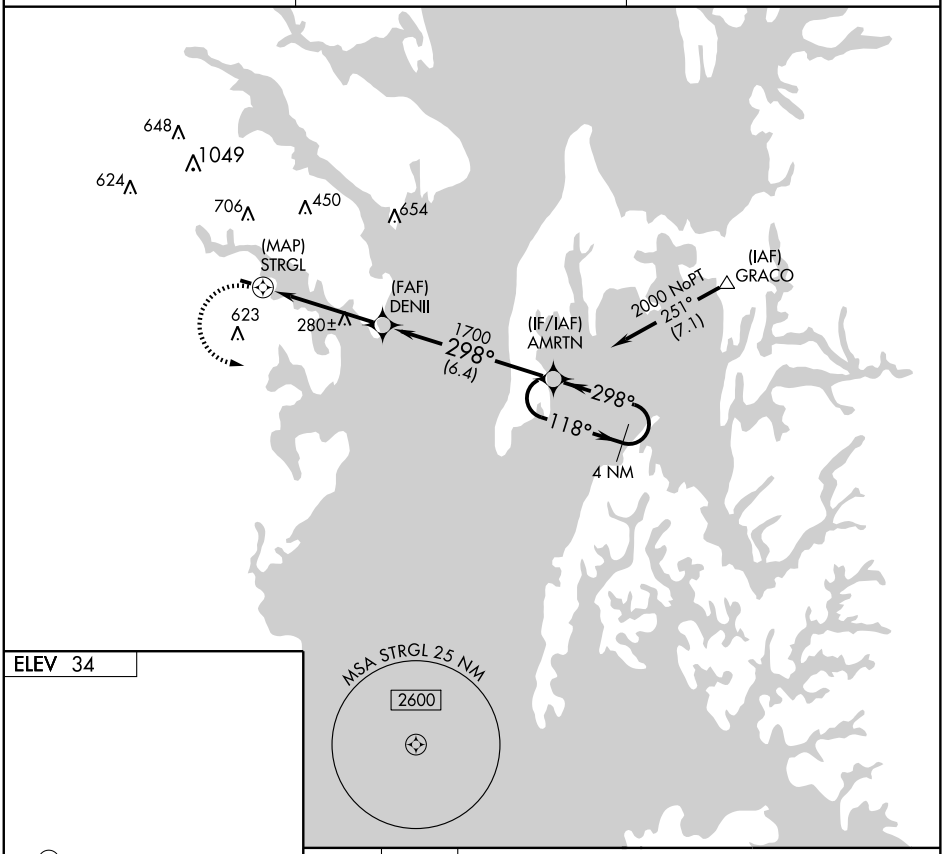
ANNAPOLIS / LEE (ANP)

APP CRS	Rwy ldg	N/A
298°	TDZE	N/A
	Apt Elev	34

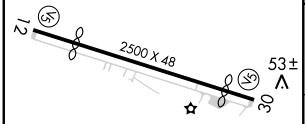
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Baltimore-Washington Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct AMRTN and hold.

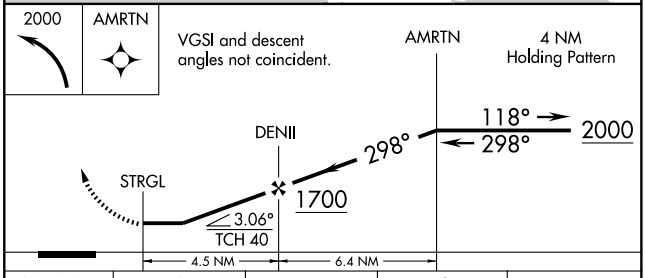
AWOS-3	POTOMAC APP CON	CTAF
122.9	119.7 290.475	L 122.9



ELEV 34



LIRL Rwy 12-30 L



CATEGORY	A	B	C	D
CIRCLING	660-1	626 (700-1)	NA	

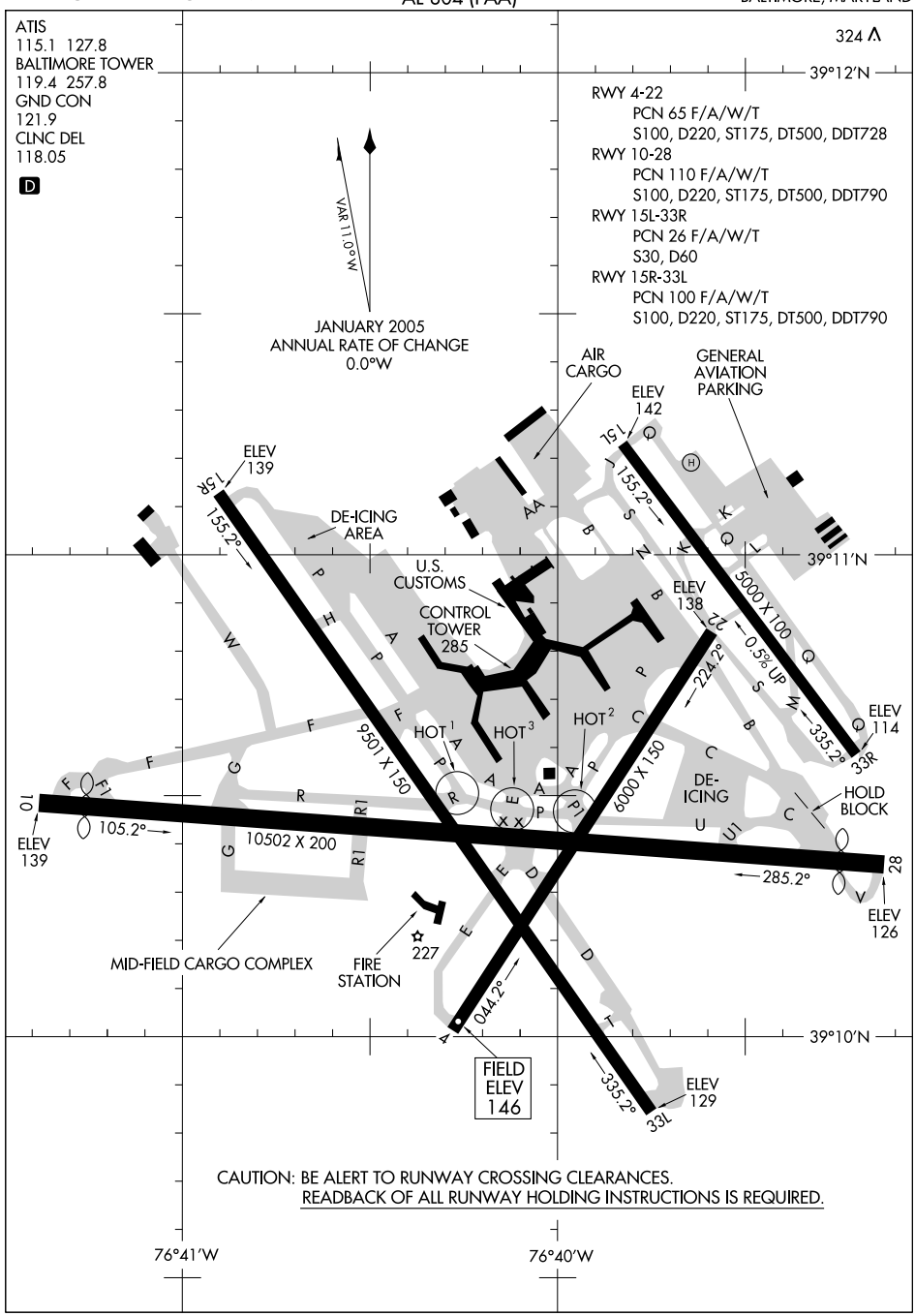
NE-3, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

AL-804 (FAA)

BALTIMORE, MARYLAND



LOC I-BAL	APP CRS	Rwy ldg	9952
109.7	105°	TDZE	143
		Apt Elev	146

ILS or LOC RWY 10

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED

117.9 EMI Chan 126

R-127

R-025

1549

ENSUE EMI 23.1

113.7 OTT Chan 84

ALTERNATE MISSED APCH FIX

117.9 EMI Ch 126

307°

127°

R-025

R-127

ENSUE EMI 23.1

113.7 OTT Ch 84

1504

670

731

961

685

604

281±

340

281

245±

242±

741

BAL R-286

285°

1500

105°

(6.1)

555

(IF) COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

MM

IM

290

372

560

LOCALIZER 109.7 I-BAL

BALTIMORE 115.1 BAL Chan 98

105°

285°

R-105

HURTZ BAL 12.1 RADAR

533

10 NM

1049

MSA BAL 25 NM

2600

090°

2100

360°

ELEV 146 D

289±

260

256±

170

15R

15L

262

9501 X 150

22

285

167

162

33R

10502 X 200

10

28

TDZE 143

227

189

250

33L

105° 4.1 NM from FAF

5000 X 100 0.5% UP

COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

2500

BAL R-105 115.1

HURTZ BAL 12.1 RADAR

2000

1500

105°

MM

IM

GS 3.00° TCH 55

1500

6.1 NM 3.6 NM 0.3 NM 0.2

CATEGORY	A	B	C	D
S-ILS 10	343/18 200 (200-½)			
S-LOC 10	580/24 437 (500-½)		580/40 437 (500-¾)	580/50 437 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-UQC	APP CRS	Rwy Idg	5000
111.95	155°	TDZE	142
		Apt Elev	146

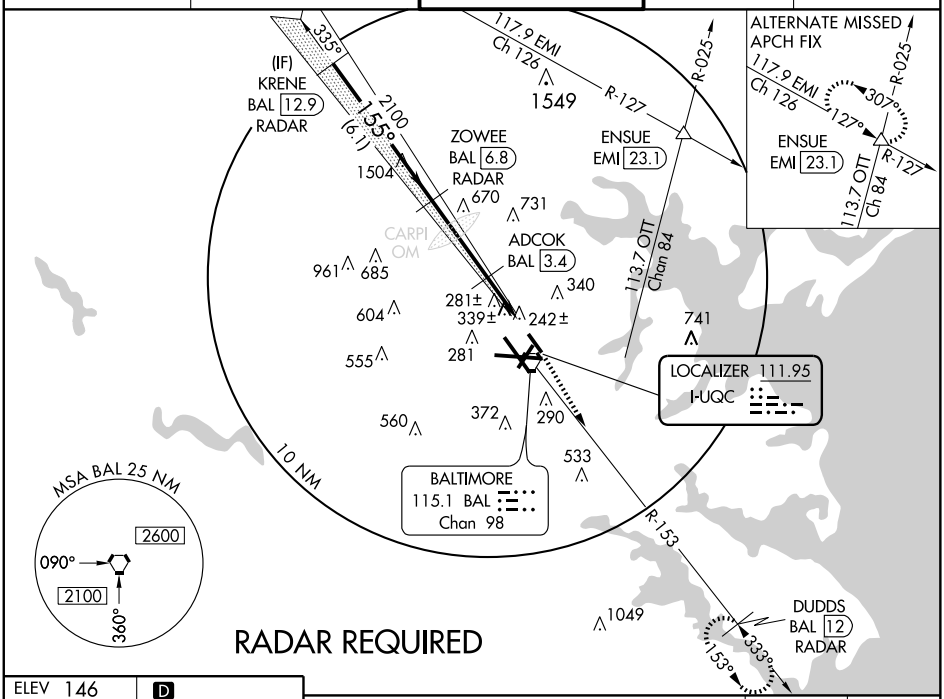
ILS or LOC RWY 15L

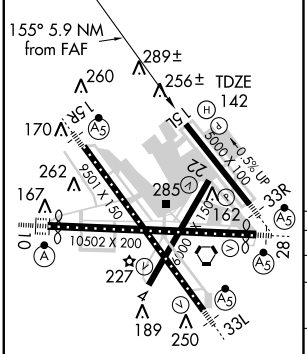
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

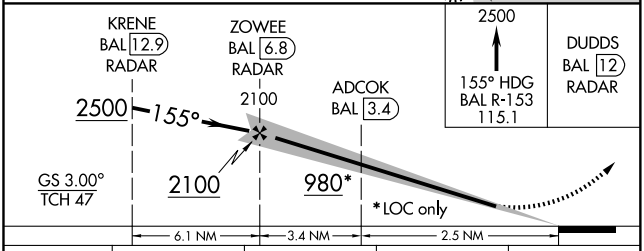
DME Required.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 via heading 155° and BAL R-153 to DUDDS/BAL 12 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
S-ILS 15L	471/60 329 (400-1¼)			
S-LOC 15L	980/50 838 (900-1)	980/60 838 (900-1¼)	980-2½ 838 (900-2½)	980-2¾ 838 (900-2¾)
CIRCLING	980-1 834 (900-1)	980-1¼ 834 (900-1¼)	980-2½ 834 (900-2½)	980-2¾ 834 (900-2¾)
ADCOK FIX MINIMUMS				
S-LOC 15L	560/50 418 (500-1)		560/60 418 (500-1¼)	
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-OEH	APP CRS	Rwy Idg	10002
109.7	285°	TDZE	142
		Apt Elev	146

ILS or LOC RWY 28

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

DME Required.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.
ZIXUS Fix mimimums: For inoperative MALSR, increase S-LOC 28 Cat D visibility to RVR 5000.

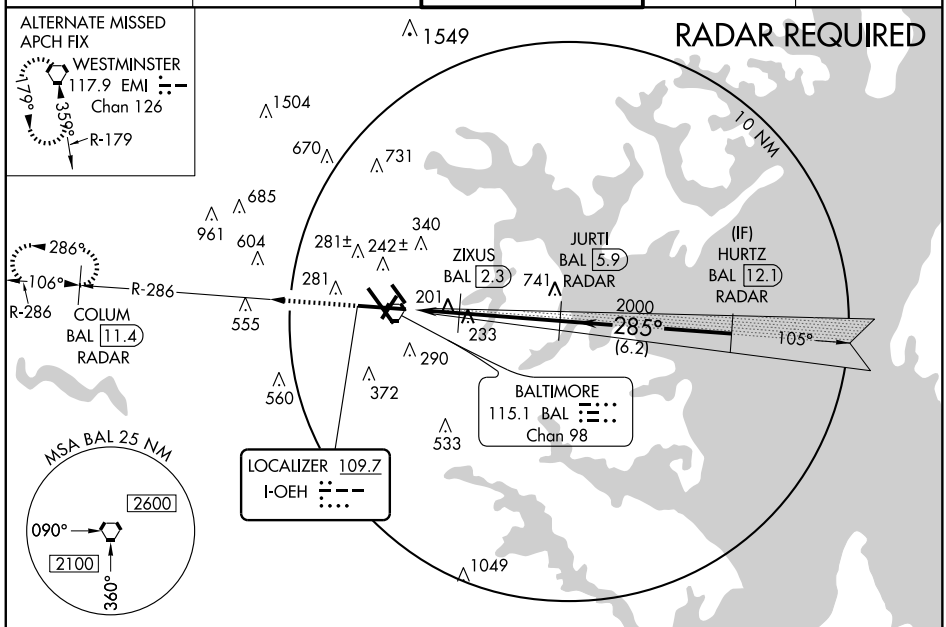
MALSR

MISSED APPROACH: Climb to 2500 via BAL R-286 to COLUM/BAL 11.4 DME/ RADAR and hold.

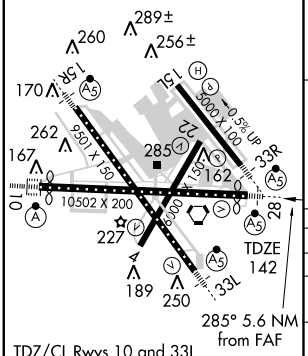
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

ALTERNATE MISSED APCH FIX
WESTMINSTER 117.9 EMI Chan 126
079°
359°
R-179

RADAR REQUIRED

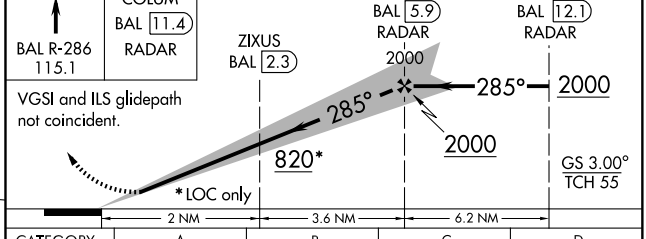


ELEV 146 D



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 28	**342/24 200 (200-½)			
S-LOC 28	820/24 678 (700-½)		820-1½ 678 (700-1½)	820-1¾ 678 (700-1¾)
CIRCLING	820-1 674 (700-1)		820-2 674 (700-2)	820-2¼ 674 (700-2¼)
ZIXUS FIX MINIMUMS				
S-LOC 28	460/24 318 (400-½)			460/40 318 (400-¾)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (500-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-RUX	APP CRS	Rwy Idg	9501
111.7	335°	TDZE	142
		Apt Elev	146

ILS or LOC RWY 33L

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

DME Required.

MALSR

MISSED APPROACH: Climb to 3000 via BAL R-334 to BMORE/BAL 13.8 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

ALTERNATE MISSED APCH FIX
WESTMINSTER 117.9 EMI Chan 126
R-179

BMORE BAL 13.8 RADAR
154°
334°
R-334

RADAR REQUIRED

LOCALIZER 111.7 I-RUX

BALTIMORE 115.1 BAL Chan 98

GRAFE BAL 4.4 RADAR

RUETT OM

(IF) JANNS BAL 13 RADAR

335° (8.6)

155°

1500

10 NM

MSA BAL 25 NM
2600
090°
2100
360°

ELEV 146 D

TDZE 142

335° 4.1 NM from FAF

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

3000
BAL R-334
115.1

BMORE BAL 13.8

GRAFE BAL 4.4 RADAR

JANNS BAL 13 RADAR

1500 335° 2000

1500

GS 3.00°
TCH 54

4.1 NM 8.6 NM

CATEGORY	A	B	C	D
S-ILS 33L	342/18 200 (200-½)			
S-LOC 33L	540/24 398 (400-½)			540/40 398 (400-¾)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-BWI	APP CRS	Rwy Idg	5000
111.95	335°	TDZE	124
		Apt Elev	146

ILS or LOC RWY 33R

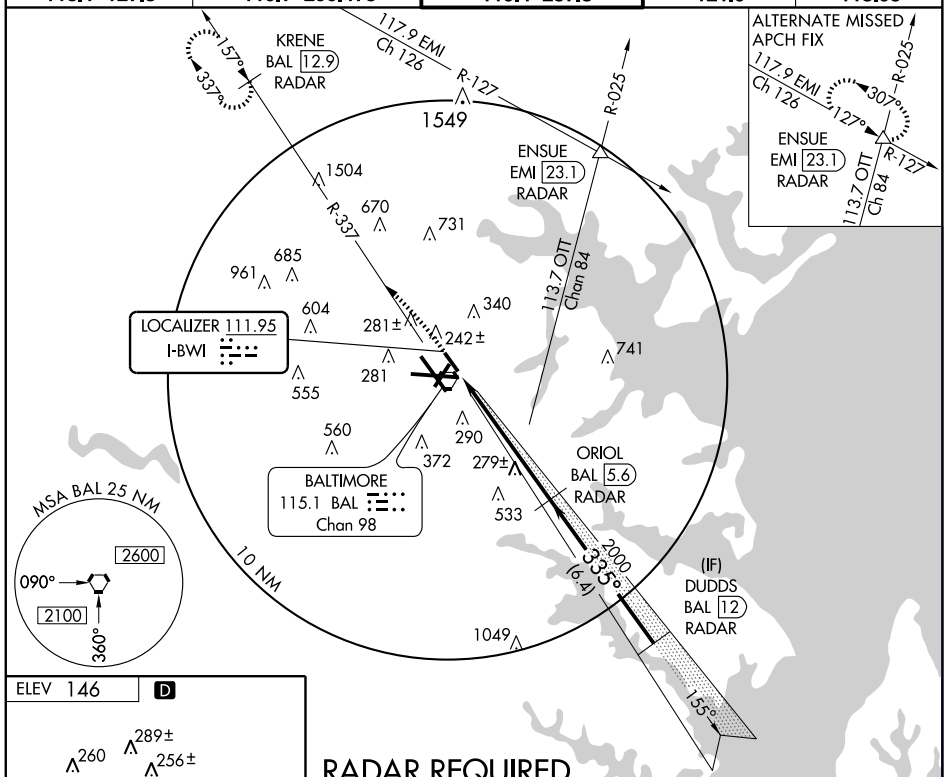
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

Autopilot coupled approach NA below 700. DME required.

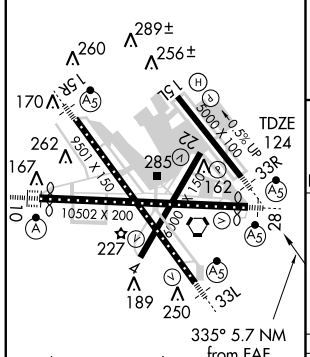
MALSR

MISSED APPROACH: Climb to 3000 via heading 335° and via BAL R-337 to KRENE/BAL 12.9 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



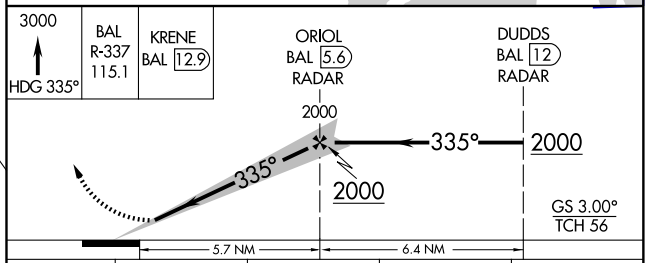
ELEV 146 D



335° 5.7 NM from FAF

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 33R	331/24	207 (200-½)		
S-LOC 33R	540/24	416 (400-½)	540/40	416 (400-¾)
CIRCLING	640-1	494 (500-1)	640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-BAL	APP CRS	Rwy ldg	9952
109.7	105°	TDZE	143
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS RWY 10 (CAT II)

DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED

117.9 EMI Chan 126

R-127

R-025

1549

ENSUE EMI 23.1

113.7 OTT Chan 84

ALTERNATE MISSED APCH FIX

117.9 EMI Ch 126

307°

127°

R-025

R-127

ENSUE EMI 23.1

113.7 OTT Ch 84

1504

670

731

961

685

604

281±

340

281

245±

242±

741

1500

285°

105°

(6.1)

555

(IF)

COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

MM

IM

290

372

560

LOCALIZER 109.7 I-BAL

BALTIMORE 115.1 BAL Chan 98

105°

285°

R-105

HURTZ BAL 12.1 RADAR

533

10 NM

MSA BAL 25 NM

2600

090°

2100

360°

1049

ELEV 146

D

289±

260

256±

170

262

167

285

162

10502 X 200

9501 X 150

6000 X 100

5000 X 100

0.5% UP

TDZE 143

227

189

250

10

28

33R

33L

COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

1500

2000

105°

1500

MM

IM

DH RA 104

143 MSL

GS 3.00°

TCH 55

2500

BAL R-105 115.1

HURTZ BAL 12.1 RADAR

6.1 NM | 3.6 NM | 0.3 NM | 893' | 1014'

CATEGORY	A	B	C	D
S-ILS 10	RA 104/12	100	DA 243	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

BALTIMORE, MARYLAND

AL-804 (FAA)

LOC I-BAL	APP CRS	Rwy ldg	9952
109.7	105°	TDZE	143
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS RWY 10 (CAT III)

DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED

117.9 EMI Chan 126

R-127

R-025

1549

ENSUE EMI 23.1

113.7 OTT Chan 84

ALTERNATE MISSED APCH FIX

117.9 EMI Ch 126

307°

127°

R-025

R-127

ENSUE EMI 23.1

113.7 OTT Ch 84

1504

670

731

961

685

604

281±

340

281

245±

242±

741

LOCALIZER 109.7 I-BAL

285°

1500

105°

(6.1)

555

(IF) COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

MM

IM

560

372

290

533

BALTIMORE 115.1 BAL Chan 98

R-105

105°

285°

HURTZ BAL 12.1 RADAR

10 NM

MSA BAL 25 NM

2600

090°

2100

360°

1049

ELEV 146

D

COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

MM

355

IM

244

2000

1500

105°

GS 3.00°

TCH 55

143 MSL

6.1 NM

3.6 NM

2117′

918′

1014′

2500

BAL R-105 115.1

HURTZ BAL 12.1 RADAR

CATEGORY	A	B	C	D
S-ILS 10		CAT IIIa	RVR 07	
S-ILS 10		CAT IIIb	RVR 06	
S-ILS 10		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

289±

260

256±

170

15R

15L

5000 X 100

0.5% UP

262

9501 X 150

22

285

33R

167

150

162

10

10502 X 200

5000 X 150

28

TDZE 143

227

33L

189

250

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-FND	APP CRS	Rwy Idg	9501
111.7	155°	TDZE	139
		Apt Elev	146

ILS RWY 15R

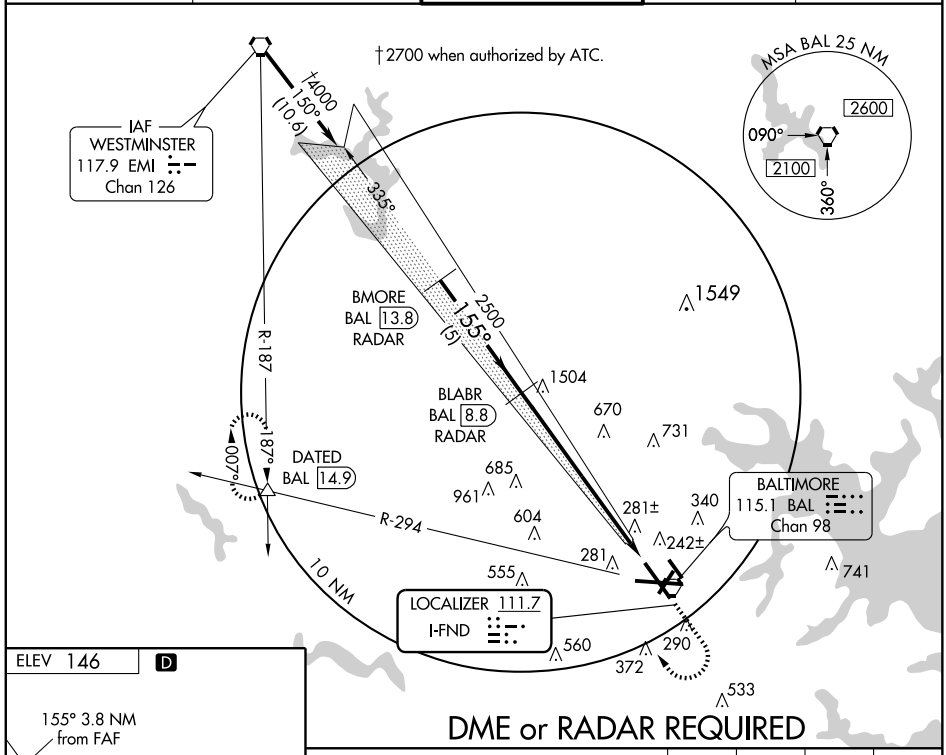
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

*RVR 1800 authorized with use of FD or AP or HUD to DA. DME from BAL VORTAC.

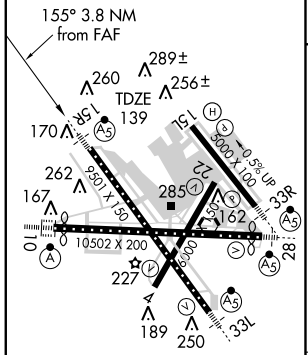
MALSR

MISSED APPROACH: Climb to 900, then climbing right turn to 2500 via BAL R-294 to DATED Int/BAL 14.9 DME and hold.

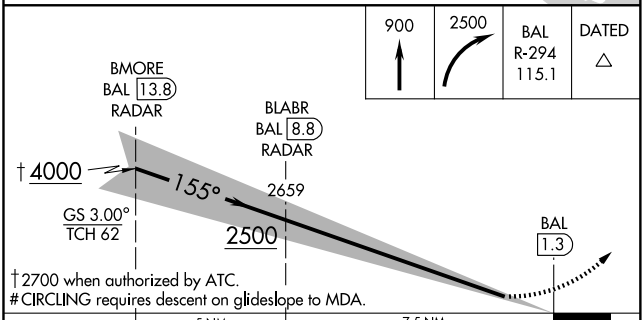
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



DME or RADAR REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

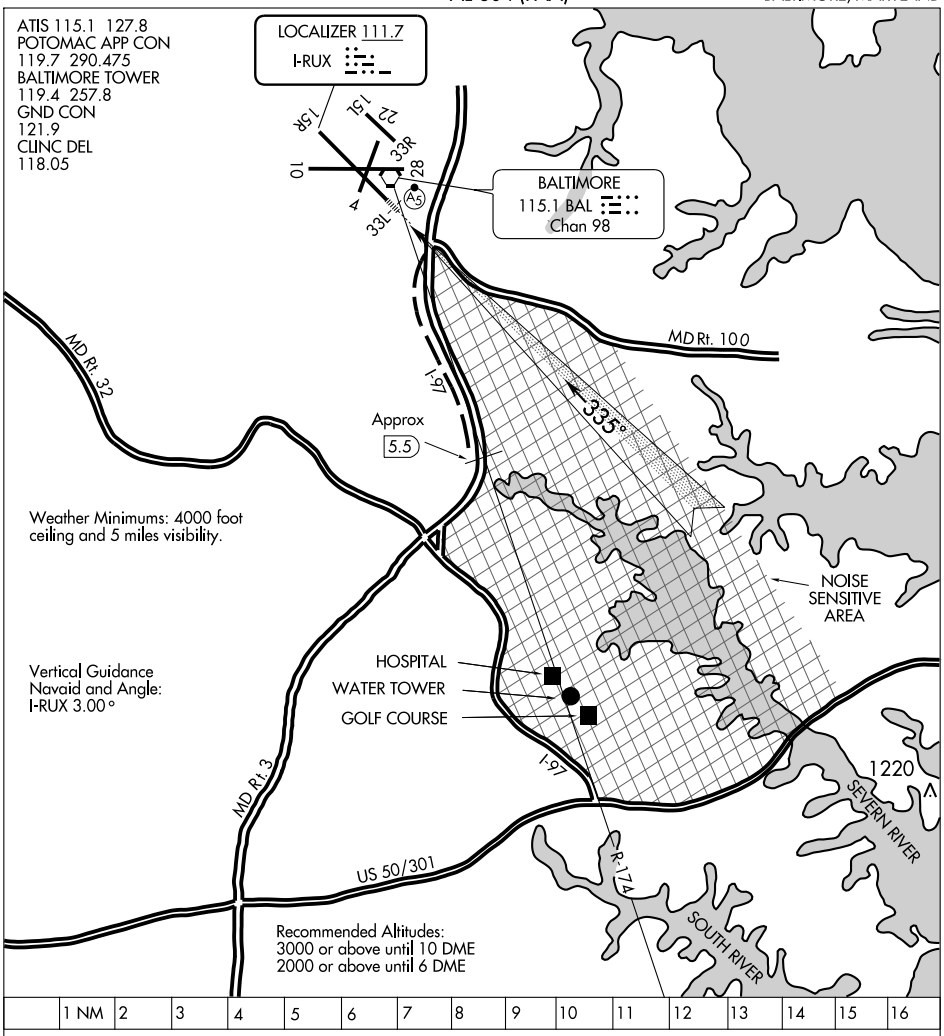


CATEGORY	A	B	C	D
S-ILS 15R	*339/24		200 (200-½)	
CIRCLING	720-1 574 (600-1)		720-1½ 574 (600-1½)	740-2 594 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

INTERSTATE VISUAL RWY 33L

WASHINGTON INTL THURGOOD MARSHALL (BWI)
AL-804 (FAA)
BALTIMORE, MARYLAND

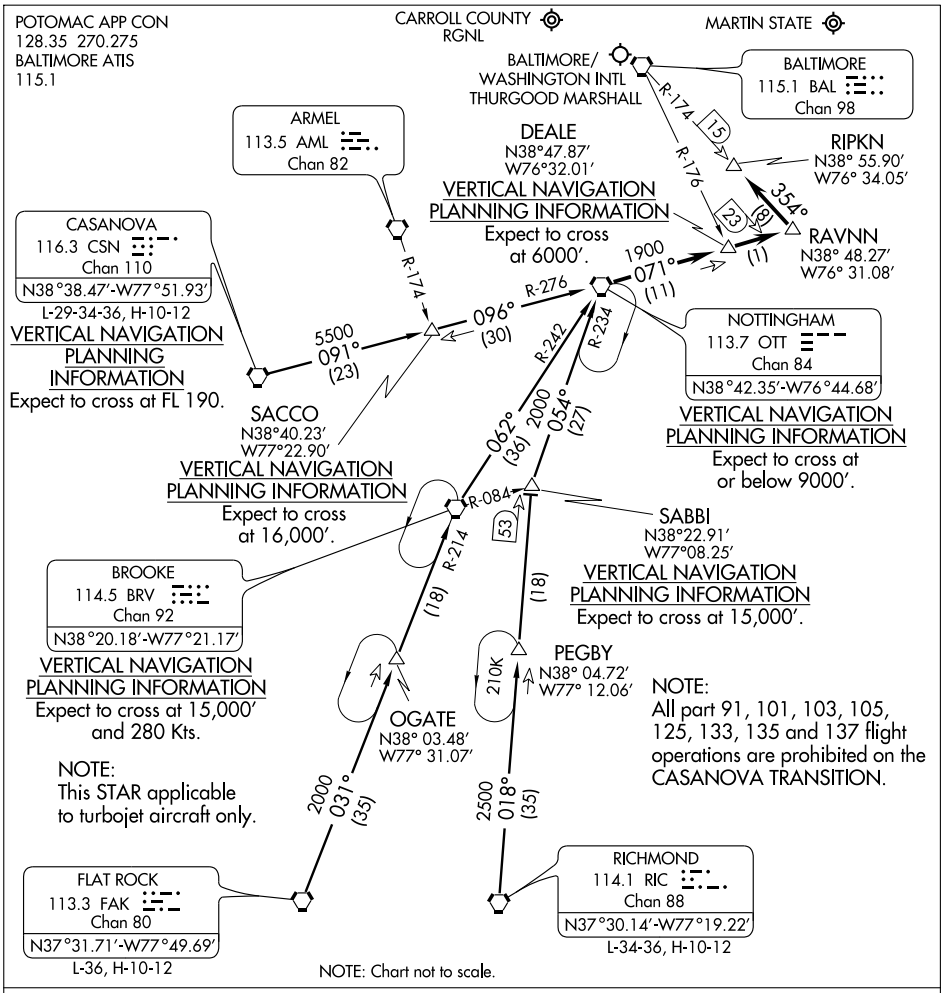


INTERSTATE VISUAL RWY 33L

Radar vectors will be provided to the BAL 174 RADIAL. When cleared for the Interstate Visual Runway 33L Approach, aircraft will proceed via the BAL 174 radial until over I-97 (Approx. 5.5 DME). Then via I-97 to join Runway 33L final approach course. Runway 33L ILS with MALSR will be on and available for use. Noise sensitive area east of I-97. This procedure applicable to turbo-jets arriving via OTT VORTAC.

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .

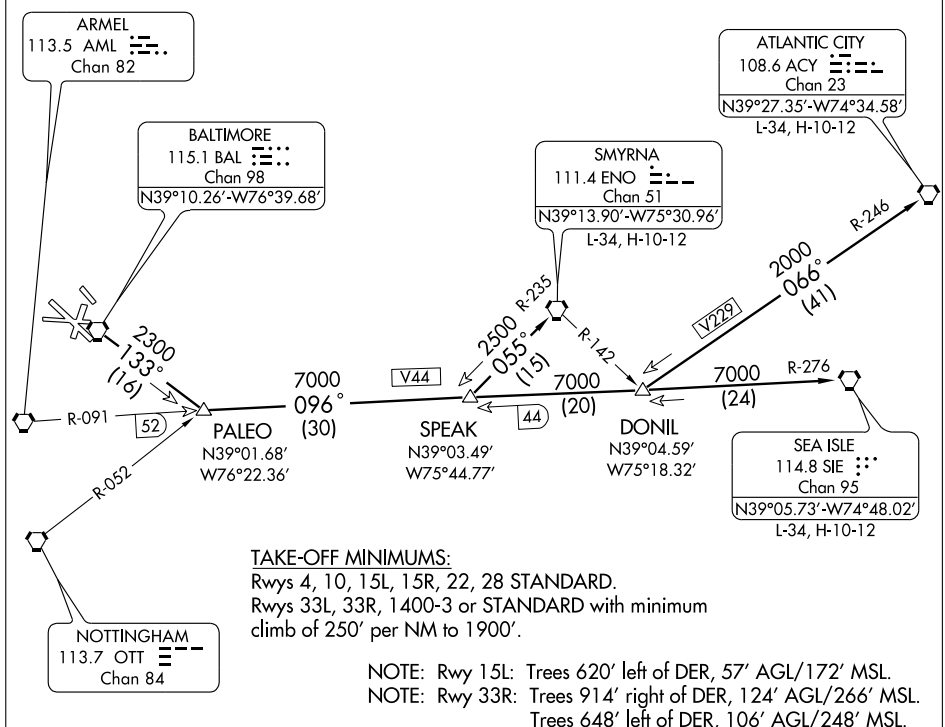
FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

PALEO THREE DEPARTURE

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
SL-804 (FAA)
BALTIMORE, MARYLAND

ATIS 115.1 127.8
CLNC DEL 118.05
GND CON 121.9
BALTIMORE TOWER
119.4 257.8



TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.
Rwys 33L, 33R, 1400-3 or STANDARD with minimum climb of 250' per NM to 1900'.

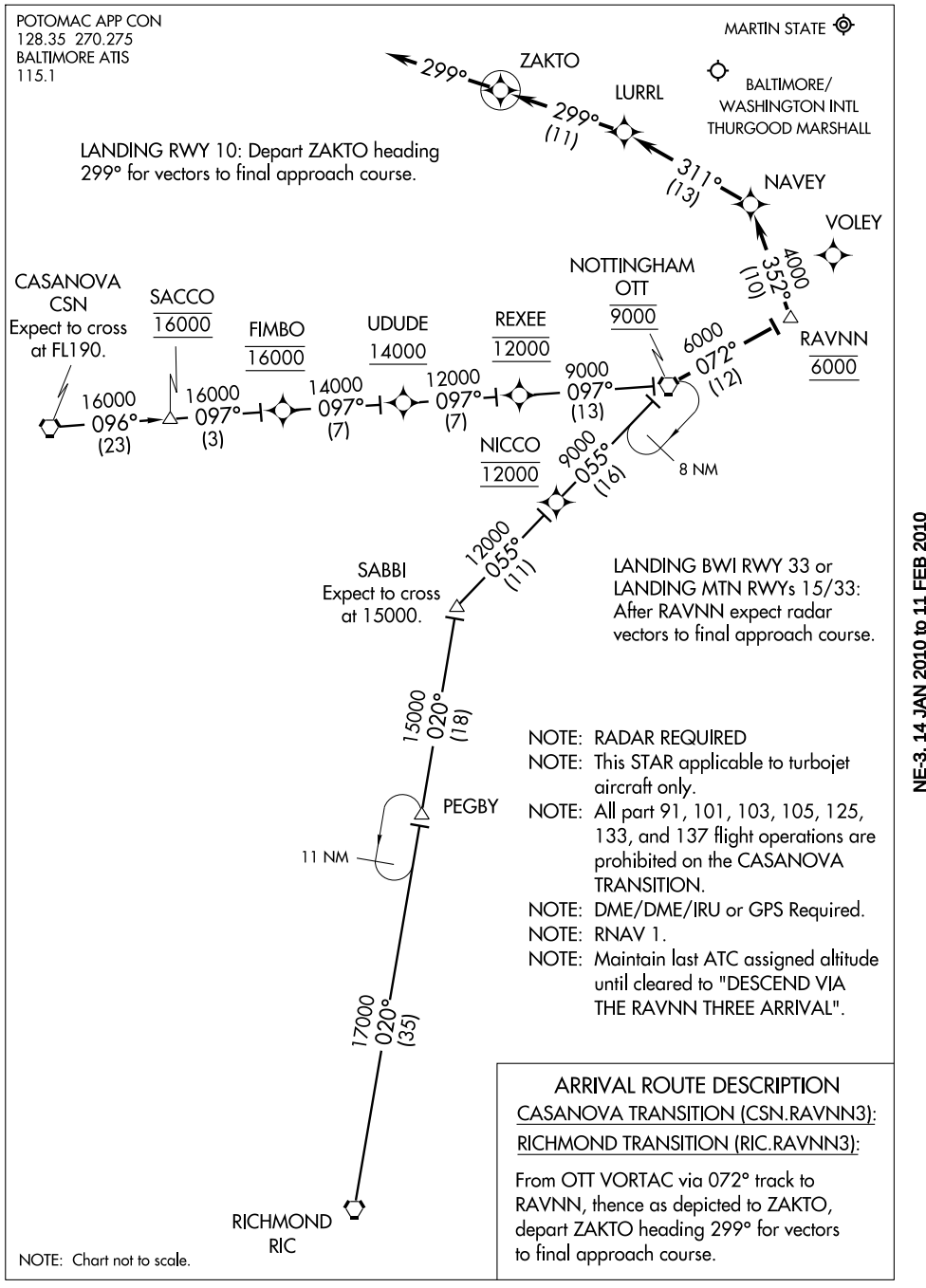
NOTE: Rwy 15L: Trees 620' left of DER, 57' AGL/172' MSL.
NOTE: Rwy 33R: Trees 914' right of DER, 124' AGL/266' MSL.
Trees 648' left of DER, 106' AGL/248' MSL.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150°. Thence . . . .
PROPS: Fly runway heading. Thence . . . .
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence . . . .
. . . . For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.
ATLANTIC CITY TRANSITION (PALEO3.ACY): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to DONIL INT, then via ACY VORTAC R-246 to ACY VORTAC.
SEA ISLE TRANSITION (PALEO3.SIE): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SIE VORTAC.
SMYRNA TRANSITION (PALEO3.ENO): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SPEAK INT, then via ENO VORTAC R-235 to ENO VORTAC.

RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.RAVNN3):

RICHMOND TRANSITION (RIC.RAVNN3):

From OTT VORTAC via 072° track to RAVNN, thence as depicted to ZAKTO, depart ZAKTO heading 299° for vectors to final approach course.

NOTE: Chart not to scale.

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6000
058°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 4

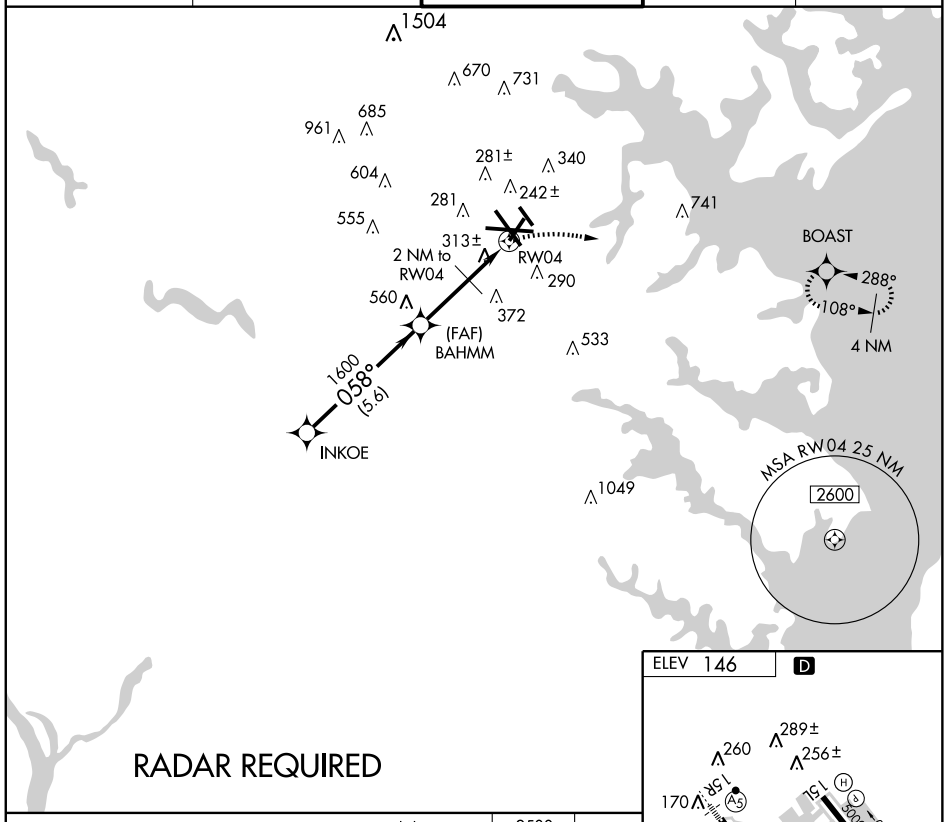
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

NA

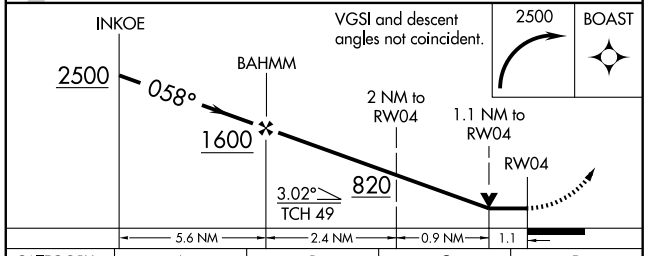
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct BOAST WP and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

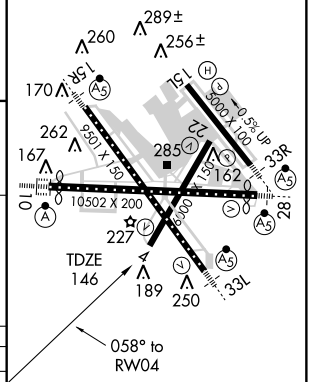


RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	540-1 394 (400-1)			540-1¼ 394 (400-1¼)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

ELEV 146 D



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

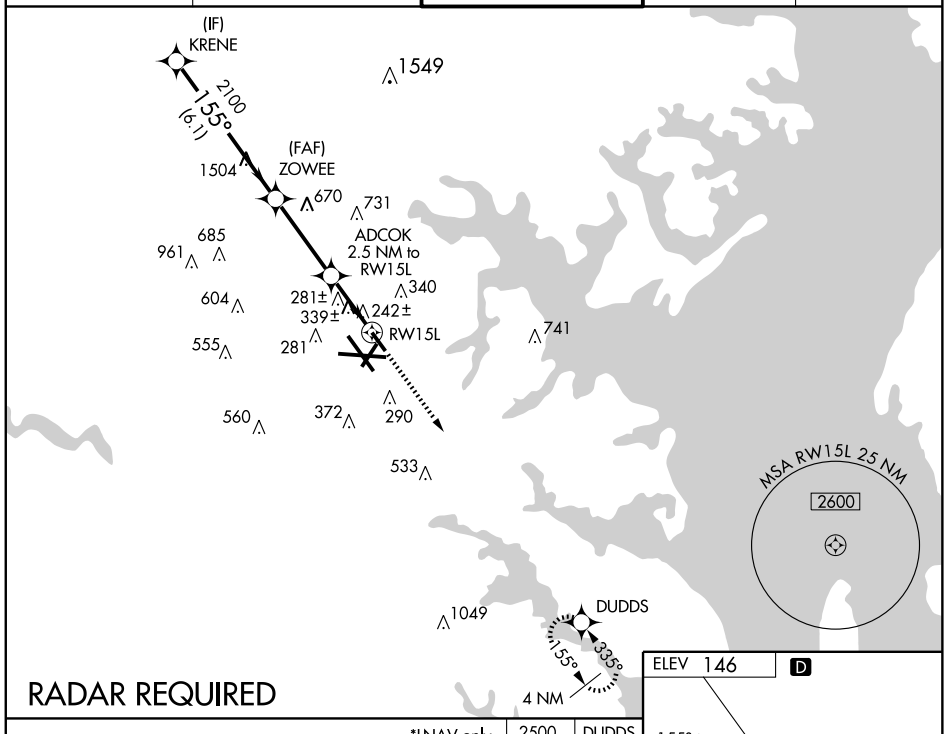
WAAS	APP CRS	Rwy Idg	5000
CH 40108	155°	TDZE	142
W15A		Apt Elev	146

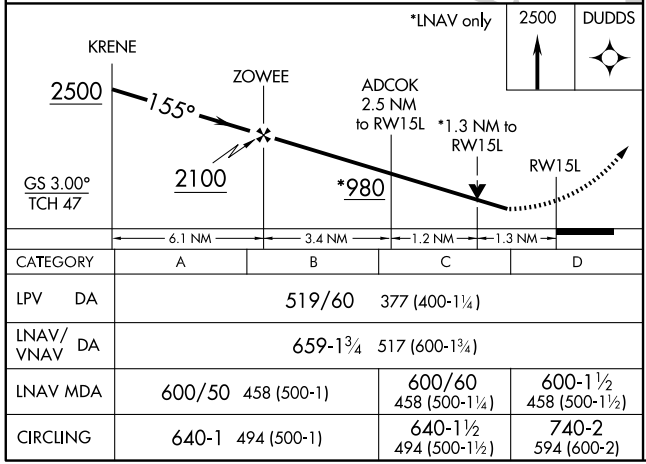
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) RWY 15L

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

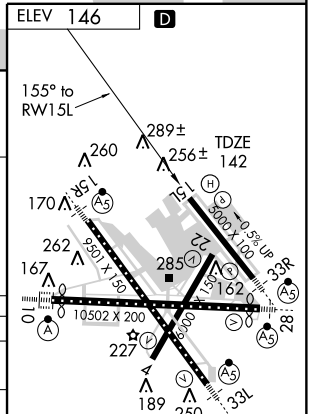
MISSED APPROACH: Climb to 2500 direct DUDDS and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





CATEGORY	A	B	C	D
LPV DA	519/60 377 (400-1¼)			
LNAV/ VNAV DA	659-1¾ 517 (600-1¾)			
LNAV MDA	600/50 458 (500-1)		600/60 458 (500-1¼)	600-1½ 458 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all Rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6000
224°	TDZE	143
	Apt Elev	146

RNAV (GPS) RWY 22

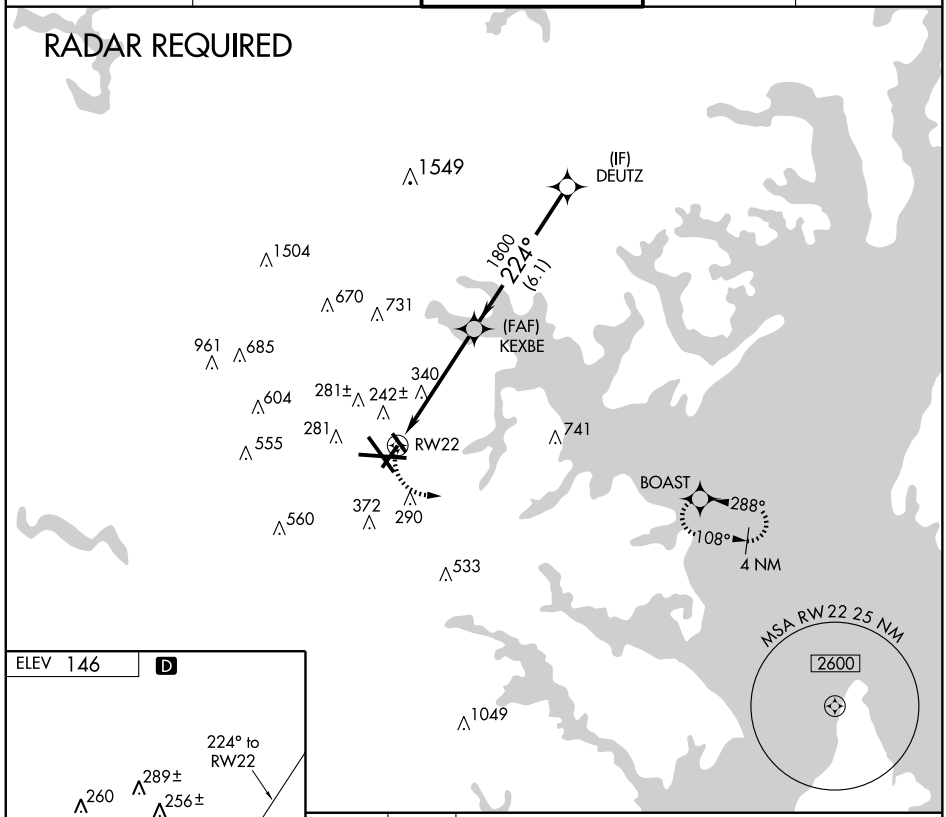
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

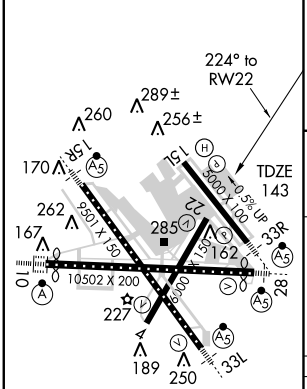
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct BOAST and hold.

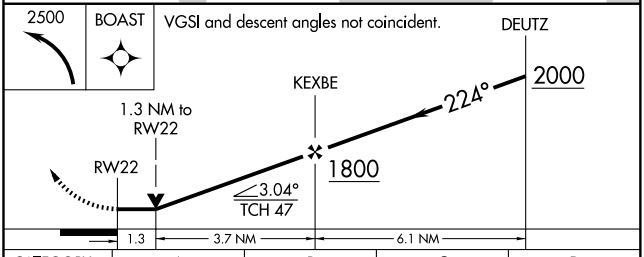
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys



CATEGORY	A	B	C	D
LNAV MDA	600-1 457 (500-1)		600-1¼ 457 (500-1¼)	600-1½ 457 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 69208 W33B	APP CRS 335°	Rwy ldg 5000 TDZE 124 Apt Elev 146

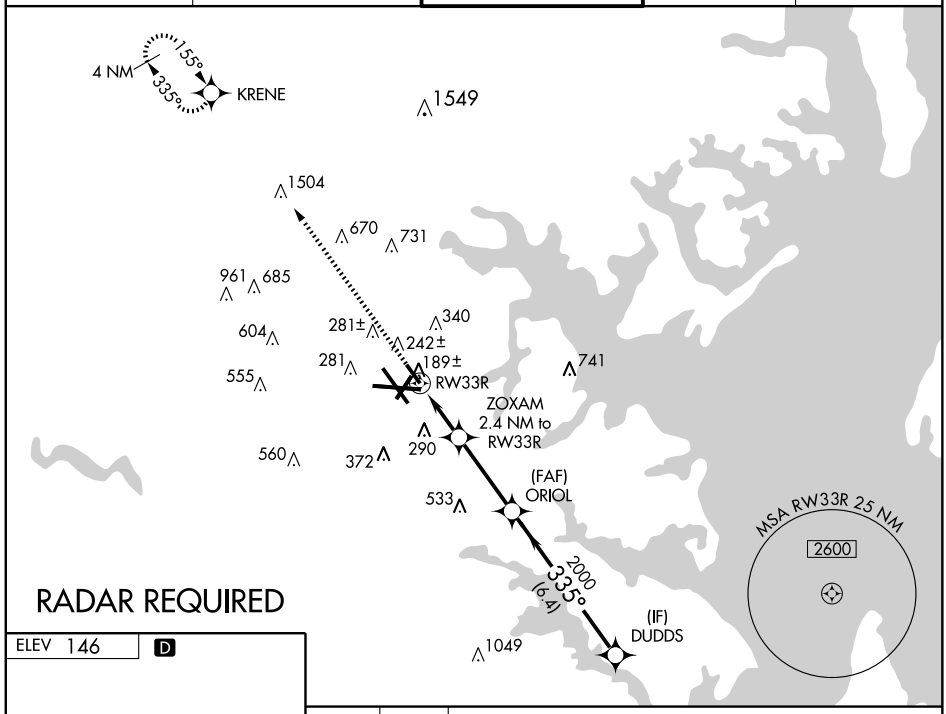
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) RWY 33R

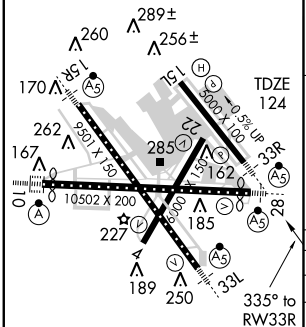
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.
For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA.

MALSR

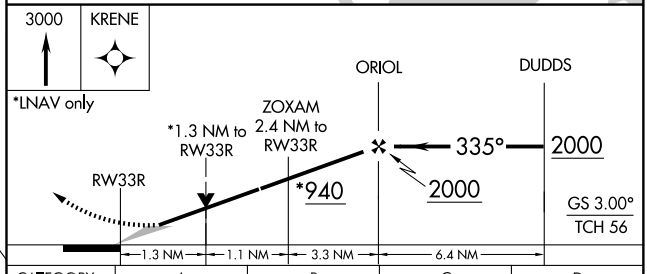
MISSED APPROACH: Climb to 3000 direct KRENE and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	392/24 268 (300-½)			
LNAV/ VNAV DA	518/50 394 (400-1)			
LNAV MDA	580/24 456 (500-½)		580/40 456 (500-¾)	580/50 456 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9952
CH 53707	105°	TDZE	143
W10A		Apt Elev	146

RNAV (GPS) Y RWY 10

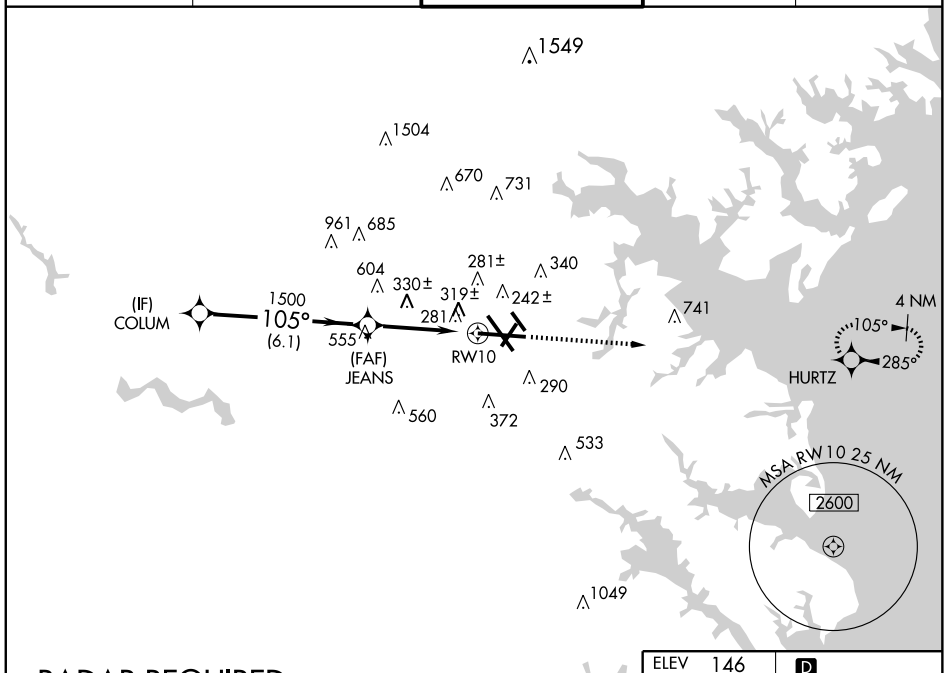
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

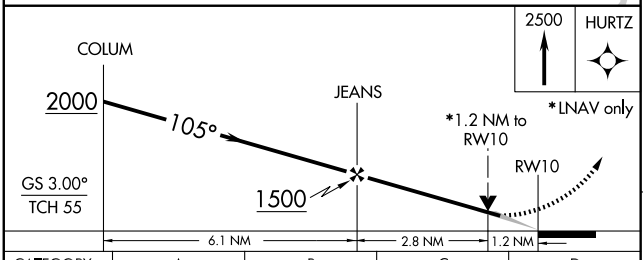
ALSF-2

MISSED APPROACH: Climb to 2500 direct HURTZ and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

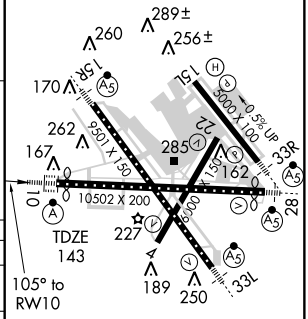


RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	343/24 200 (200-½)			
LNAV/VNAV DA	634/60 491 (500-1¼)			
LNAV MDA	580/24 437 (500-½)		580/40 437 (500-¾)	580/50 437 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

ELEV 146 D



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9501
CH 66007	155°	TDZE	139
W15B		Apt Elev	146

RNAV (GPS) Y RWY 15R

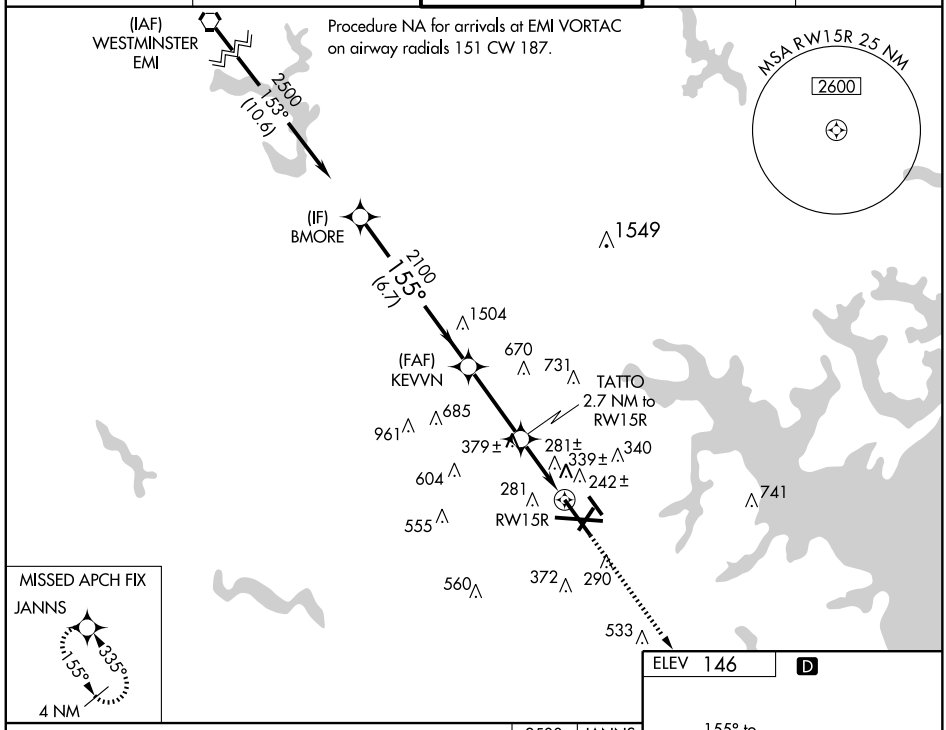
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

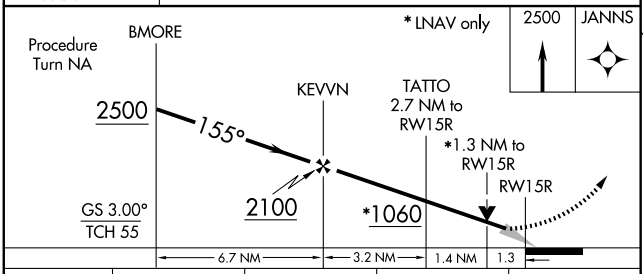
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

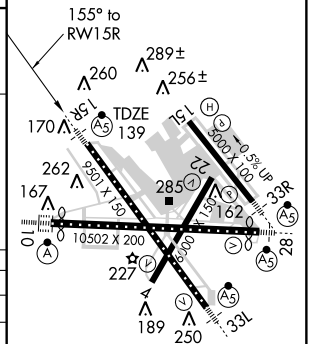
MALSR

MISSED APPROACH: Climb to 2500 direct JANNS and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
LPV DA	339/24 200 (200-½)			
LNAV/VNAV DA	659/60 520 (600-1¼)			
LNAV MDA	600/24 461 (500-½)		600/40 461 (500-¾)	600/50 461 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10002
CH 48808	285°	TDZE	142
W28A		Apt Elev	146

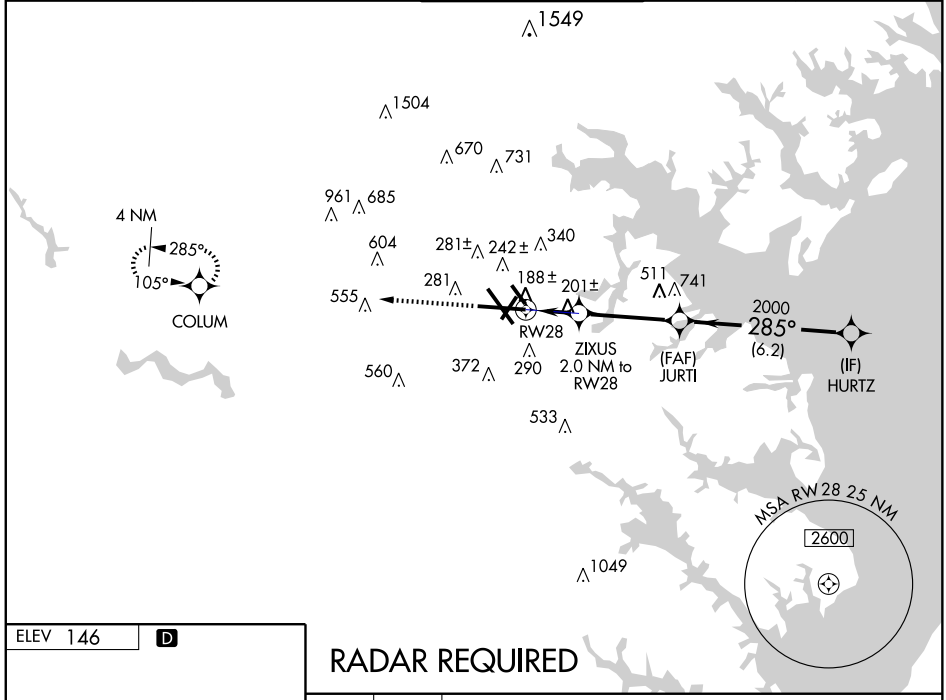
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) Y RWY 28

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA.

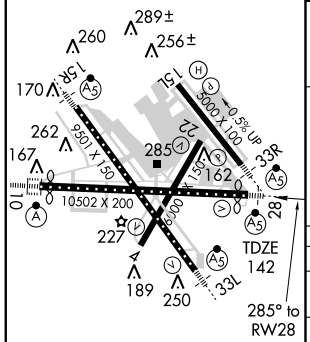
MALSR

MISSED APPROACH: Climb to 2500 direct COLUM and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

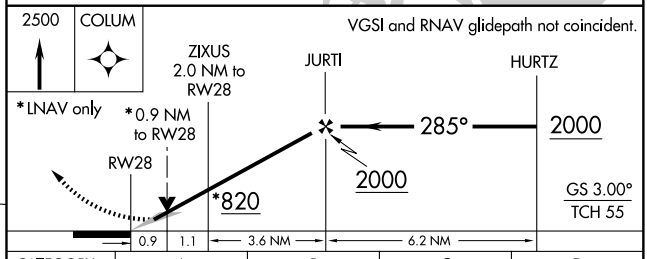


ELEV 146 D



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	342/24 200 (200-½)			
LNAV/ VNAV DA	567/50 425 (500-1)			
LNAV MDA	480/24 338 (400-½)			480/50 338 (400-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9501
CH 82207	335°	TDZE	142
W33A		Apt Elev	146

RNAV (GPS) Y RWY 33L

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

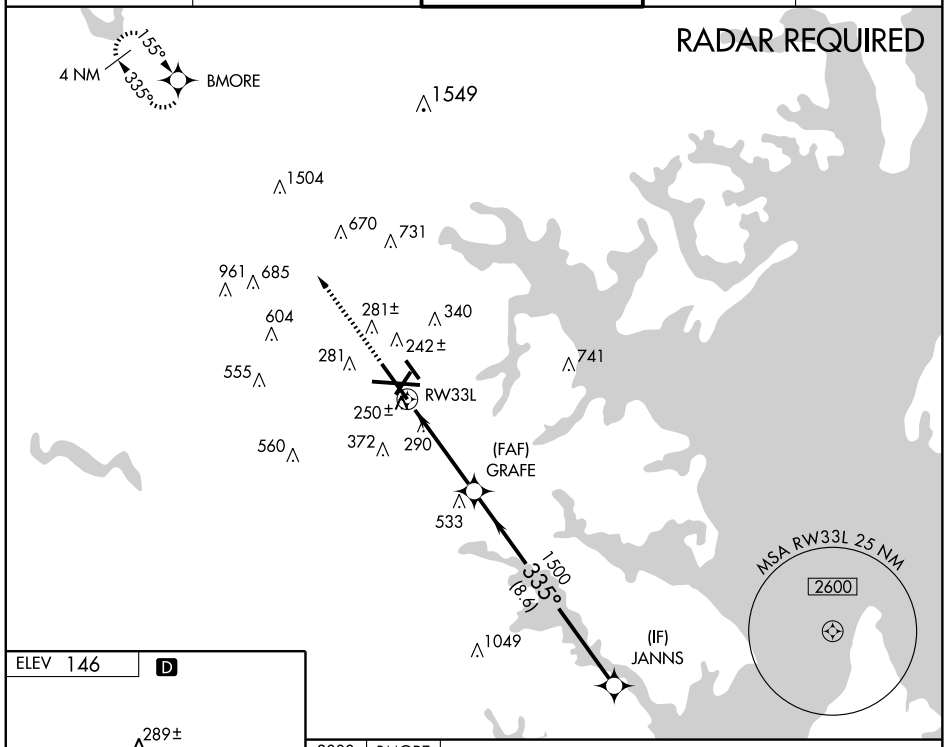
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

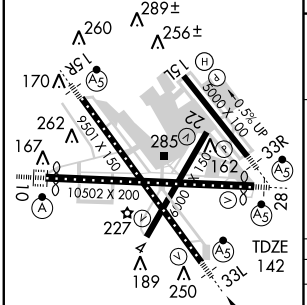
MALSR

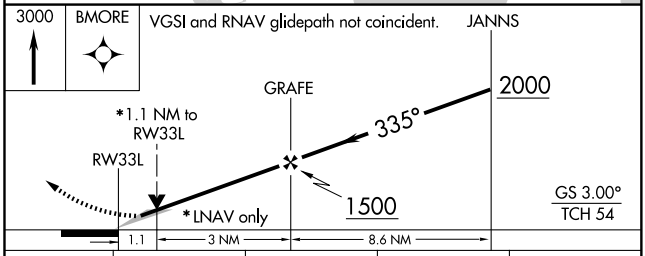
MISSED APPROACH: Climb to 3000 direct BMORE and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	342/24 200 (200-½)			
LNAV/VNAV DA	510/40 368 (400-¾)			
LNAV MDA	540/24 398 (400-½)			540/50 398 (400-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9952
105°	TDZE	143
	Apt Elev	146

RNAV (RNP) Z RWY 10

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

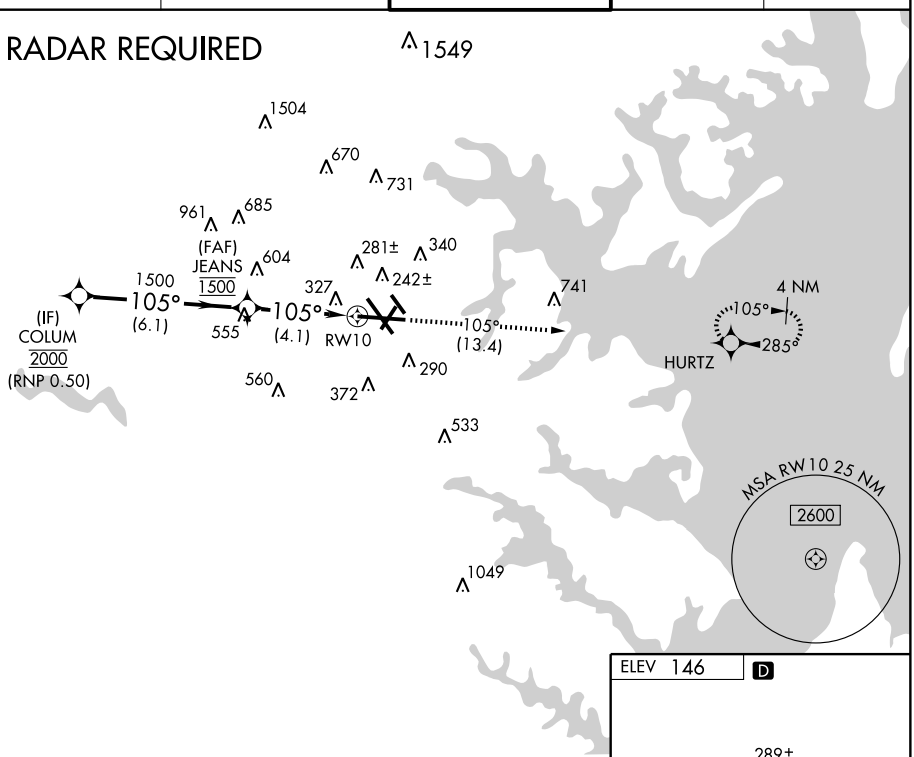
For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). GPS Required.
For inoperative ALSF-2, increase RNP 0.30 all Cats visibility to 1¾.

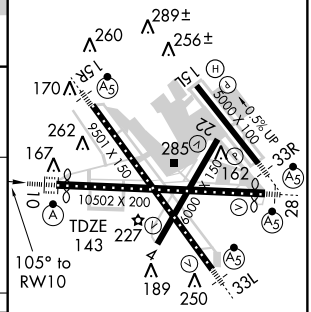
ALSF-2

MISSED APPROACH: Climb to 2500 via track 105° to HURTZ and hold.

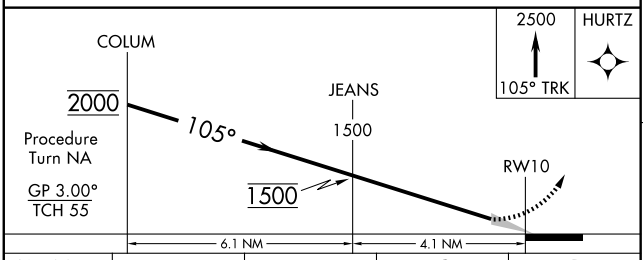
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys



CATEGORY	A	B	C	D
RNP 0.30 DA	660/60	517 (600-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9501
155°	TDZE	139
	Apt Elev	146

RNAV (RNP) Z RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.20 all Cats visibility to 1½, and RNP 0.30 all Cats visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 2500 via track 155° and JANNS and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

(IAF)
WESTMINSTER
EMI
4000
(RNP 0.50)

Procedure NA for arrivals at EMI VORTAC on airway radials 151 CW 187.

2500
153°
(10.6)

(IF)
BMORE
2500

2100
155°
(6.7)

(FAF)
KEVVN
2100

155°
(5.9)

155°
(14.3)

MSA RW15R 25 NM
2600

RW15R

MISSED APCH FIX
JANNS
155°
335°
4 NM

2500
155° TRK
JANNS

BMORE
2500
Procedure Turn NA
GP 3.00°
TCH 55

KEVVN
2100

155°

2100

RW15R

6.7 NM
5.9 NM

CATEGORY	A	B	C	D
RNP 0.20 DA	582/50 443 (500-1)			
RNP 0.30 DA	640/60 501 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 146 D

155° to RW15R

TDZE 139

9501 X 150

10502 X 200

6000 X 100 0.5% UP

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

APP CRS	Rwy Idg	10002
285°	TDZE	142
	Apt Elev	146

RNAV (RNP) Z RWY 28

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For inoperative MALSR, increase RNP 0.30 all Cats visibility to RVR 6000. GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).

MALSR

MISSED APPROACH: Climb to 2500 via track 285° to COLUM and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

MISSED APCH FIX
4 NM
285°
105°
COLUM

1504 670 731 685 961 604 281± 340 242± 137 741 555 285° (11.6) RW28 285° (5.6) 2000 285° (6.2) (IF) HURTZ 2000 (FAF) JURTI 2000 560 372 290 533 1049

2000 338° (11)

MSA RW28 25 NM
2600

ZUKBU

2000 to HURTZ 338° (28.9)

2000 055° (16.6)

(IAF) BILIT 11000 250 KTS (RNP 0.50)

(IAF) RAVNN 6000

Procedure NA for arrivals at RAVNN via V379 Westbound.

ELEV 146 D

289± 260 256± 170 262 167 285 162 10 227 189 250 TDZE 142 285° to RW28

9501 X 150 10502 X 200 9000 X 100 ~0.5% UP

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

2500 COLUM 285° TRK

JURTI 2000 285° 2000 HURTZ Procedure Turn NA 2000

RW28

VGSI and RNAV glidepath not coincident.

GP 3.00° TCH 55

5.6 NM 6.2 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	493/40 351 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9501
335°	TDZE	142
	Apt Elev	146

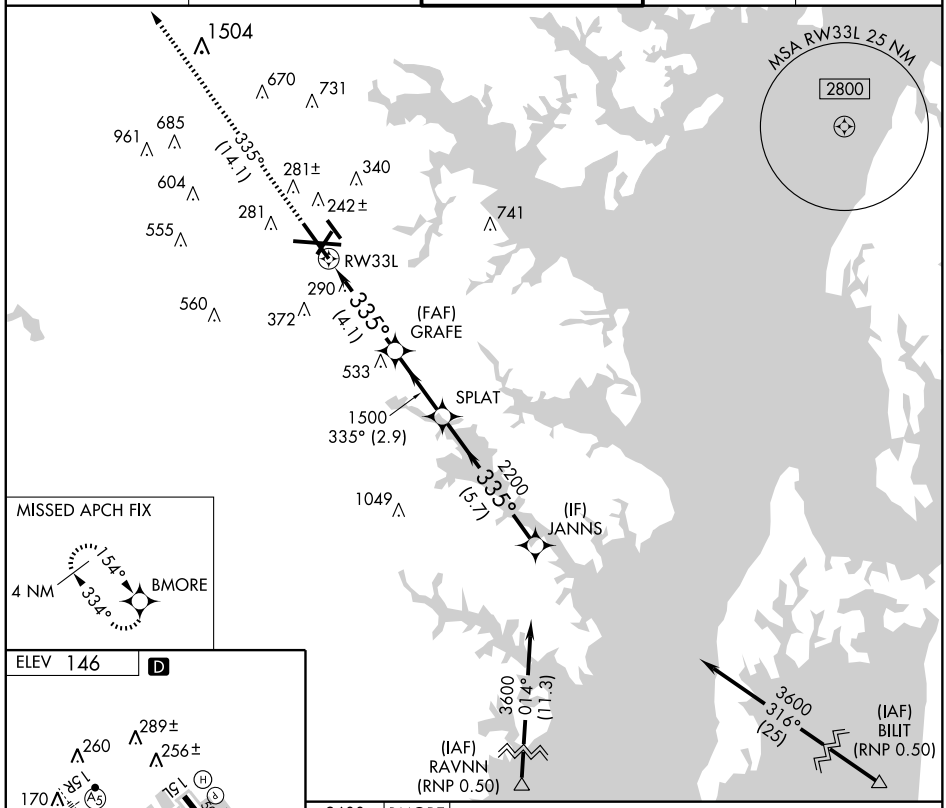
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (RNP) Z RWY 33L

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000.

MALSR

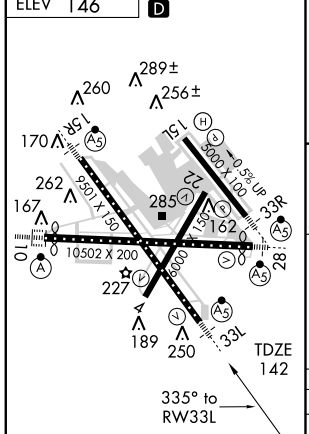
MISSED APPROACH: Climb to 2600 via track 335° to BMORE and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

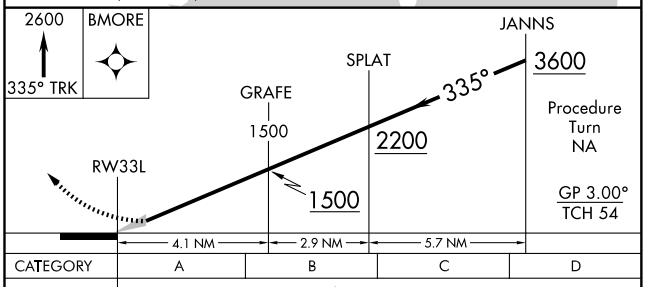


MISSED APCH FIX

ELEV 146 D



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys



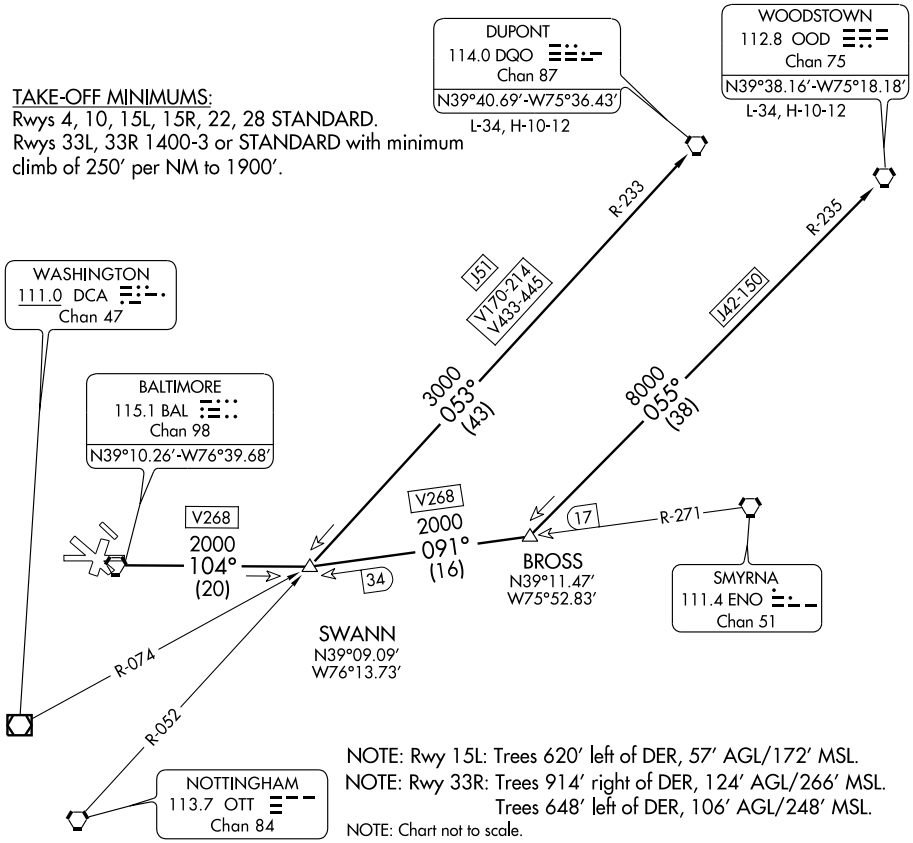
CATEGORY	A	B	C	D
RNP 0.30 DA	476/40 334 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3. 14 JAN 2010 to 11 FEB 2010

ATIS 115.1 127.8
CLNC DEL 118.05
GND CON 121.9
BALTIMORE TOWER
119.4 257.8

TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.
Rwys 33L, 33R 1400-3 or STANDARD with minimum climb of 250′ per NM to 1900′.



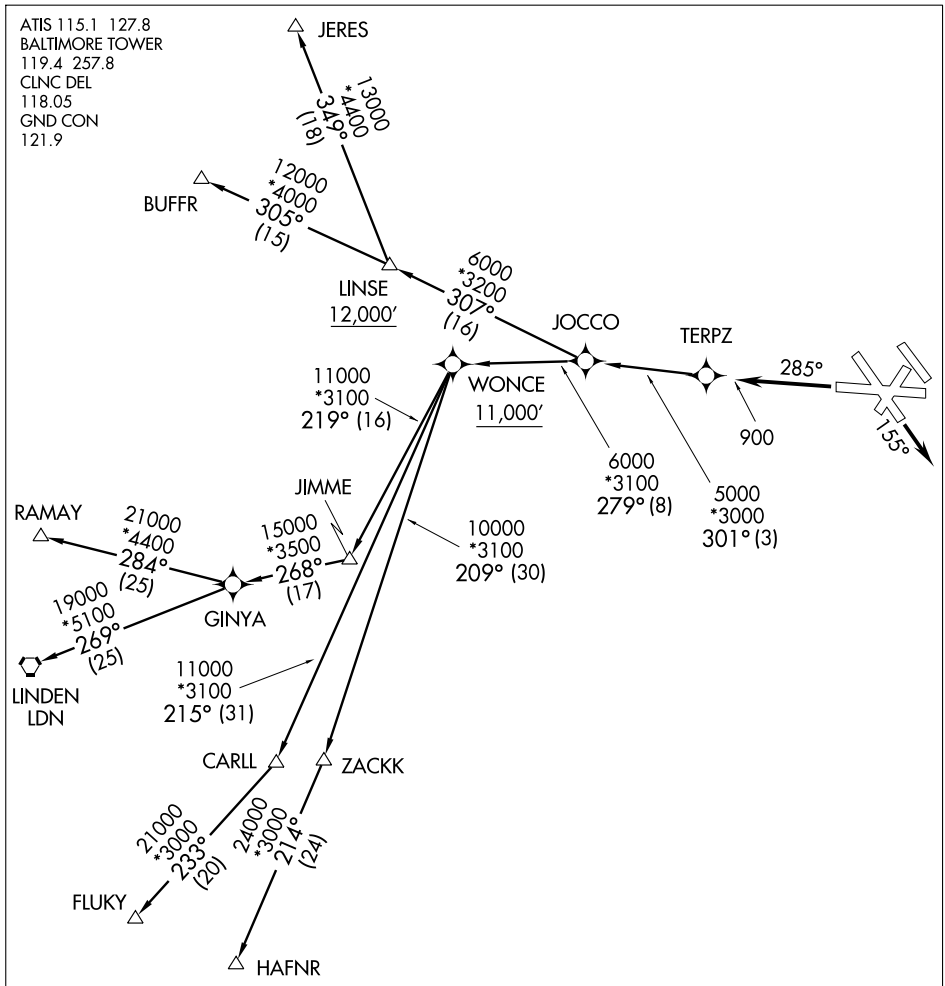
NOTE: Rwy 15L: Trees 620′ left of DER, 57′ AGL/172′ MSL.
NOTE: Rwy 33R: Trees 914′ right of DER, 124′ AGL/266′ MSL.
Trees 648′ left of DER, 106′ AGL/248′ MSL.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150° Thence....
PROPS: Fly runway heading. Thence....
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence....
....For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.
DUPONT TRANSITION (SWANN3.DQO): From over BAL VORTAC via BAL R-104 to SWANN INT, then via DQO VORTAC R-233 to DQO VORTAC.
WOODSTOWN TRANSITION (SWANN3.OOD): From over BAL VORTAC via BAL R-104 to SWANN INT, then via ENO VORTAC R-271 to BROSS INT, then via OOD VORTAC R-235 to OOD VORTAC.

TERPZ ONE DEPARTURE (RNAV)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND



TAKE-OFF OBSTACLES:
Rwy 28: Tree 1392′ from DER, 736′ left of centerline, 77′ AGL/176′ MSL.
Rwy 15R: Multiple Trees beginning 1144′ from DER, 740′ right of centerline, up to 53′ AGL/172′ MSL.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.

NOTE: RADAR required.
NOTE: Maintain 250 Kias to TERPZ.

TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 28, 33L, 33R: NA - Air Traffic.
Rwys 15R/28: JERES, BUFFR TRANSITIONS:
STANDARD with ATC climb of 500′ per NM to 12,000′.
Rwys 15R/28: RAMAY, LINDEN, FLUKY, HAFNR TRANSITIONS:
STANDARD with ATC climb of 500′ per NM to 11,000′.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TERPZ ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15R: Fly heading 155°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 28: Fly heading 285° to 900, for radar vectors to TERPZ, Thence. . . .

. . . . expect further clearance to filed altitude within 10 minutes after departure.

BUFFR TRANSITION (TERPZ1.BUFFR)
FLUKY TRANSITION (TERPZ1.FLUKY)
HAFNR TRANSITION (TERPZ1.HAFNR)
JERES TRANSITION (TERPZ1.JERES)
LINDEN TRANSITION (TERPZ1.LDN)
RAMAY TRANSITION (TERPZ1.RAMAY)

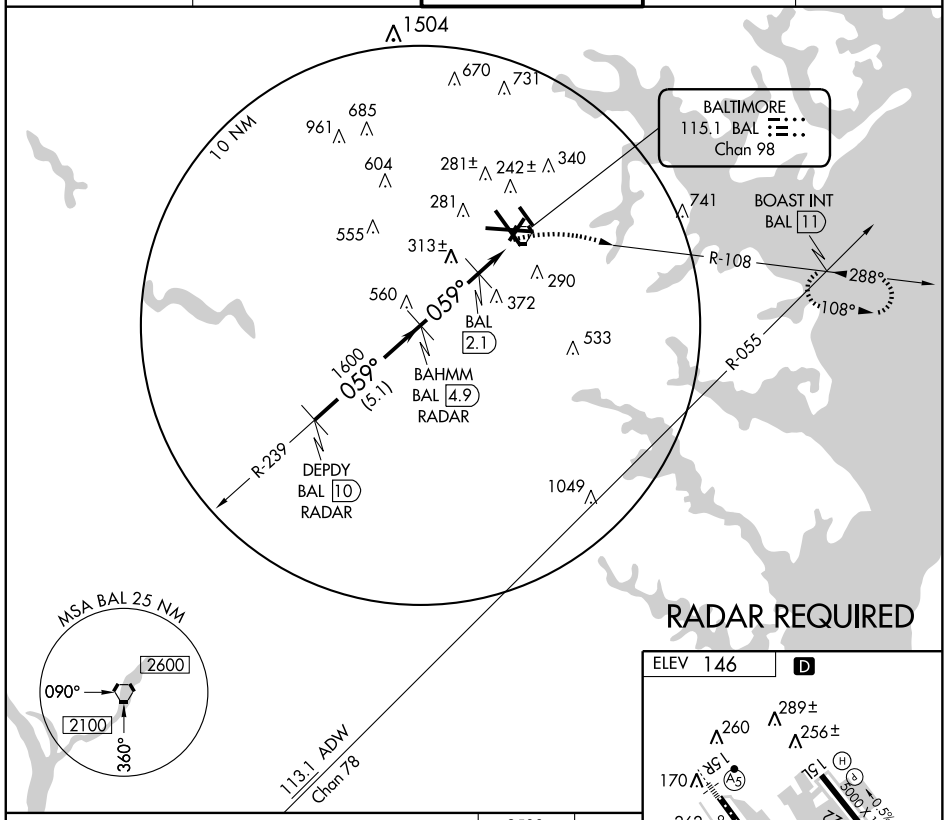
VORTAC BAL 115.1 Chan 98	APP CRS 059°	Rwy ldg 6000 TDZE 146 Apt Elev 146

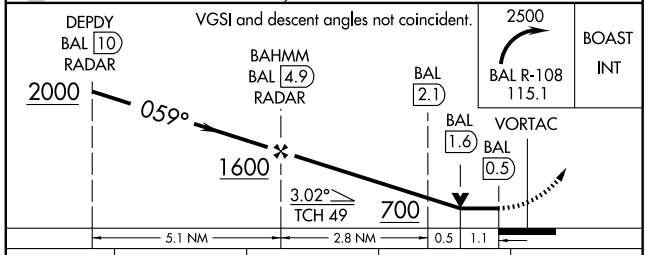
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

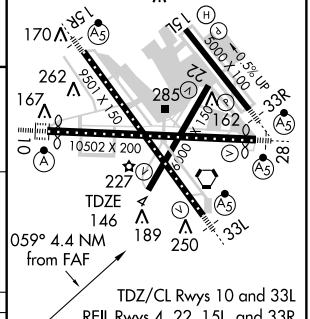
VOR/DME RWY 4

MISSED APPROACH: Climbing right turn to 2500 via BAL R-108 to BOAST Int/BAL 11 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
S-4	540-1 394 (400-1)			540-1¼ 394 (400-1¼)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

Knots	60	90	120	150	180
Min:Sec					

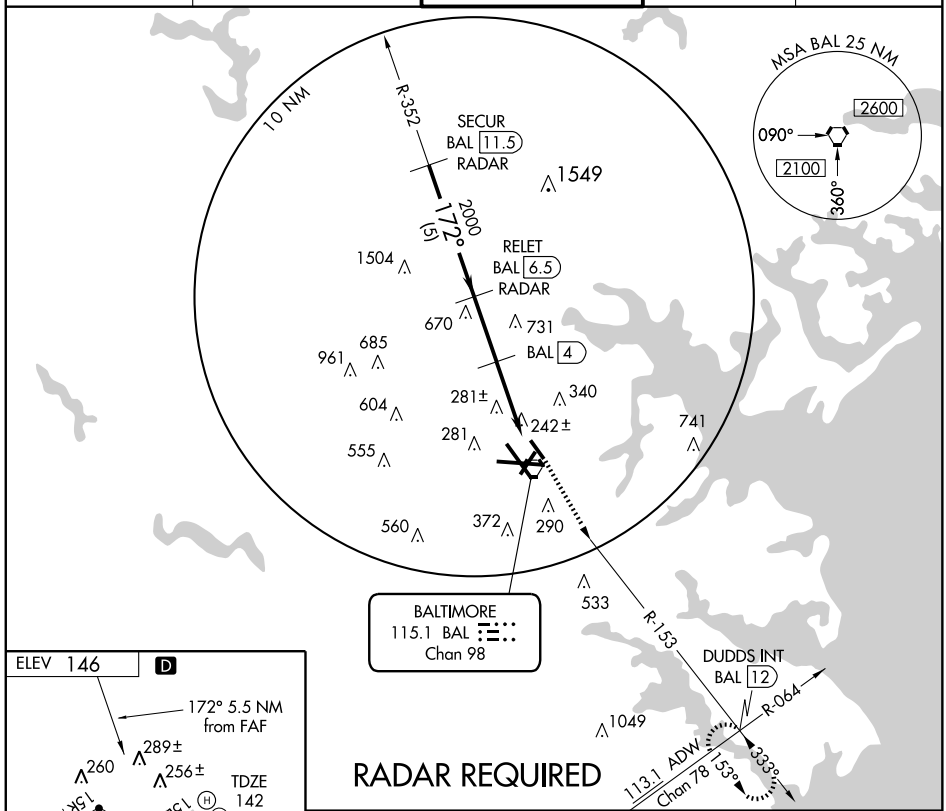
NE-3. 14 JAN 2010 to 11 FEB 2010

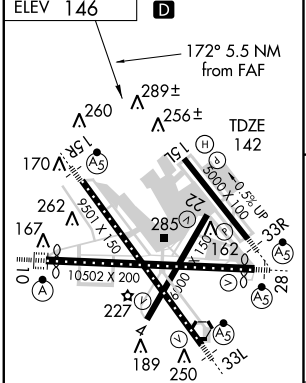
VORTAC BAL 115.1 Chan 98	APP CRS 172°	Rwy ldg 5000 TDZE 142 Apt Elev 146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) VOR/DME RWY 15L

MISSED APPROACH: Climb to 2500 via BAL R-153 to DUDDS Int/BAL 12 DME and hold.

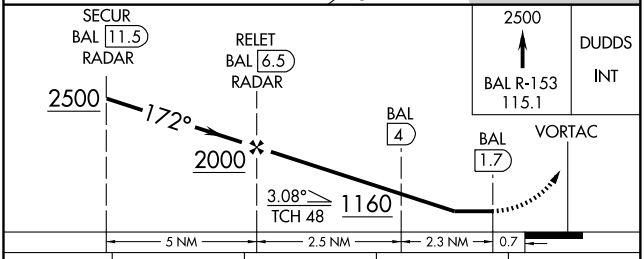
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-15L	600/50 458 (500-1)		600/60 458 (500-1¼)	600-1½ 458 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

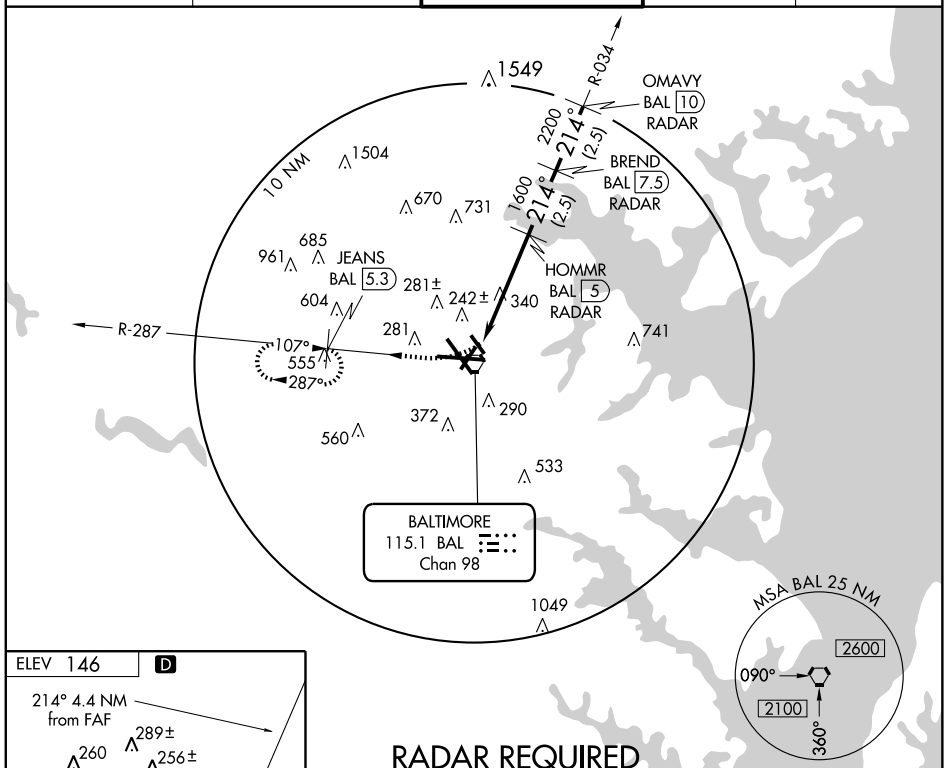
VORTAC BAL 115.1 Chan 98	APP CRS 214°	Rwy ldg 6000 TDZE 143 Apt Elev 146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

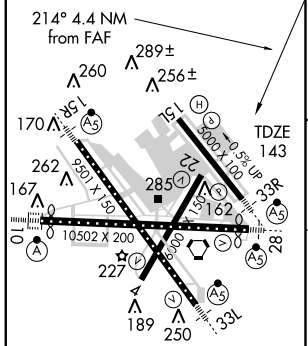
VOR/DME RWY 22

MISSED APPROACH: Climbing right turn to 2000 via BAL R-287 to JEANS/BAL 5.3 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

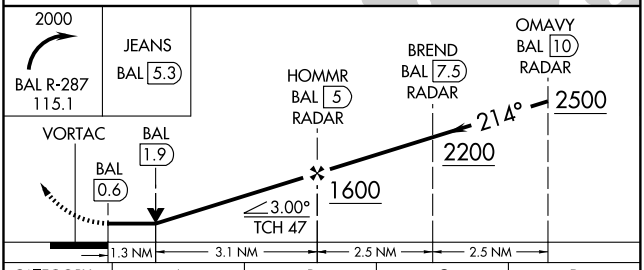


RADAR REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	600-1 457 (500-1)		600-1¼ 457 (500-1¼)	600-1½ 457 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC BAL 115.1 Chan 98	APP CRS 349°	Rwy ldg 9501 TDZE 143 Apt Elev 146

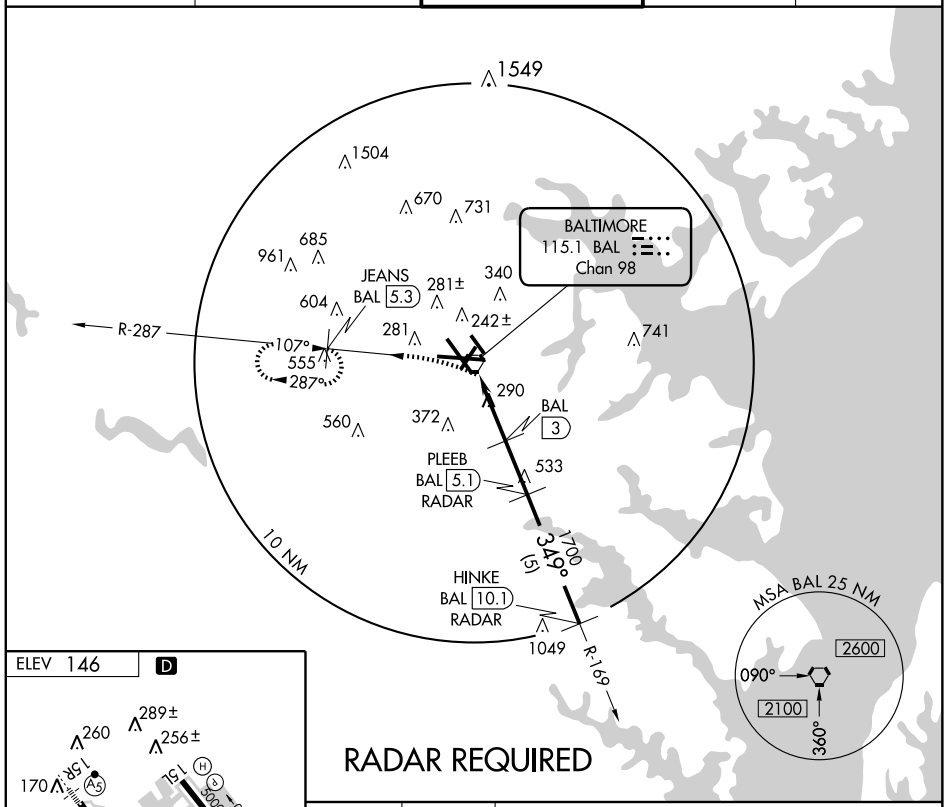
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) VOR/DME RWY 33L

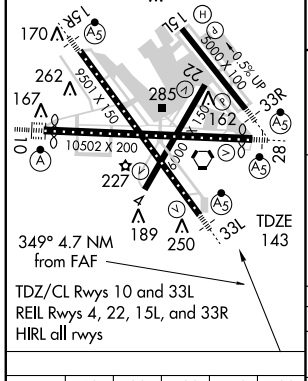
For inoperative MALSR, increase S-33L Cat D visibility to RVR 6000.

MALSR

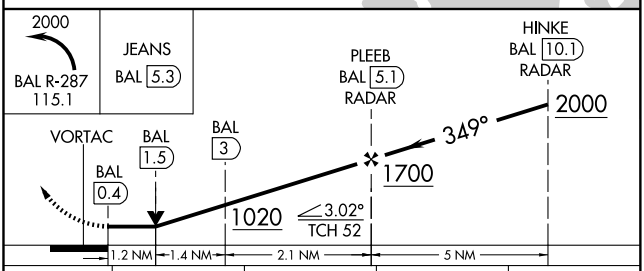
MISSED APPROACH: Climbing left turn to 2000 via BAL R-287 to JEANS/BAL 5.3 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-33L	560/24 417 (500-½)		560/40 417 (500-¾)	560/50 417 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC BAL 115.1 Chan 98	APP CRS 107°	Rwy ldg 9952 TDZE 144 Apt Elev 146

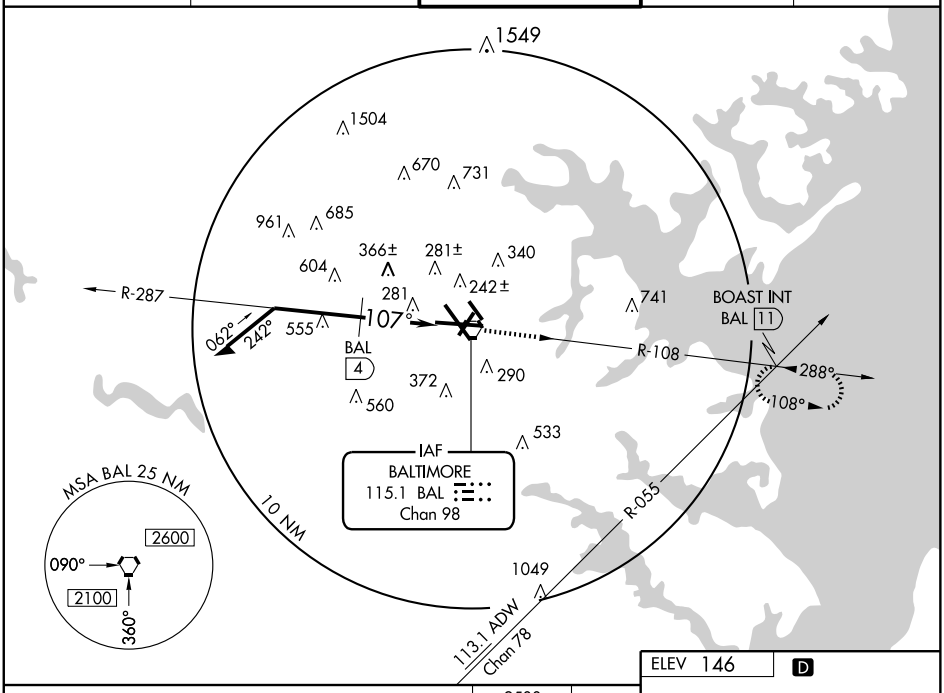
VOR RWY 10

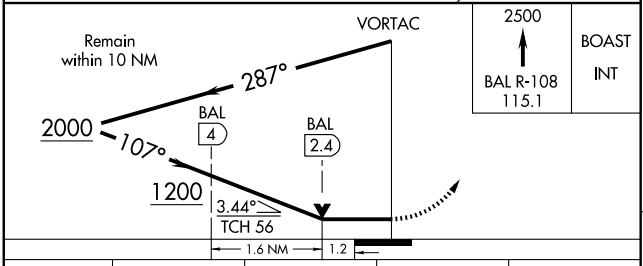
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

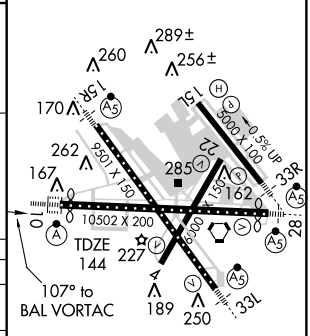
ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-108 to BOAST Int and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
S-10	1200/40 1056 (1100-¾)	1200/50 1056 (1100-1)	1200-2½ 1056 (1100-2½)	
CIRCLING	1200-1¼ 1054 (1100-1¼)	1200-1½ 1054 (1100-1½)	1200-3 1054 (1100-3)	
DME MINIMUMS				
S-10	620/24 476 (500-½)		620/40 476 (500-¾)	620/50 476 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

Knots	60	90	120	150	180
Min:Sec					

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC BAL 115.1 Chan 98	APP CRS 279°	Rwy Idg 10002 TDZE 143 Apt Elev 146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

VOR RWY 28

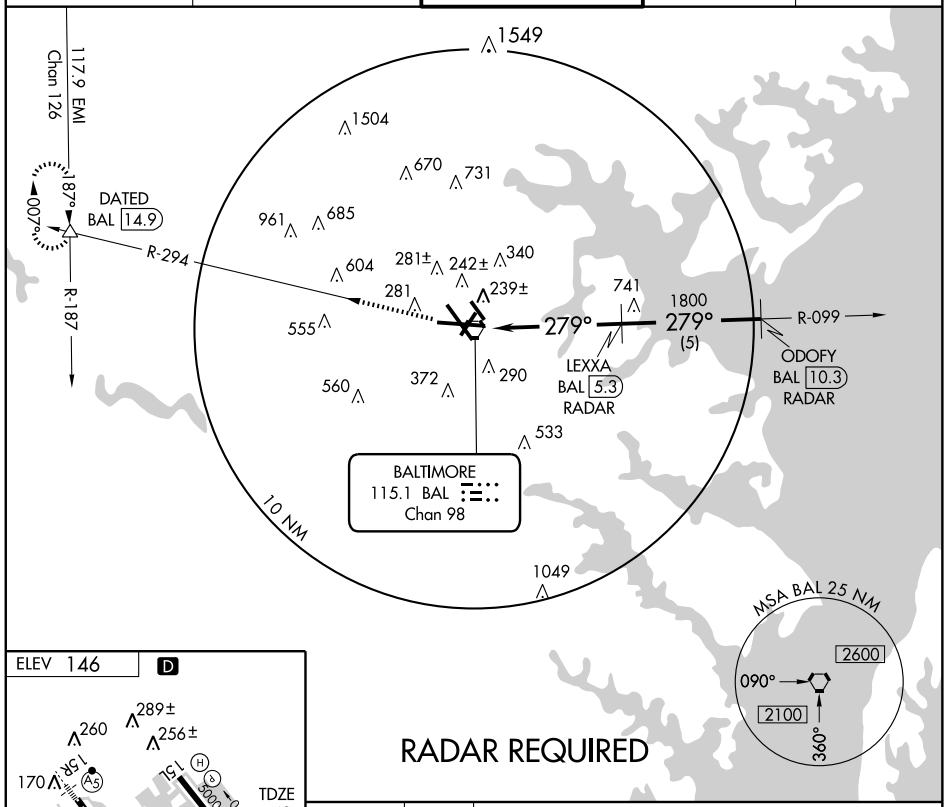
For inoperative MALSR increase S-28 Cat D visibility to RVR 6000.

NA

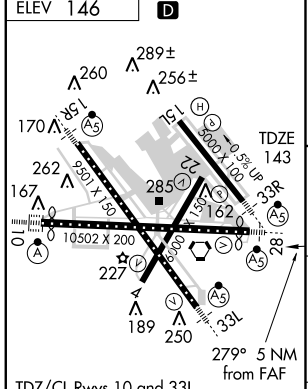
MALSR

MISSED APPROACH: Climb to 2500 via BAL R-294 to DATED Int/BAL 14.90 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

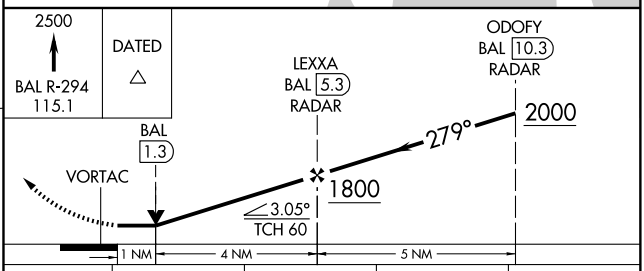


RADAR REQUIRED



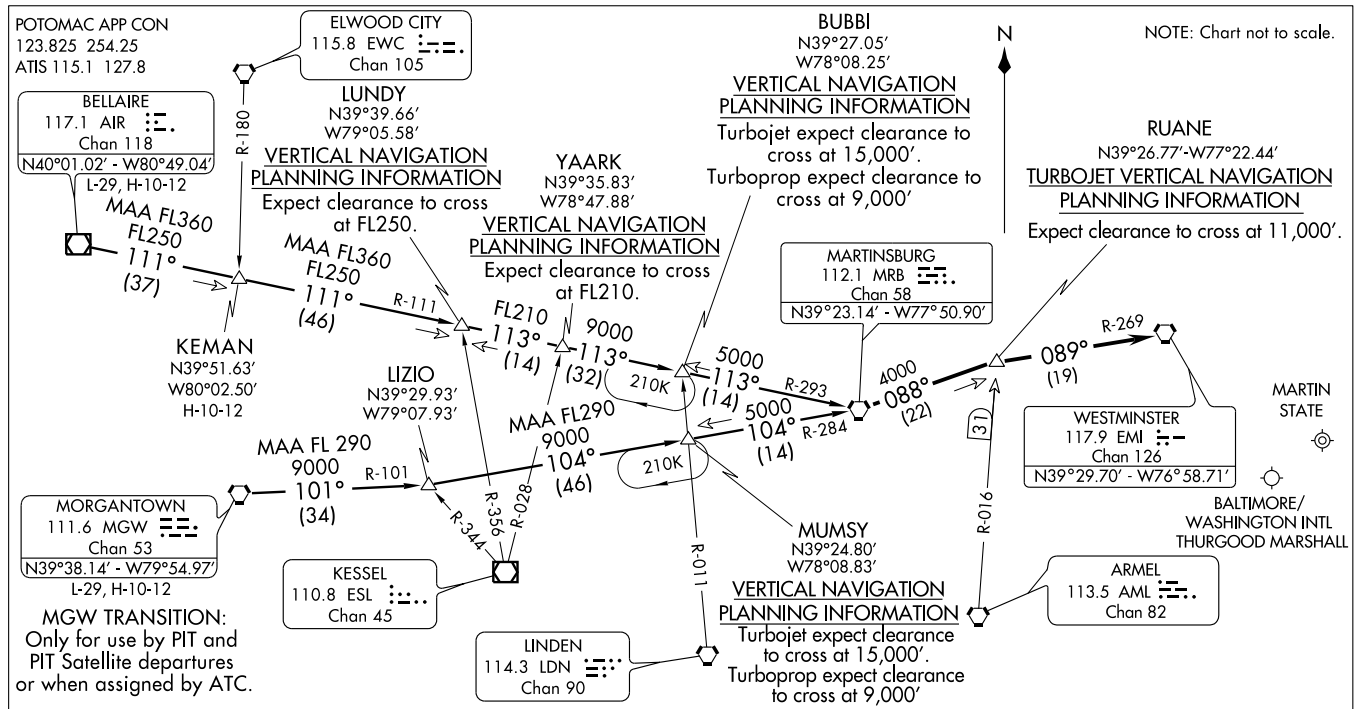
TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 22, 15L, and 33R
HIRL all rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-28	500/24 357 (400-½)			500/50 357 (400-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI5): From over AIR VOR/DME via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .
KEMAN TRANSITION (KEMAN.EMI5): From over KEMAN INT via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .
MORGANTOWN TRANSITION (MGW.EMI5): From over MGW VORTAC via the MGW R-101 to LIZIO INT, then via MRB VORTAC R-284 to MRB. Thence . . .

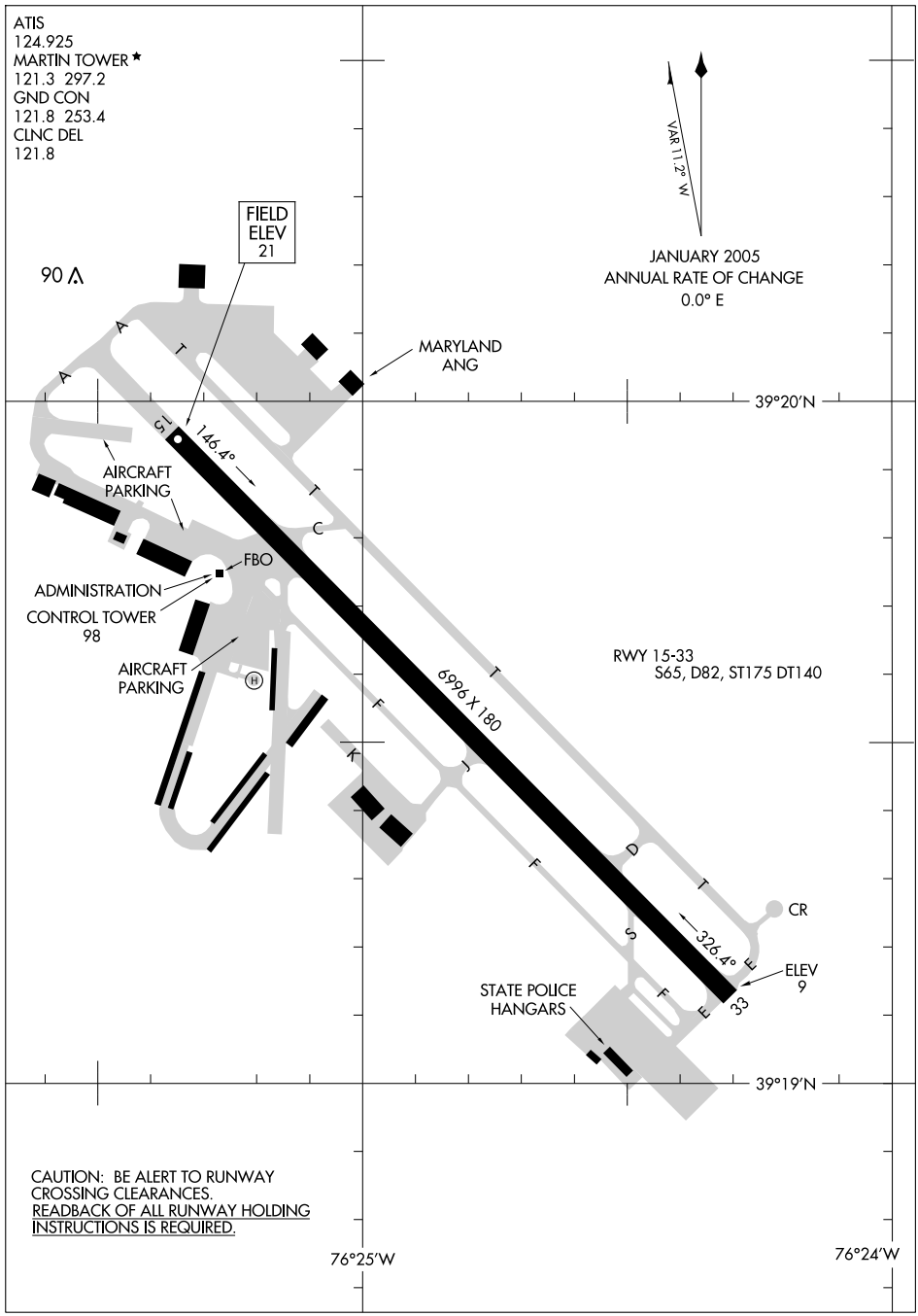
. . . From MRB via MRB R-088 to RUANE INT, then via EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

09295

AIRPORT DIAGRAM

AL-5222 (FAA)

BALTIMORE/MARTIN STATE (MTN)
BALTIMORE, MARYLAND



NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MTN	APP CRS	Rwy Idg	6996
110.7	326°	TDZE	15
Chan 44		Apt Elev	22

ILS or LOC RWY 33

BALTIMORE / MARTIN STATE (MTN)

▼ If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all DAs/MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 600 then climbing left turn 2000 via heading 146° and BAL VORTAC R-104 to SWANN INT/BAL 20.2 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) Ⓛ 297.2	121.8 253.4	121.8	122.95

DME AND RADAR REQUIRED

LOCALIZER 110.7 I-MTN Chan 44

BALTIMORE 115.1 BAL Chan 98

CINDI INT I-MTN 6.2

(IF) JUGMO I-MTN 11.2

(SUTBE)

(IAF) SWANN INT BAL 20.2

R-4001A R-4001B R-085 R-104 R-233 R-271

114.0 DQO Chan 87

111.4 ENO Chan 51

326° 5.1 NM

2000 016° (1.6) and LOC (0.8)

284° 104° 146°

10 NM

MSA BAL 25 NM: 2600 (090°–360°), 2100

WASHINGTON DC METROPOLITAN SFRA

WARNING -- WASHINGTON DC SFRA. CONTACT POTOMAC APP CON

Procedure NA for arrivals at SWANN via V170-V214-V433 SW Bnd.

Note: Clearance through R-4001 A/B must be obtained before using this approach.

ELEV 22

TWR ☆ 98

6996 X 180

15 33

326° 6 NM from FAF

TDZE 15

HIRL Rwy 15-33 Ⓛ

REIL Rwys 15 and 33 Ⓛ

Rwy 33 ldg 8100′

(Military Operations Only)

Rwy 15 take-off 8100′

(Military Operations Only)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

600 2000 SWANN BAL 20.2 HDG 146° BAL R-104 115.1

VGSI and ILS glidepath not coincident.

CINDI INT I-MTN 6.2 JUGMO I-MTN 11.2 I-MTN 0.2 2000 326° 2000 2000

GS 3.00° TCH 49

6 NM 5.1 NM

CATEGORY	A	B	C	D
S-ILS 33	290-1 275 (300-1)			
S-LOC 33	380-1 365 (400-1)			380-1¼ 365 (400-1¼)
CIRCLING	520-1 498 (500-1)		520-1½ 498 (500-1½)	680-2 658 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-BQG	APP CRS	Rwy Idg	6996
110.7	144°	TDZE	22
Chan 44		Apt Elev	22

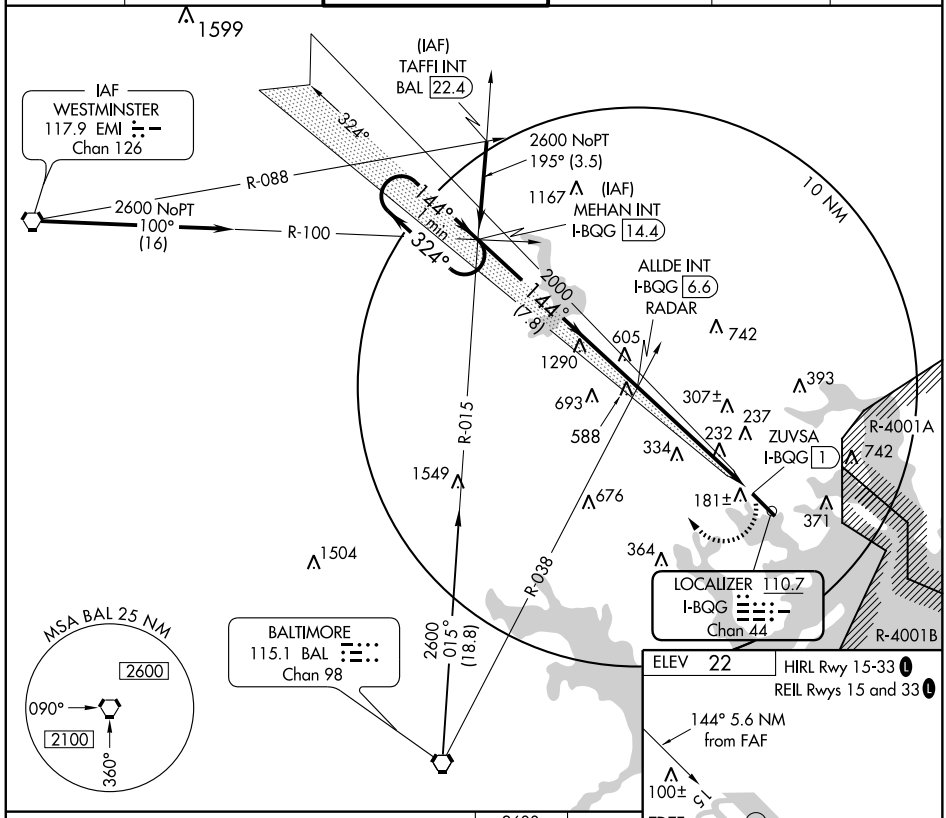
LOC RWY 15

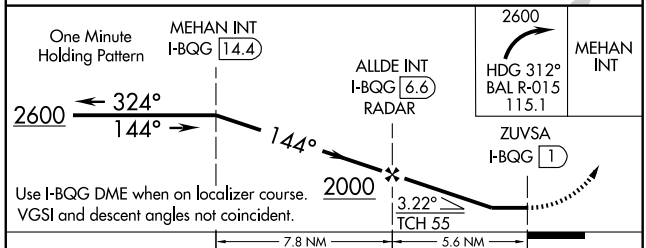
BALTIMORE / MARTIN STATE (MTN)

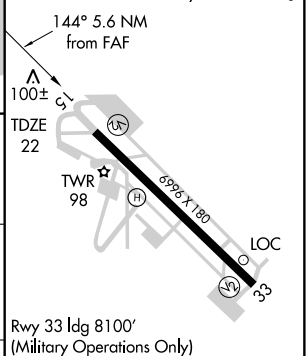
If local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 2600 via heading 312° and BAL R-015 to MEHAN Int/I-BQG 14.4 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95







Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

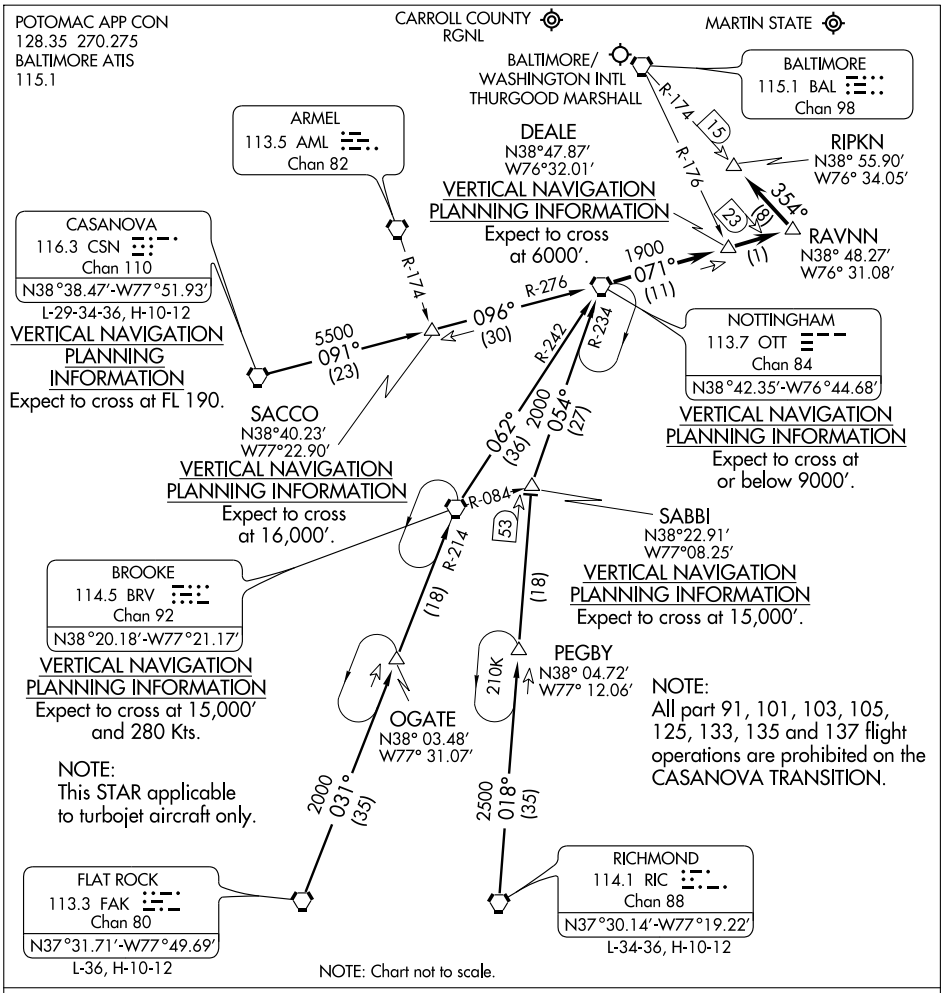
CATEGORY	A	B	C	D
S-15	480-1	458 (500-1)	480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)
CIRCLING	520-1	498 (500-1)	520-1½ 498 (500-1½)	680-2 658 (700-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 14 JAN 2010 to 11 FEB 2010

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

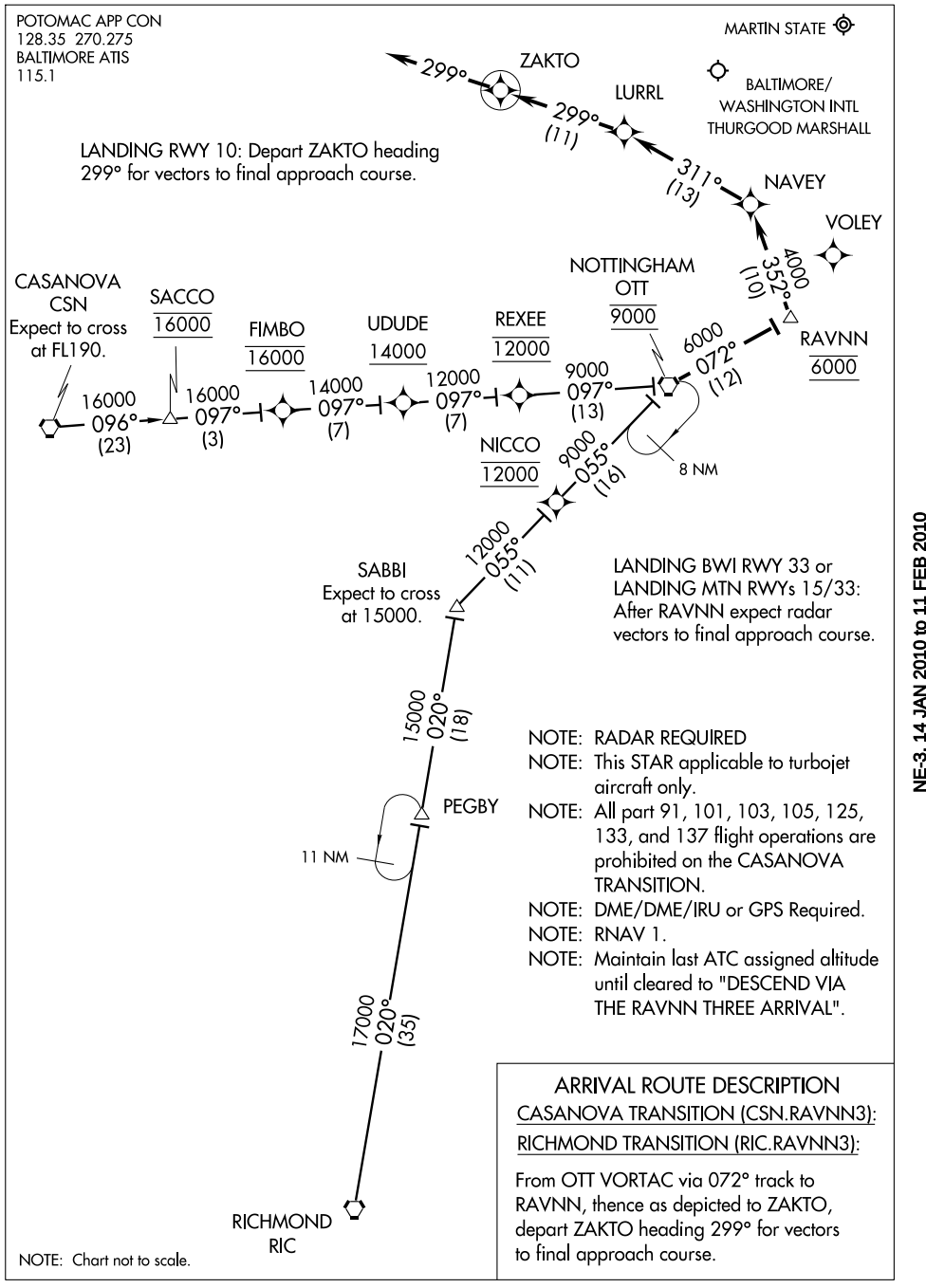
CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .

FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.RAVNN3):

RICHMOND TRANSITION (RIC.RAVNN3):

From OTT VORTAC via 072° track to RAVNN, thence as depicted to ZAKTO, depart ZAKTO heading 299° for vectors to final approach course.

NOTE: Chart not to scale.

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6996
146°	TDZE	22
	Apt Elev	22

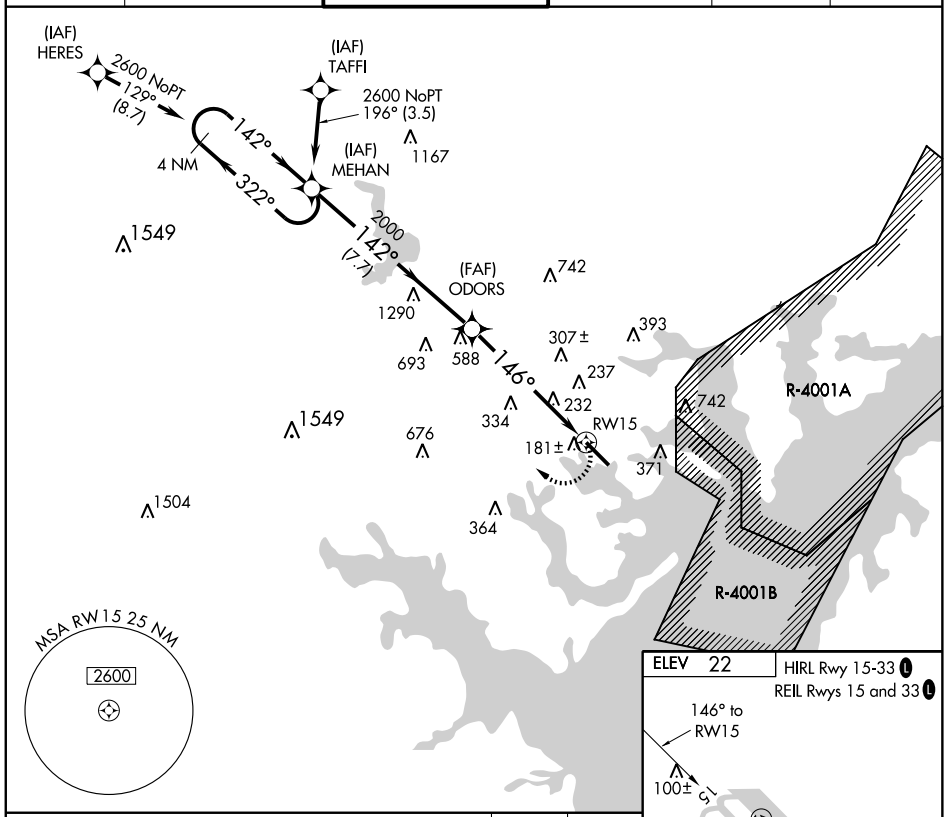
RNAV (GPS) RWY 15

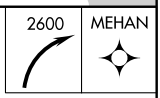
BALTIMORE / MARTIN STATE (MTN)

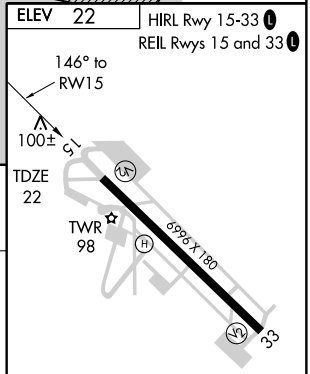
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2600 direct MEHAN WP and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	540-1	518 (600-1)	540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	540-1	518 (600-1)	540-1½ 518 (600-1½)	680-2 658 (700-2)

Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

NE-3. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 33

BALTIMORE / MARTIN STATE (MTN)

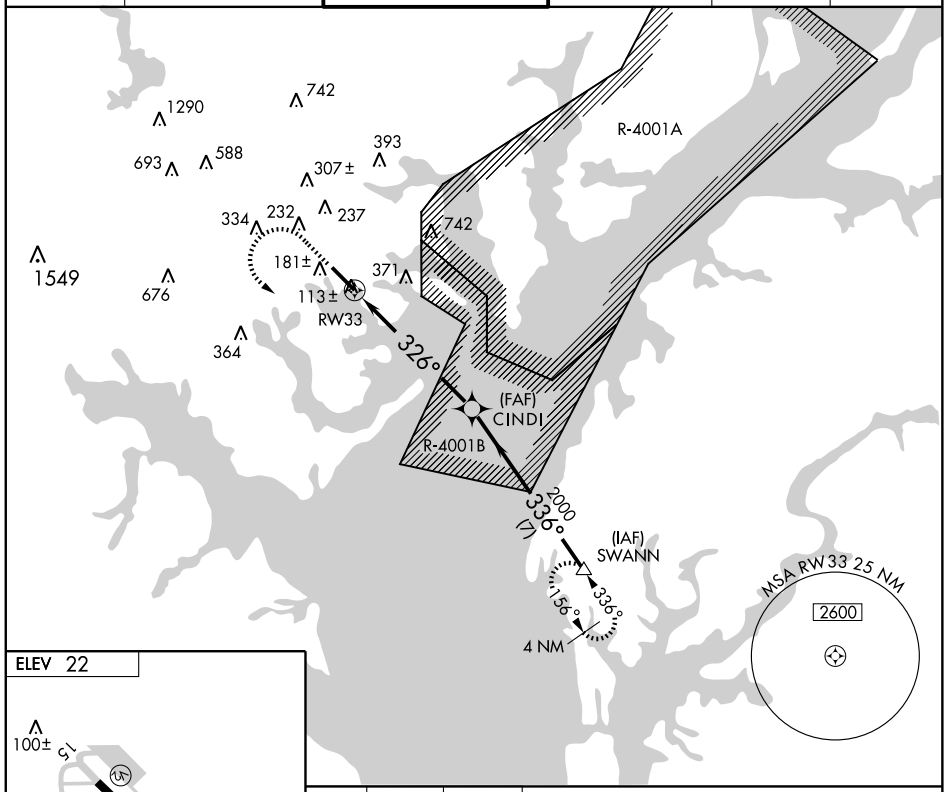
APP CRS	Rwy Idg	6996
326°	TDZE	15
	Apt Elev	22

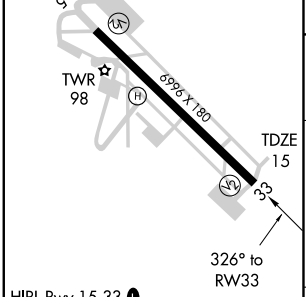
NA

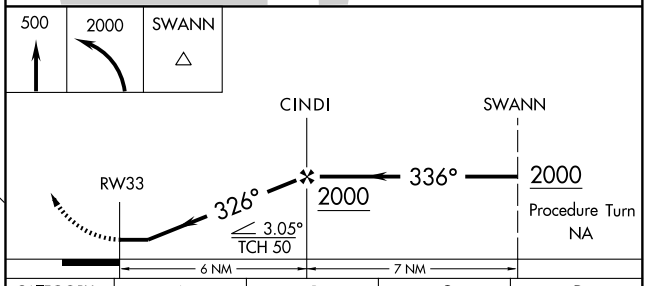
Clearance through R-4001 A/B must be obtained before using this approach.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct SWANN WP and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95







HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)

CATEGORY	A	B	C	D
LNAV MDA	380-1 365 (400-1)			380-1¼ 365 (400-1¼)
CIRCLING	520-1 498 (500-1)		520-1½ 498 (500-1½)	680-2 658 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

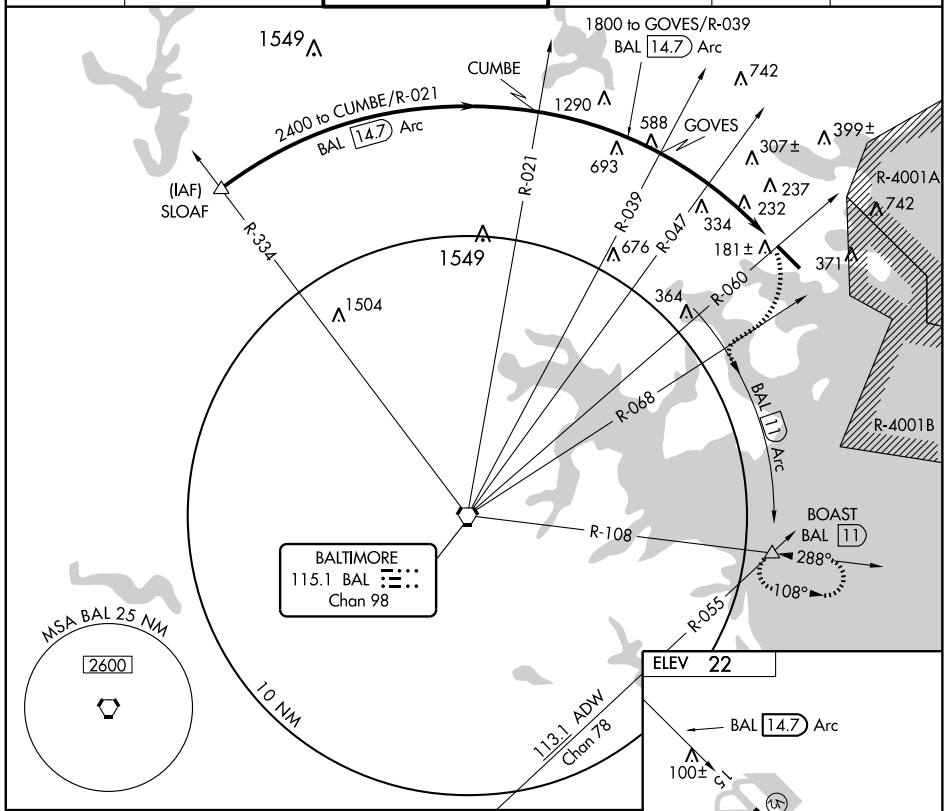
VORTAC BAL	BAL	Rwy Idg	6996
115.1	14.7	TDZE	22
Chan 98	Arc	Apt Elev	22

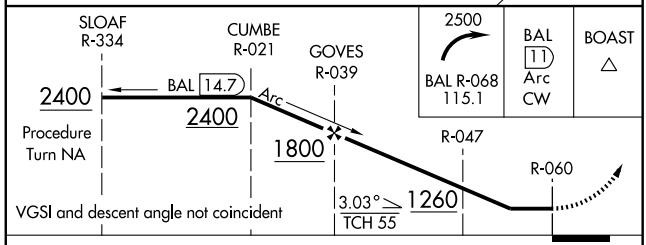
VOR/DME or TACAN Z RWY 15

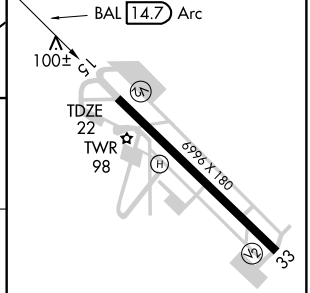
BALTIMORE / MARTIN STATE (MTN)

MISSED APPROACH: Climbing right turn to 2500 via BAL R-068 and BAL 11 DME Arc clockwise to BOAST Int/BAL 11 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95





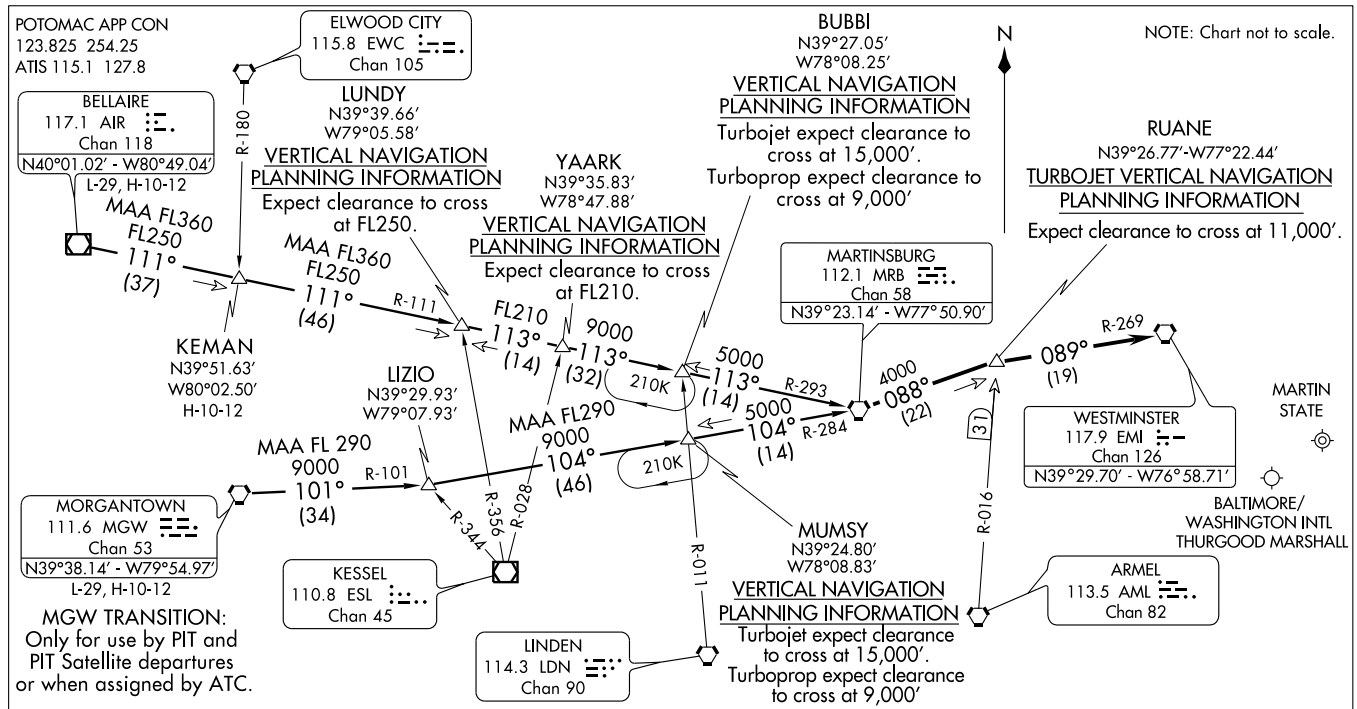


Rwy 33 ldg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

CATEGORY	A	B	C	D
S-15	900-1 878 (900-1)	900-1¼ 878 (900-1¼)	900-2½ 878 (900-2½)	900-2¾ 878 (900-2¾)
CIRCLING	900-1 878 (900-1)	900-1¼ 878 (900-1¼)	900-2½ 878 (900-2½)	900-2¾ 878 (900-2¾)

NE-3, 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI5): From over AIR VOR/DME via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .
KEMAN TRANSITION (KEMAN.EMI5): From over KEMAN INT via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .
MORGANTOWN TRANSITION (MGW.EMI5): From over MGW VORTAC via the MGW R-101 to LIZIO INT, then via MRB VORTAC R-284 to MRB. Thence . . .

. . . From MRB via MRB R-088 to RUANE INT, then via EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

NDB CGE 355	APP CRS 335°	Rwy Idg 4477 TDZE 20 Apt Elev 20

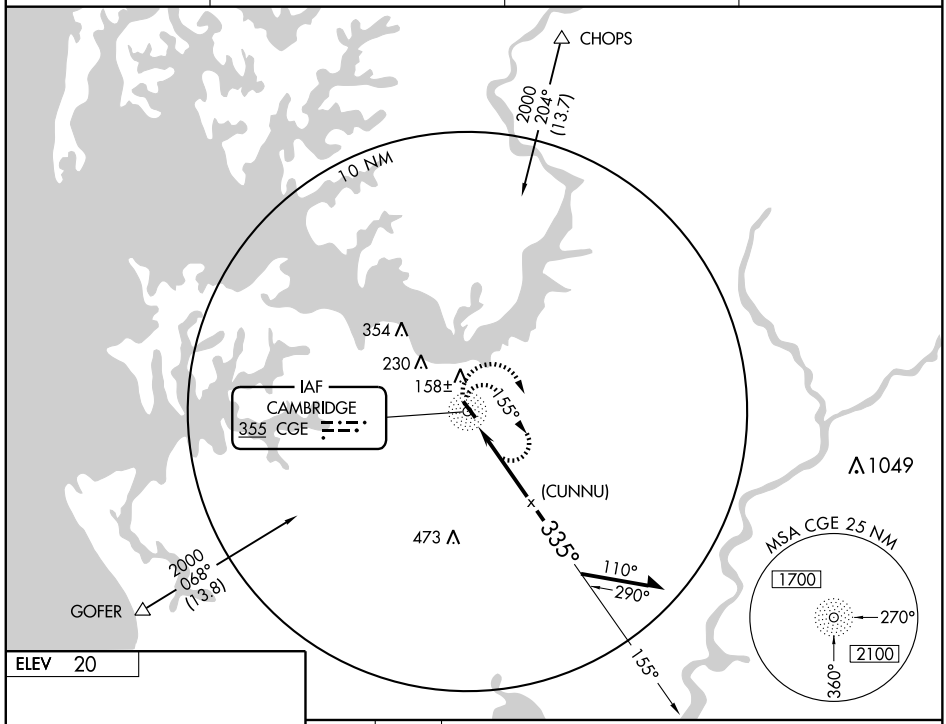
NDB or GPS RWY 34

CAMBRIDGE-DORCHESTER (CGE)

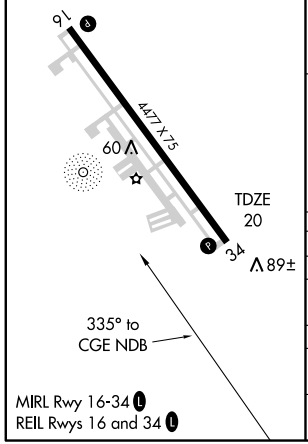
When Cambridge altimeter not received, use Salisbury altimeter.

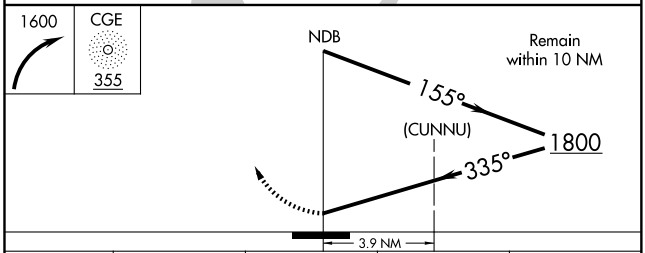
MISSED APPROACH: Climbing right turn to 1600 in CGE NDB holding pattern.

ASOS	PATUXENT APP CON ★	UNICOM	
120.675	121.0 250.3	122.7 (CTAF)	121.9 L



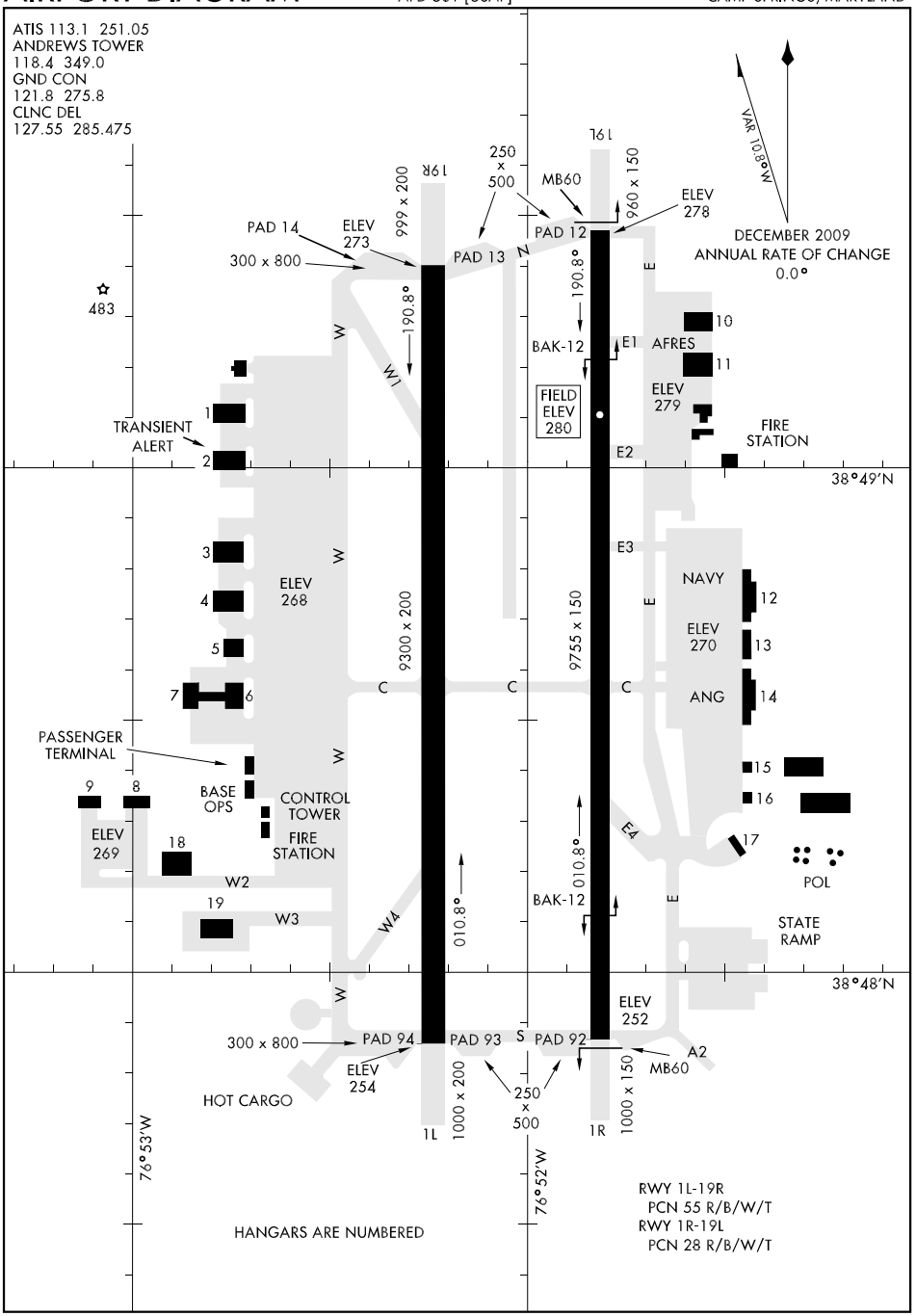
ELEV 20





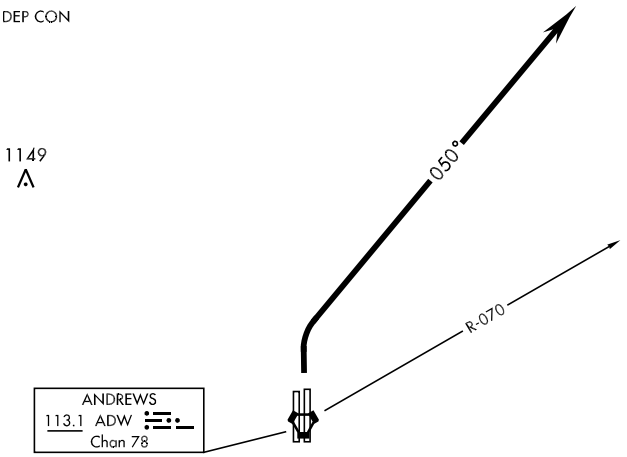
CATEGORY	A	B	C	D
S-34	440-1	420 (500-1)	440-1¼	420 (500-1¼)
CIRCLING	460-1 440 (500-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	580-2 560 (600-2)
SALISBURY ALTIMETER MINIMUMS				
S-34	560-1	540 (600-1)	560-1½ 540 (600-1½)	560-1¾ 540 (600-1¾)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	680-2 660 (700-2)

NE-3. 14 JAN 2010 to 11 FEB 2010



NE-3, 14 JAN 2010 to 11 FEB 2010

ATIS 113.1 251.05
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
125.65 348.725



RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE

RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Turn right climb on track 050° to 3000. Expect radar vectors to intercept ADW R-070.

NE-3, 14 JAN 2010 to 11 FEB 2010

CAMP SPRINGS ONE DEPARTURE

SL-561 [USAF]

CAMP SPRINGS, MARYLAND

ATIS 113.1 251.05
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
118.95 257.2

Rwy	Knots	60	120	180	240
1L/1R	V/V(fpm)	380	760	1140	1520

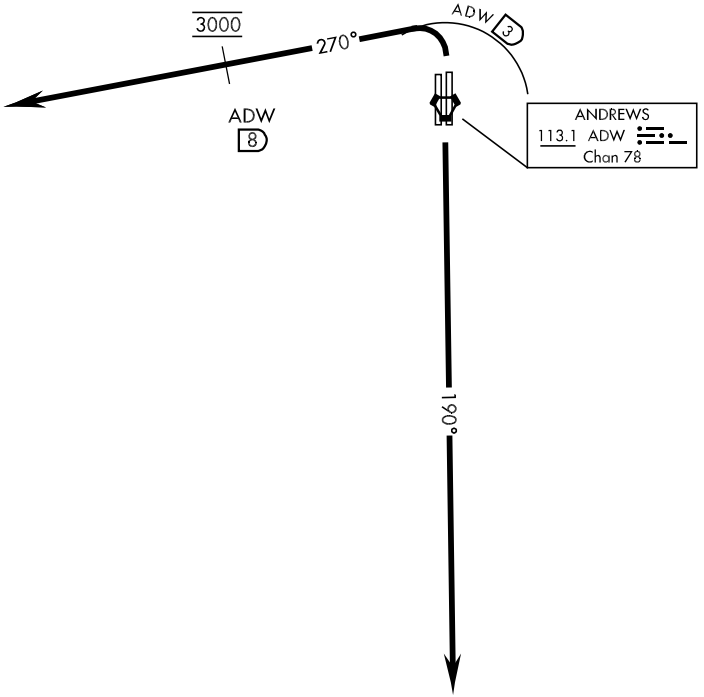
ATC Climb Rate to 3000

If unable to make published climb gradient advise ATC prior to departure.

RADAR REQUIRED

1149
A

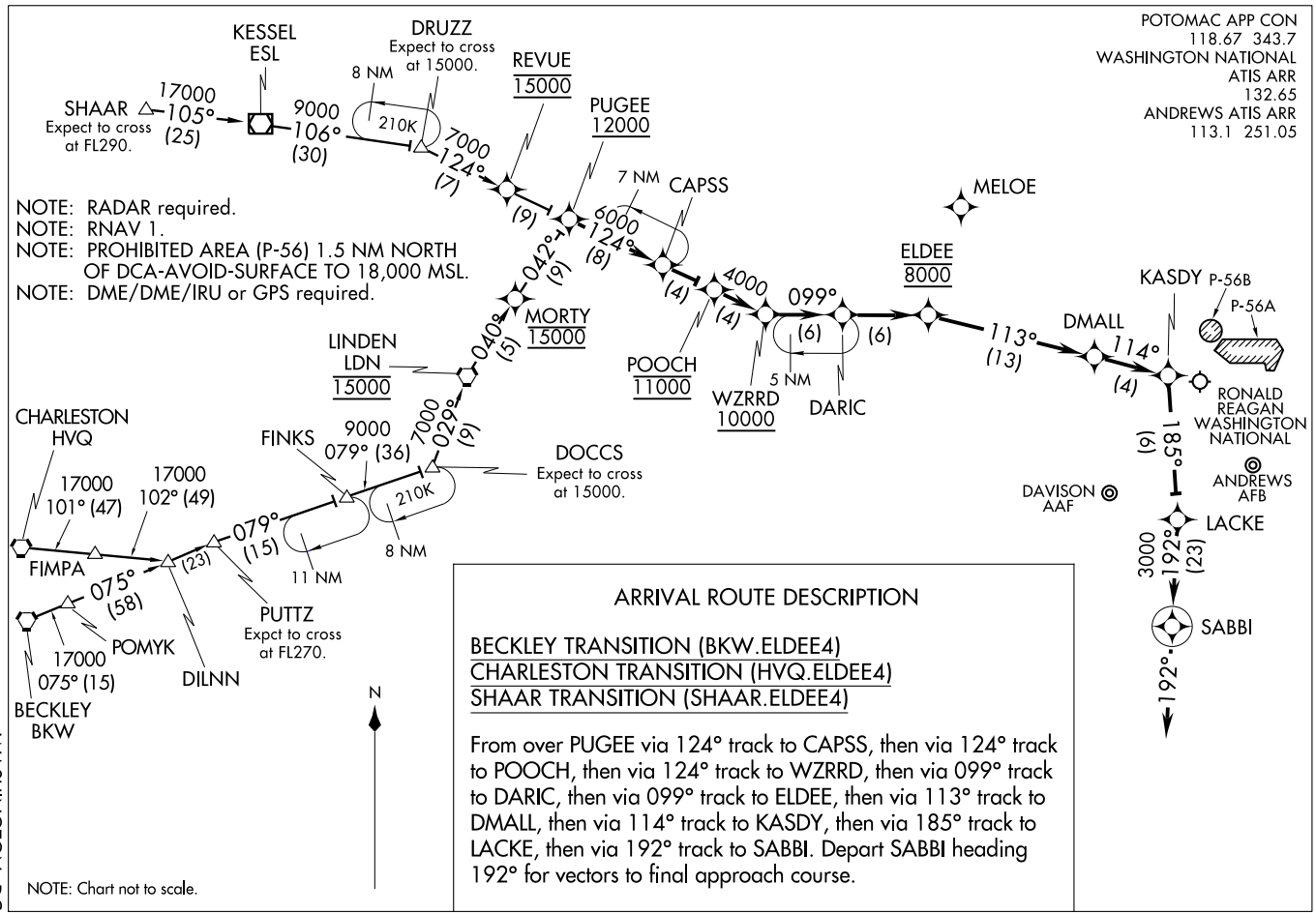
RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Turn left climb on track 270° within 3 DME of ADW VORTAC, cross ADW 8 DME at 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on track 190° to 3000. Expect radar vectors to the west.



ELDEE FOUR ARRIVAL (RNAV) (ELDEE.ELDEE4) 09015

ST-443 (FAA)

WASHINGTON, DC

ILS or LOC/DME RWY 19L

LOC I-GQZ 110.5	APCH CRS 190°	Rwy ldg 9755 TDZE 280 Arpt Elev 280	AL-561 [USAF]	ANDREWS AFB (KADW)

▼ * When ALS inop, increase CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

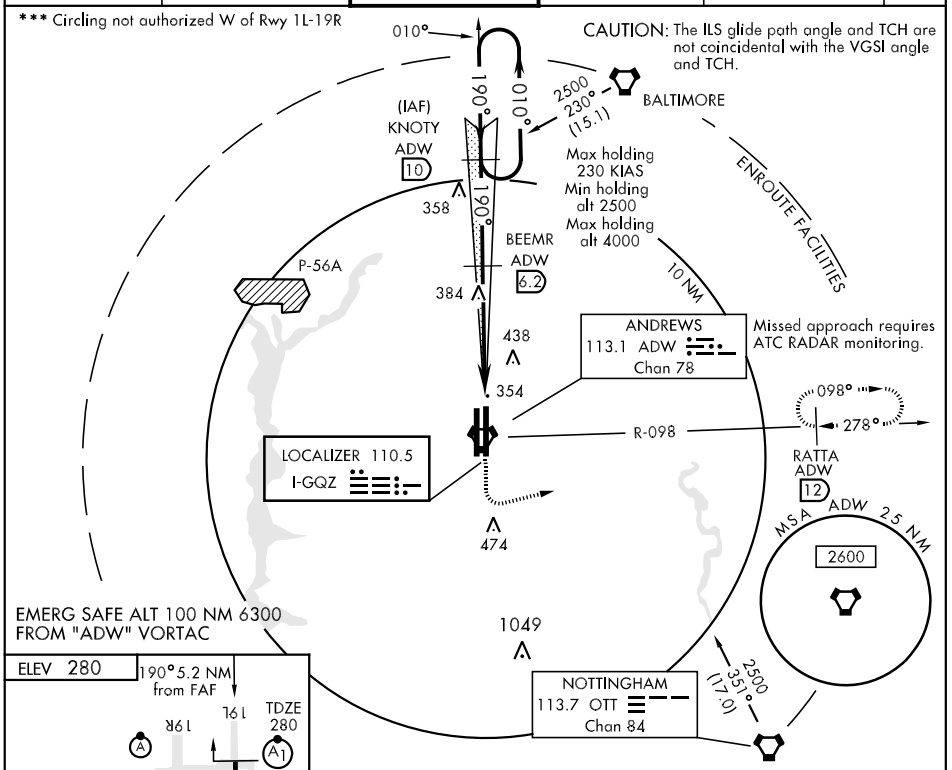
ALSF-1 (A1)

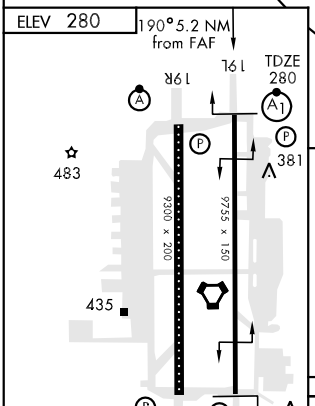
MISSED APPROACH: Climb to 900 then climbing left turn to 2500 direct RATTA and hold.

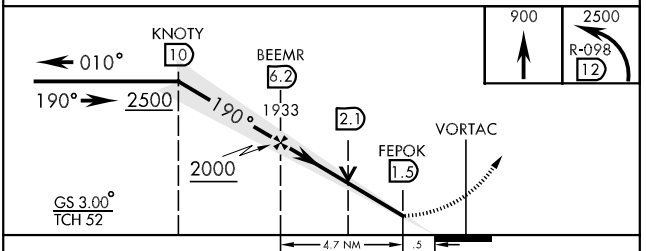
ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

*** Circling not authorized W of Rwy 1L-19R

CAUTION: The ILS glide path angle and TCH are not coincidental with the VGSI angle and TCH.







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-ILS 19L *	564/40		284		(300-¾)
S-LOC 19L **	680/40	400		(400-¾)	680/50 400 (400-1)
CIRCLING ***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

ILS or LOC RWY 1L

LOC I-RWS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.5	010°	9300 / 260 / 280

AL-561 [USAF]

ANDREWS AFB (KADW)

* When ALS inop increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-2

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold. Expect further clearance from APP CON.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

*** Circling not authorized W of Rwy 1L-19R.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.

ANDREWS 113.1 ADW Chan 78

Missed approach requires ATC RADAR monitoring.

LOCALIZER 111.5 I-RWS

R-098

098° 278°

RATTA ADW 12

IM MM

HAPUP ADW 2.7

GORME ADW 6.5 /RADAR

R-310 R-276 R-246

NOTTINGHAM 113.7 OTT Chan 84

(IAF) PREZZ ADW 10

Min holding alt 2500
Max holding alt 5000

Max holding 230 KIAS

No PT (IAF) FIGOM ADW 15

To FIGOM No PT 2500 316° (27.4)

PATUXENT

ENROUTE FACILITIES

10 NM

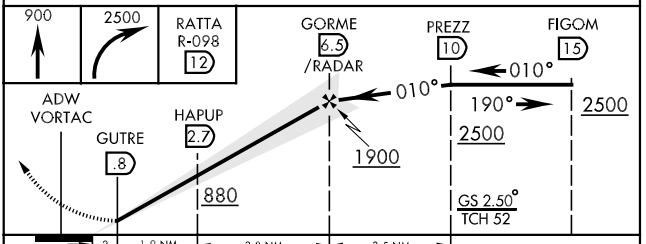
P-73

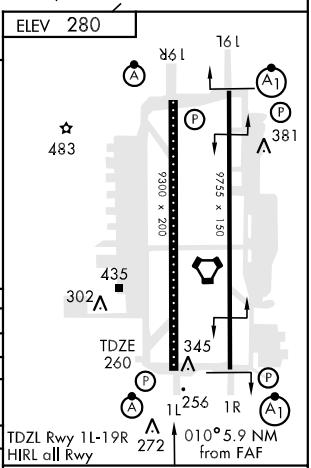
MSA ADW 25 NM 2600

438 349 474 521 460 1049 988

010° 190°

EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC





CATEGORY	A	B	C	D	E
S-ILS 1L *	460/18 200 (200-½)		460/24 200 (200-½)		
S-LOC 1L **	640/24 380 (400-½)		640/40 380 (400-¾)		
CIRCLING***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)
WITHOUT LAST STEPDOWN FIX					
S-LOC 1L †	800/24 540 (600-½)		800/50 540 (600-1)	800/60 540 (600-1¼)	800/1½ 540 (600-1½)
CIRCLING***	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

ILS or LOC RWY 1R

ANDREWS AFB (KADW)

LOC I-VJM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.5	010°	9755 / 265 / 280

AL-561 [USAF]

▼ *When ALS inop, increase RVR to 50, vis to 1 mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 1L-19R.

ALSF-1

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼miles CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

P-56A

LOCALIZER 110.5 I-VJM

ANDREWS 113.1 ADW Chan 78

NOTTINGHAM 113.7 OTT Chan 84

Missed Approach requires ATC RADAR monitoring

098° 278°

R-098

RATTA ADW 12

WIPAG ADW 2.7 / OTT R-311

GREEF ADW 5.2 / OTT R-289/ RADAR

BRINE ADW 10 / OTT R-245

(IAF)

474 521 1049 988

R-311 R-289 R-245

10 NM

ENROUTE FACILITIES

MSA ADW 2.5 NM 2600

Max holding 230 KIAS
Min holding alt 2500
Max holding alt 5000

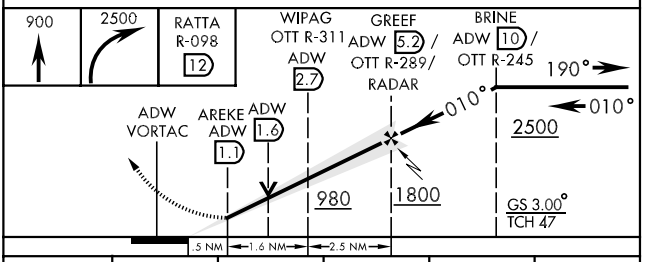
190° 010° 190°

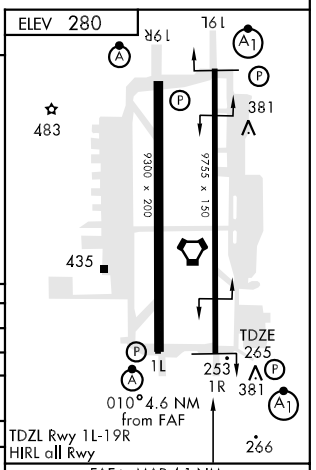
2500 324° (30.4)

PATUXENT

CAUTION: ILS TCH and VGSI TCH do not coincide.

EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC





CATEGORY	A	B	C	D	E
S-ILS 1R *	515/40		250	(300-¾)	
S-LOC 1R **	640/40		375	(400-¾)	
CIRCLING ***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)
NON-DME AND SINGLE VOR MINIMA					
S-LOC 1R †	760/40 495 (500-¾)			760/50 495 (500-1)	760/60 495 (500-1¼)
CIRCLING ***	760-1 480 (500-1)		760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ILS or LOC RWY 19R

LOC I-MXK	APCH CRS	Rwy ldg	9300
111.5	190°	TDZE	273
		Arpt Elev	280

AL-561 [USAF]

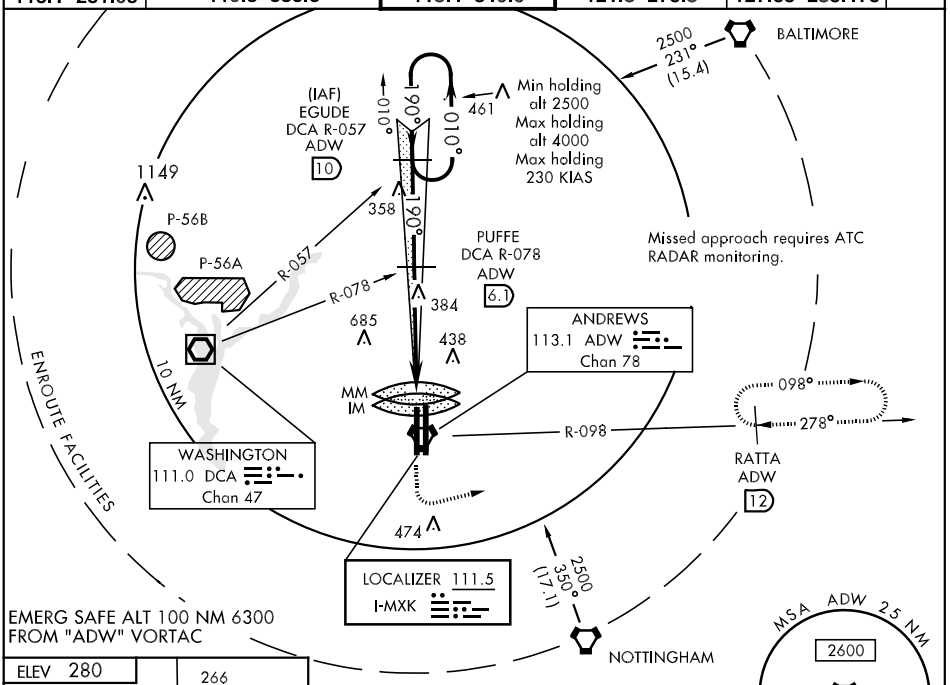
ANDREWS AFB (KADW)

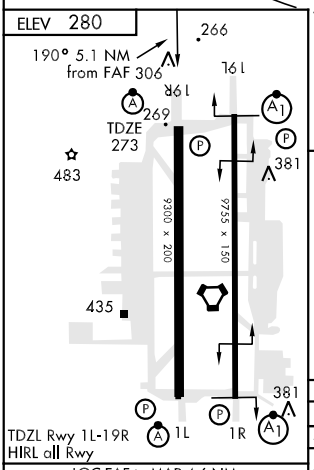
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles..
*** Circling not authorized W of Rwy 1L-19R.

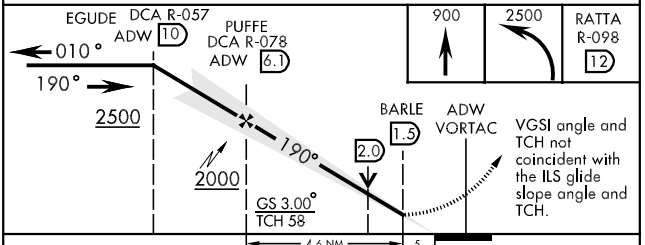
ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 2500 direct RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	







LOC FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D	E
S-ILS 19R *	473/18 200 (200-½)		473/24 200 (200-½)		
S-LOC 19R**	680/24 407 (400-½)		680/40 407 (400-¾)		680/50 407 (400-1)
CIRCLING ***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1 ½)	840-2 560 (600-2)	880-2 600 (600-2)

38° 49'N-76° 52'W

ILS RWY 1L (CAT II)

LOC I-RWS	APCH CRS	Rwy Idg / TDZE / Arpt Elev
111.5	010°	9300 / 260 / 280

AL-561 [USAF]

ANDREWS AFB (KADW)

ALSF-2

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold. Expect further clearance from APP CON.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

CATEGORY II ILS
SPECIAL AIRCREW &
AIRCRAFT CERTIFICATION
REQUIRED

LOCALIZER 111.5
I-RWS

Missed approach requires ATC RADAR monitoring.

438

098°
278°

R-098

IM
MM

344

474

ANDREWS
113.1 ADW
Chan 78

RATTA
ADW
12

P-73

GORME
ADW
6.5

460

1049

R-246

NOTTINGHAM
113.7 OTT
Chan 84

(IAF)
PREZZ
ADW 10

Min holding alt 2500
Max holding alt 5000

190°

010°

988

(IAF)
FIGOM
ADW
15

PTX R-316
No PT

PATUXENT
117.6 PXT
Chan 123

MSA ADW 25 NM
2600

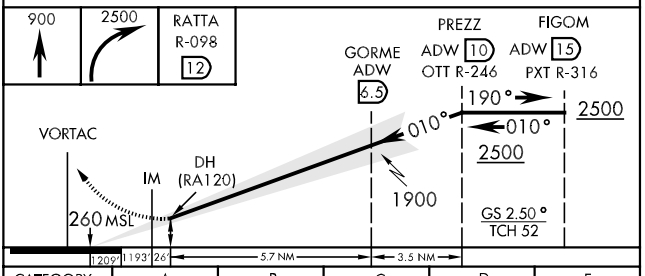
10 NM

2500
316°
(27.4)
No PT

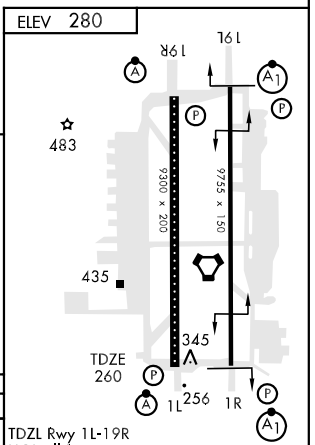
190°

ENROUTE FACILITIES

EMERG SAFE ALT 100 NM 6300
FROM "ADW" VORTAC



CATEGORY	A	B	C	D	E
S-ILS 1L	360/12	100	(RA120)		



ILS RWY 19R (CAT II)

LOC I-MXK	APCH CRS	Rwy ldg 9300 / TDZE 273 / Arpt Elev 280
111.5	190°	

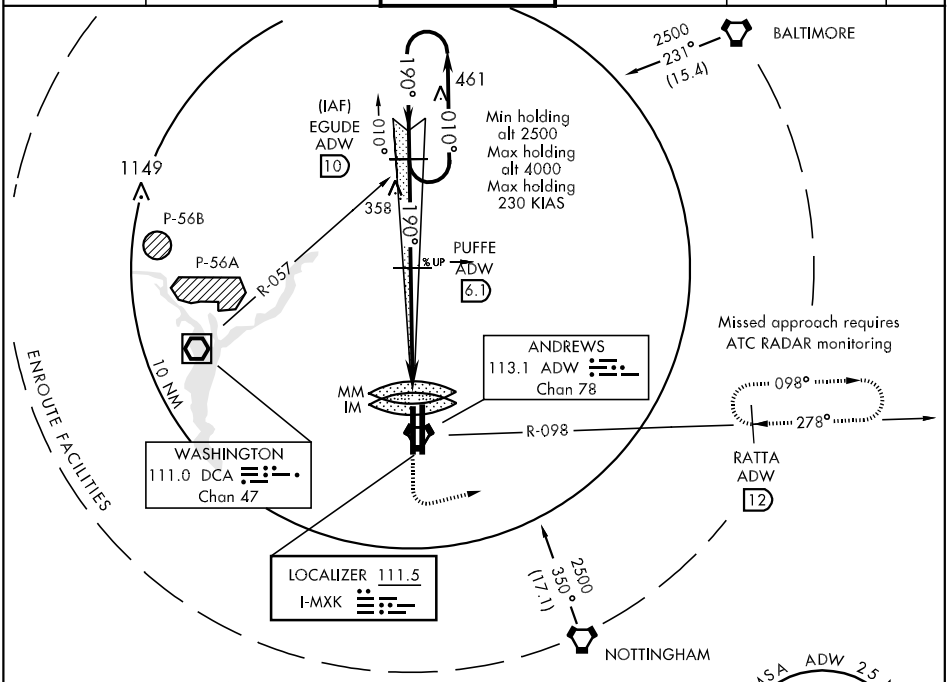
AL-561 [USAF]

ANDREWS AFB (KADW)

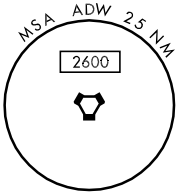
ALSF-2

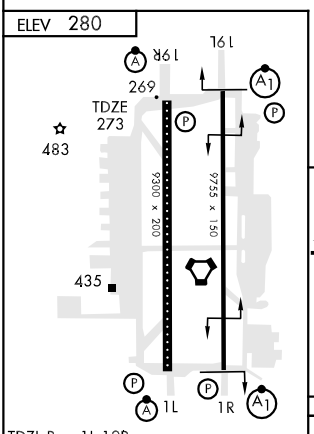
MISSED APPROACH: Climb to 900 then climbing left turn to 2500 direct RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



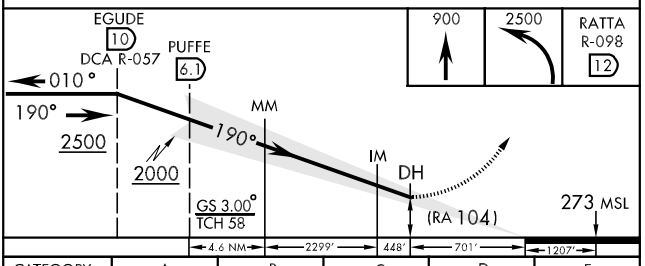
EMERG SAFE ALT 100 NM 6300
FROM "ADW" VORTAC





TDZL Rwy 1L-19R
HIRL all Rwy

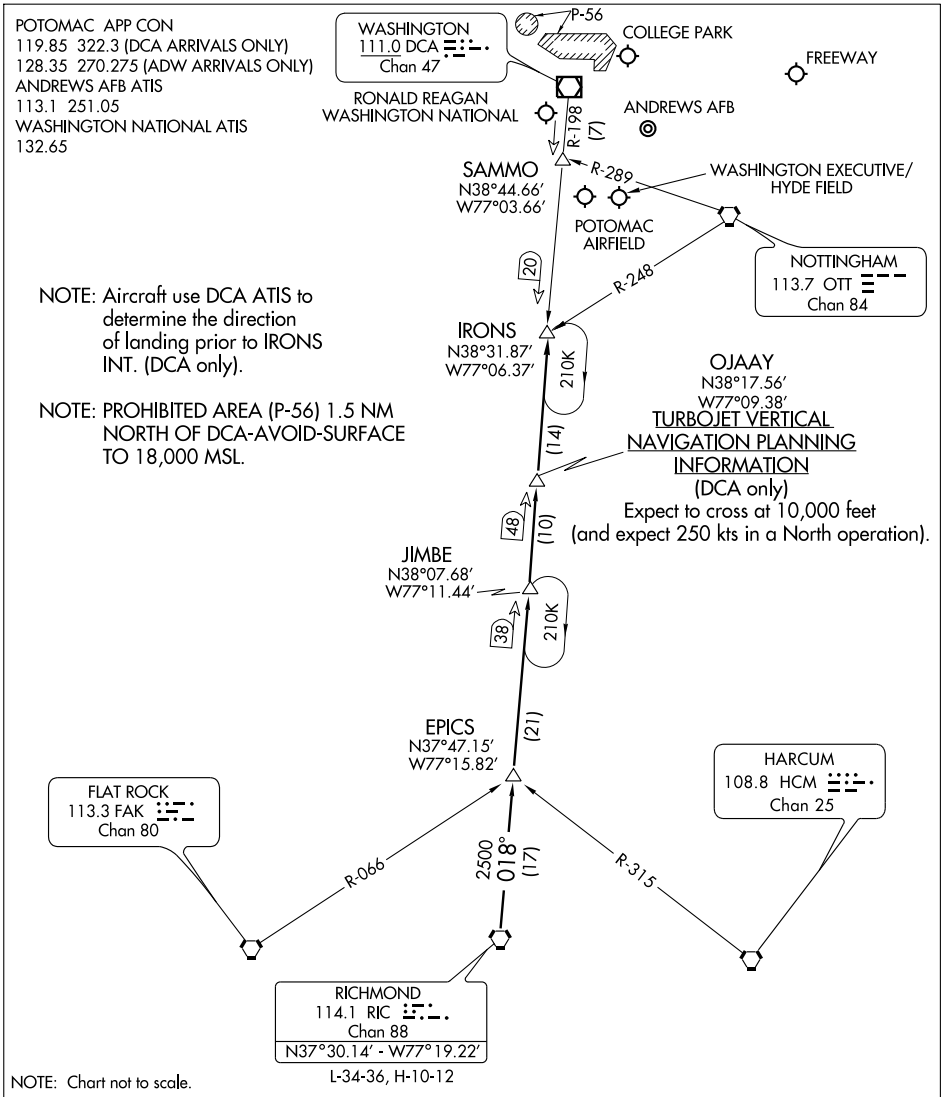
CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 19R	373/12		100		(RA 104)

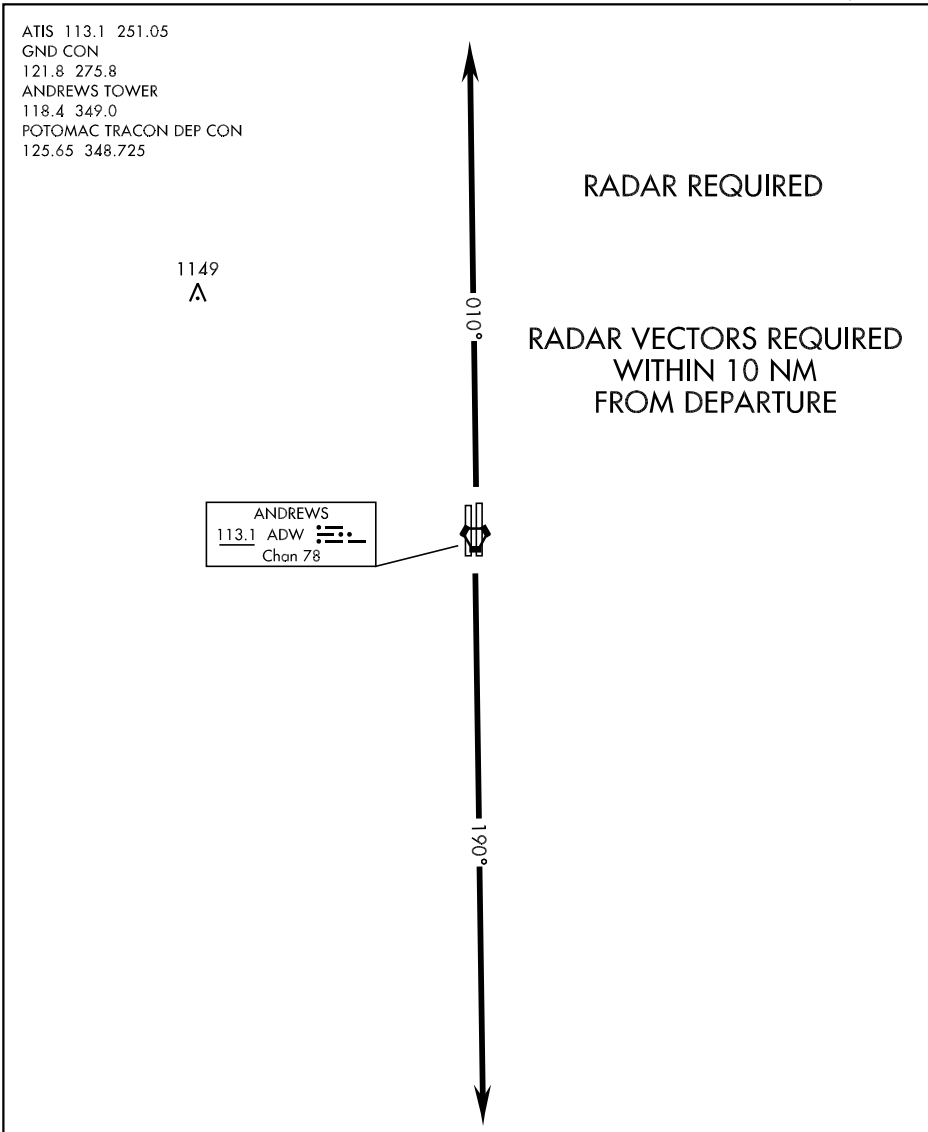
IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climb on track 010° to 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on track 190° to 3000. Expect radar vectors to the South or East.

NE-3, 14 JAN 2010 to 11 FEB 2010

NDB RWY 1L

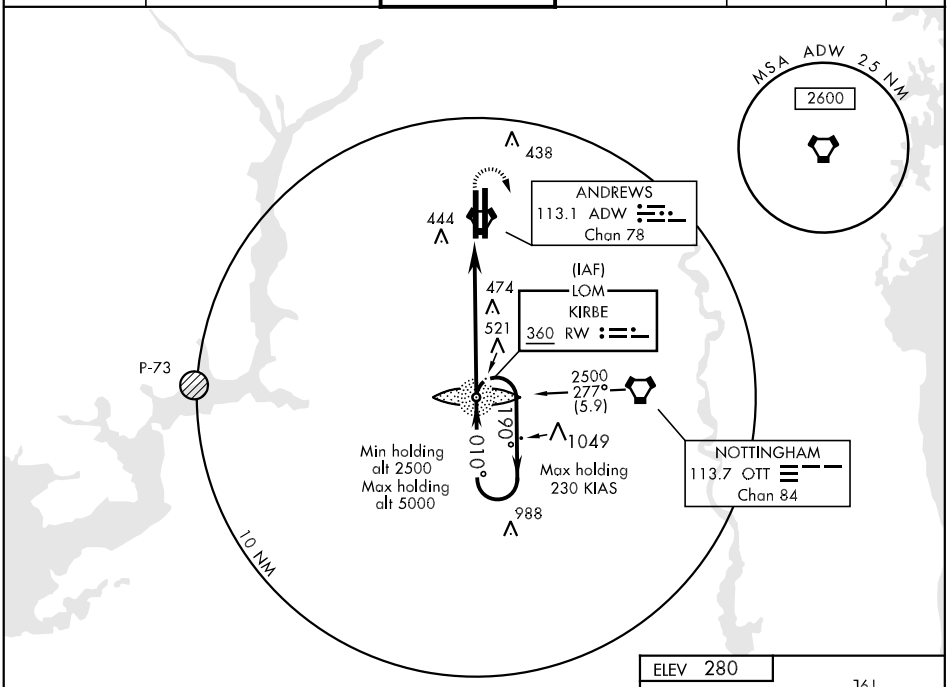
LOM RW	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-561 [USAF]
360	010°	9300 / 260 / 280	ANDREWS AFB (KADW)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
** Circling not authorized W of Rwy 1L-19R.

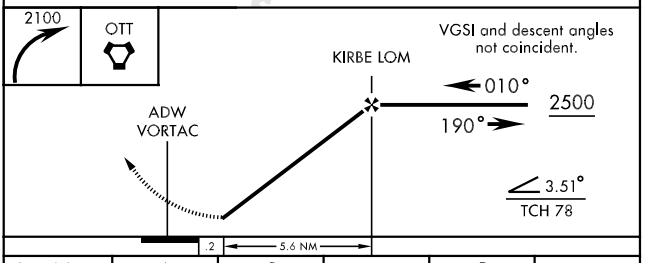
ALSF-2

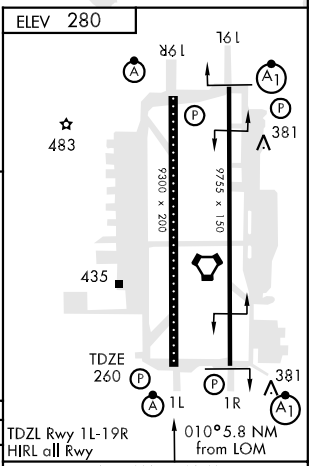
MISSED APPROACH: Climbing right turn to 2100 direct OTT VORTAC. Expect further clearance from APP CON.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-1L *	800/24 540 (600-½)		800/50 540 (600-1)	800/60 540 (600-1¼)	800-1½ 540 (600-1½)
CIRCLING **	800-1 520 (600-1)		800-1½ 520 (600-1½)	840-2 560 (600-2)	880-2 600 (600-2)

TDZL Rwy 1L-19R
HIRL all Rwy
010° 5.8 NM from LOM

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 1L

ANDREWS AFB (KADW)

AL-561 [USAF]

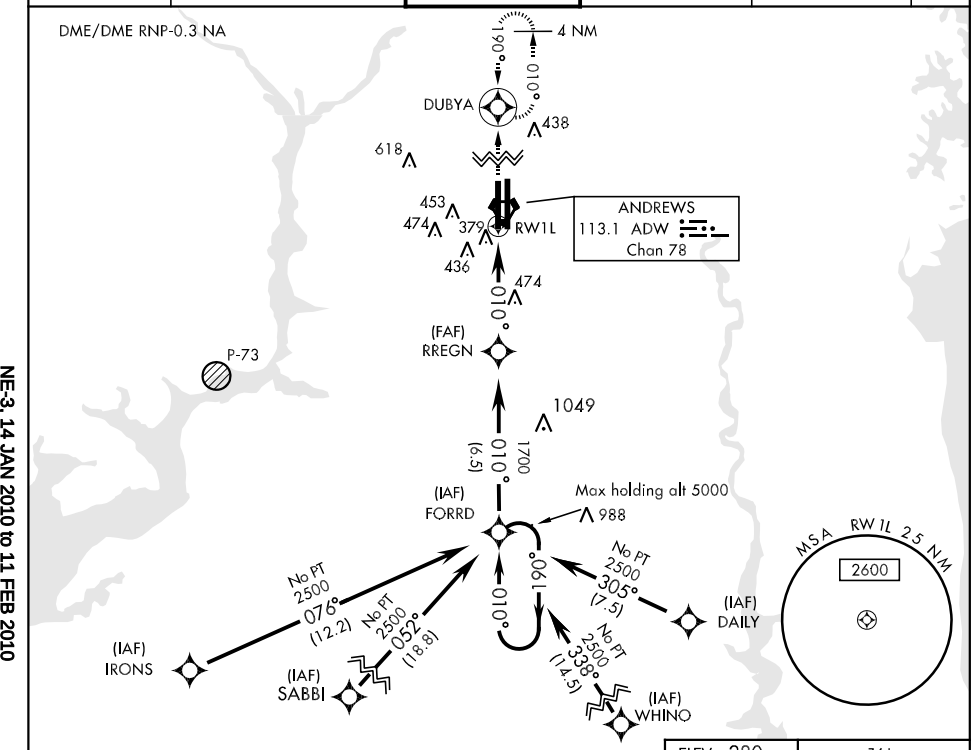
APCH CRS	Rwy ldg	9300
010°	TDZE	260
	Arpt Elev	280

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 1L-19R.

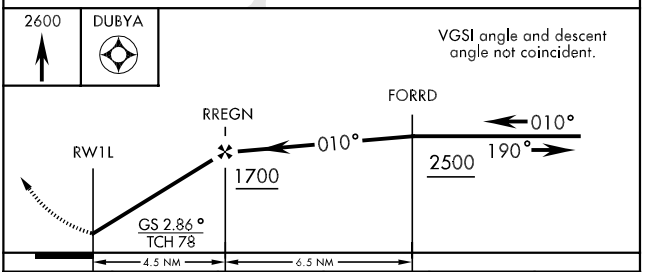
ALSF-2

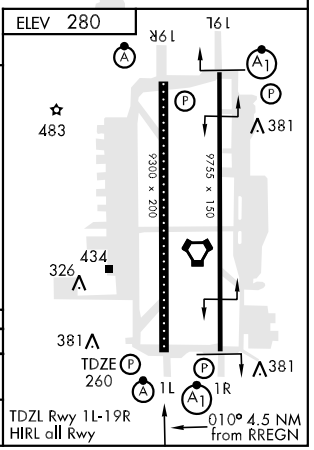
MISSED APPROACH: Climb to 2600 direct DUBYA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	124.0 269.0	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
LNAV MDA*	760/24	500 (500-½)	760/40 500 (500-¾)	760/50 500 (500-1)	760/60 500 (500-1¼)
CIRCLING**	760-1	480 (500-1)	760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 19R

APCH CRS	Rwy ldg	9300
190°	TDZE	273
	Arpt Elev	280

AL-561 [USAF]

ANDREWS AFB (KADW)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-2

MISSED APPROACH: Climb to 2600 direct FORRD and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	124.0 269.0	118.4 349.0	121.8 275.8	127.55 285.475	

DME/DME RNP-0.3 NA

(IAF) YOKUM

(IAF) BELTS

No PT 2600 224° (9.6)

No PT 2600 150° (7.1)

190° 010°

503 461

No PT 2600 271° (17.1)

(IAF) GEEMO

(IAF) DUBYA

395

Max holding alt 5000

190° (6) 2000

1149

P-56B

P-56A

620

(FAF) BUUSH

384

685 500 438

336 463

190° 1.1

RW19R

ANDREWS
113.1 ADW
Chan 78

MSA RW19R 25 NM
2600

FORRD

474

190° 010° 4 NM

EMERG SAFE ALT 100 NM 6300

ELEV 280

190° 5.0 NM from BUUSH

19R 19L

TDZE 273

483

381

9300 × 200

9755 × 150

434

381

1L 1R

TDZL Rwy 1L-19R
HIRL all Rwy

2600 FORRD

010° DUBYA

190° 2600

BUUSH

2000

1.2 NM to RW19R

RW19R

3.08° TCH 91

6.0 NM 5.0 NM

CATEGORY	A	B	C	D	E
LNAV MDA *	740/24	467 (500-½)	740/40 467 (500-¾)	740/50 467 (500-1)	740/60 467 (500-1¼)
CIRCLING **	740-1	460 (500-1)	740-1½ 460 (500-½)	840-2 560 (600-2)	880-2 600 (600-2)

TACAN RWY 1L

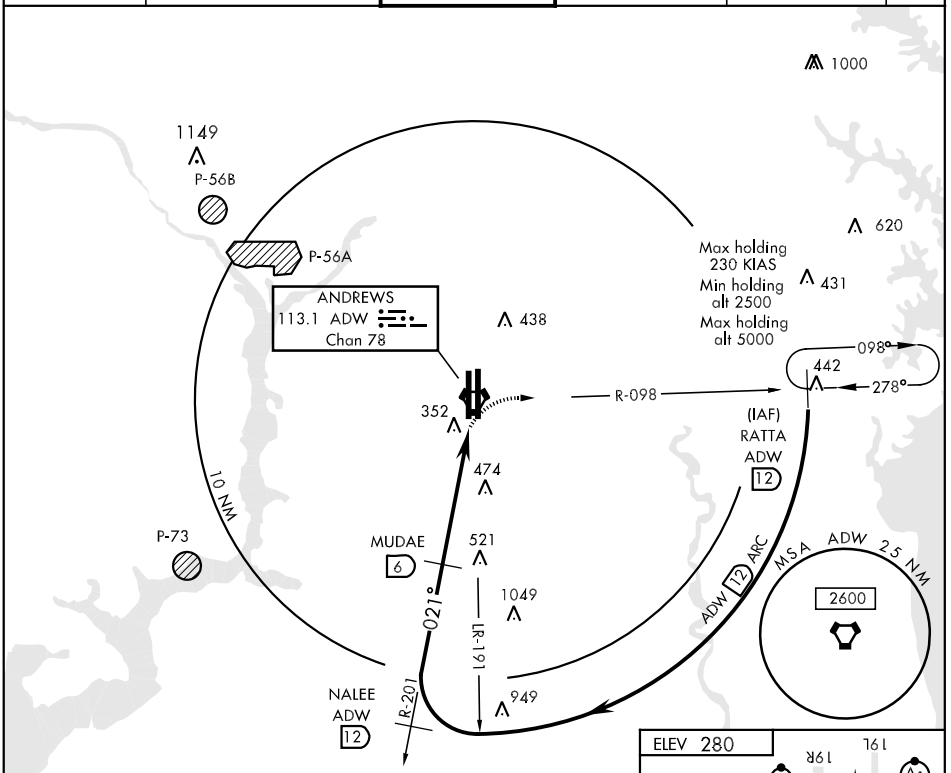
VORTAC ADW 113.1 Chan 78	APCH CRS 021°	Rwy ldg 9300 TDZE 260 Arpt Elev 280	AL-561 [USAF]	ANDREWS AFB (KADW)

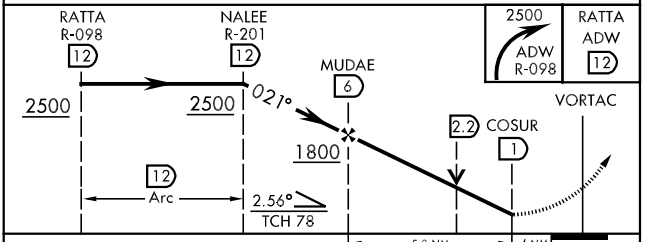
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 1L-19R.

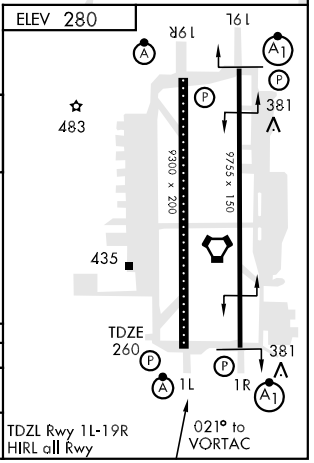
ALSF-2

MISSED APPROACH: Climb to 2500 via ADW VORTAC R-098 to RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	







CATEGORY	A	B	C	D	E
S-1L *	760/24 500	(500-½)	760/40 500 (500-¾)	760/50 500 (500-1)	760/60 500 (500-1¼)
CIRCLING **	760-1 480	(500-1)	760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 1R

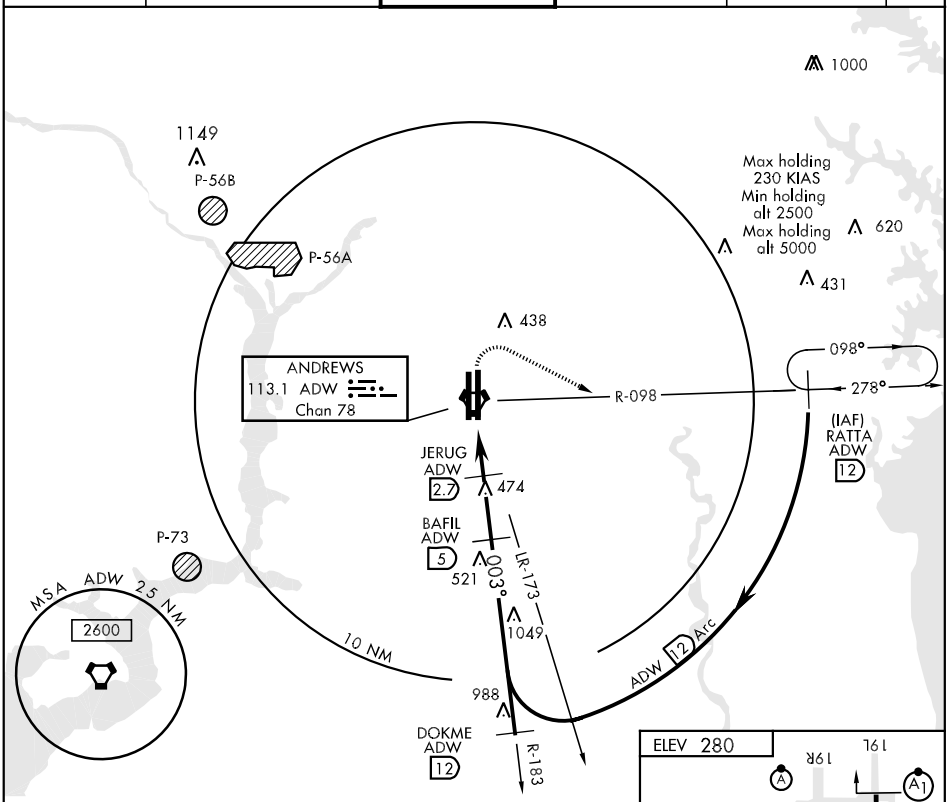
VORTAC ADW 113.1 Chan 78	APCH CRS 003°	Rwy ldg 9755 TDZE 265 Arpt Elev 280	AL-561 [USAF]	ANDREWS AFB (KADW)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

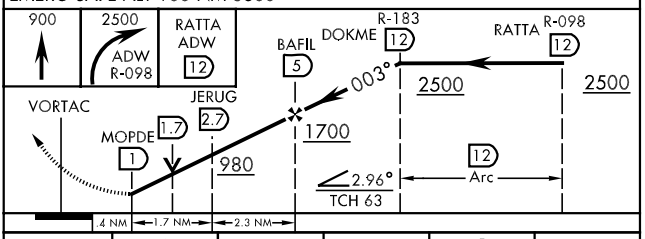
ALSF-1

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 to RATTA via ADW R-098 and hold.

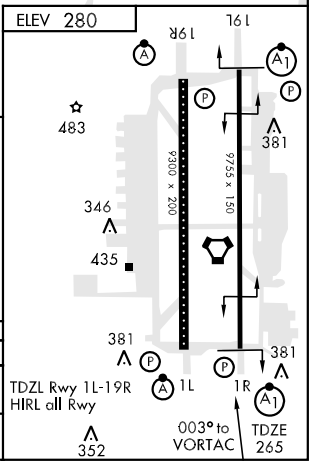
ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300



CATEGORY	A	B	C	D	E
S-1R *	660/40		395	(400-¾)	660/50 395 (400-1)
CIRCLING **	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)



NE-3, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 19L

VORTAC ADW 113.1 Chan 78	APCH CRS 196°	Rwy ldg 9755 TDZE 280 Arpt Elev 280

AL-561 [USAF]

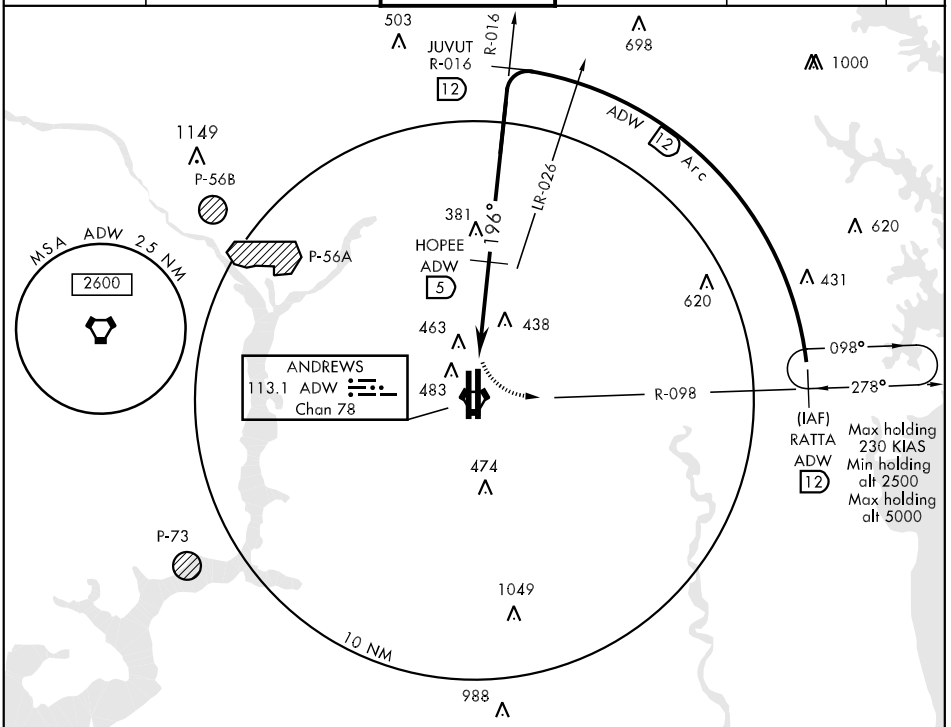
ANDREWS AFB (KADW)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

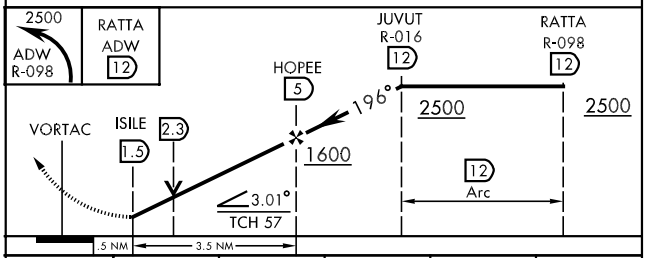
ALSF-1 (A1)

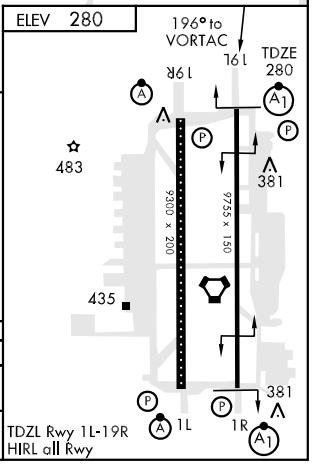
MISSED APPROACH: Climbing left turn to 2500 via ADW TACAN R-098 to RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-19L *	720/40	440	(500-¾)	720/50	440 (500-1)
CIRCLING **	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

TACAN RWY 19R

VORTAC ADW 113.1 Chan 78	APCH CRS 182°	Rwy ldg 9300 TDZE 273 Arpt Elev 280

AL-561 [USAF]

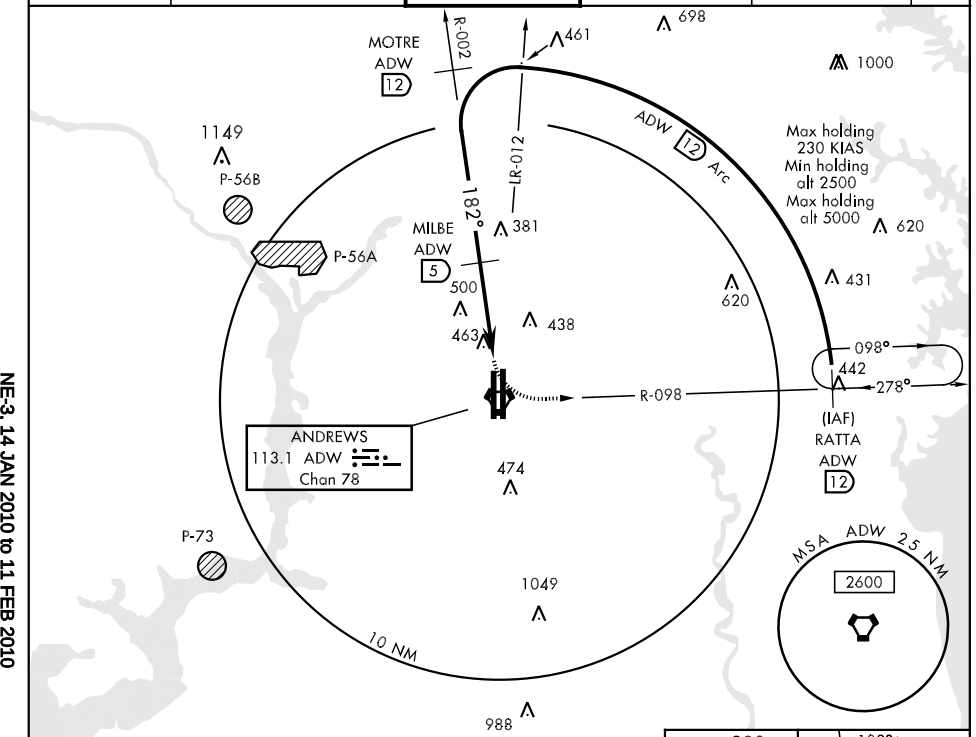
ANDREWS AFB (KADW)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾.
** Circling not authorized W of Rwy 1L-19R.

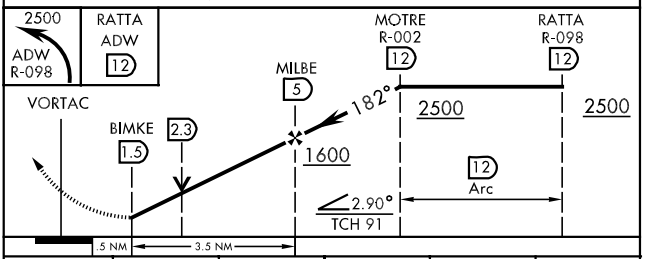
ALSF-2

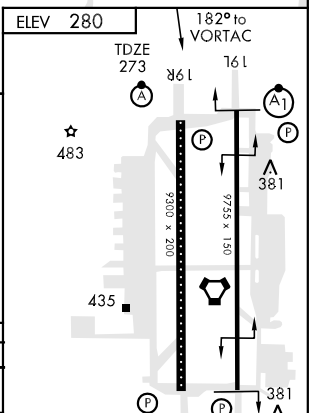
MISSED APPROACH: Climbing left turn to 2500 via ADW TACAN R-098 to RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300





TDZL Rwy 1L-19R HIRL all Rwy

CATEGORY	A	B	C	D	E
S-19R*	780/24 507 (500-½)		780/50 507 (500-1)		780/60 507(500-1¼)
CIRCLING**	780-1 500 (500-1)		780-1½ 500(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

38°49'N-76°52'W

TACAN RWY 19R

VOR/DME or TACAN-A

VORTAC ADW 113.1 Chan 78	APCH CRS 278°	Rwy ldg NA TDZE NA Arpt Elev 280

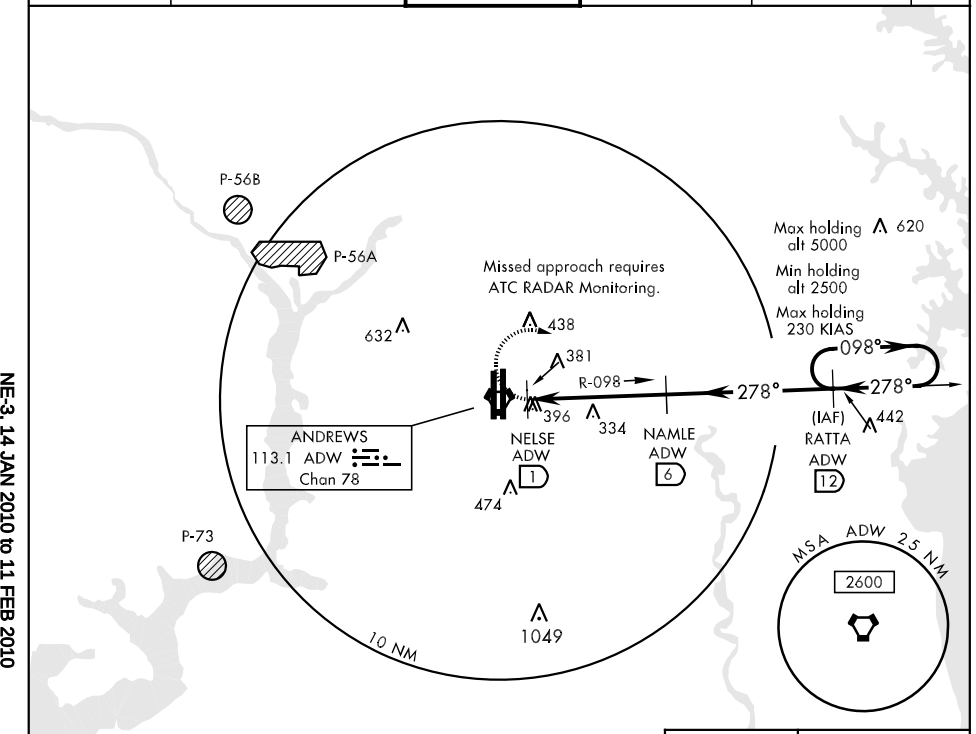
AL-561 [USAF]

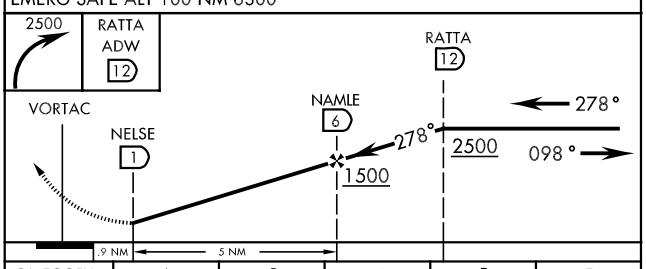
ANDREWS AFB (KADW)

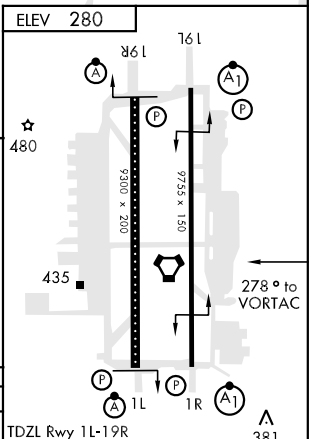
* Circling not authorized west of RWY 1L-19R.

MISSED APPROACH: Climbing right turn to 2500 DIRECT RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	







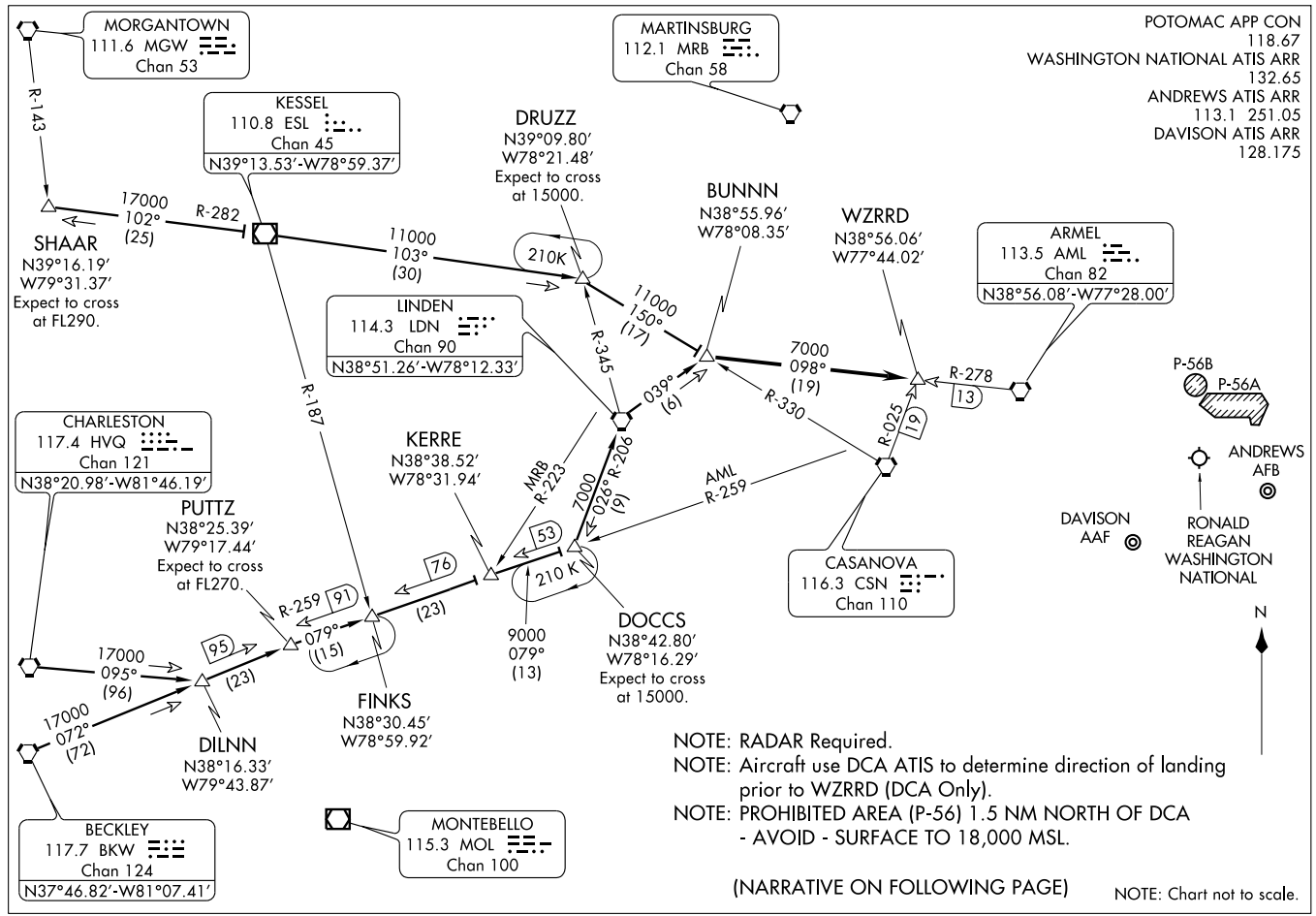
CATEGORY	A	B	C	D	E
CIRCLING *	820-1	540 (600-1)	820-1½	840-2	880-2
			540 (600-1½)	560 (600-2)	600 (600-2)

TDZL Rwy 1L-19R
HIRL all Rwy

VOR/DME or TACAN-A

NE-3, 14 JAN 2010 to 11 FEB 2010

WZRRD TWO ARRIVAL



NOTE: RADAR Required.

NOTE: Aircraft use DCA ATIS to determine direction of landing prior to WZRRD (DCA Only).

NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA - AVOID - SURFACE TO 18,000 MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WZRRD TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS		
104°	Rwy Idg	2000
	TDZE	409
	Apt Elev	409

GPS RWY 10

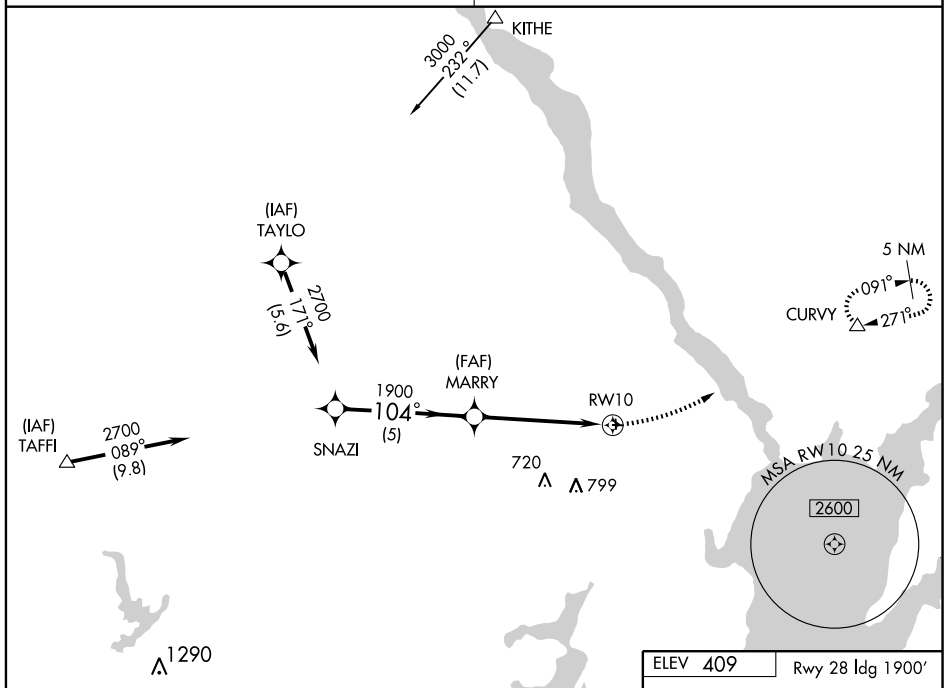
CHURCHVILLE/ HARFORD COUNTY (ØW3)

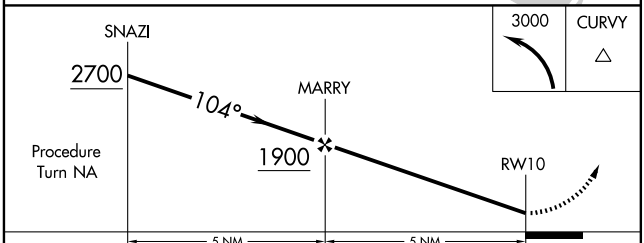
Use Phillips AAF altimeter setting; if not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

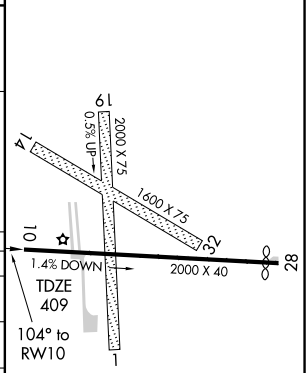
NA

MISSED APPROACH: Climbing left turn to 3000 direct CURVY WP and hold.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	860-1 451 (500-1)	NA		
CIRCLING	900-1 491 (500-1)	NA		
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL ALTIMETER SETTING MINIMUMS				
S-10	920-1 511 (600-1)	NA		
CIRCLING	940-1 531 (600-1)	NA		

LIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

VOR/DME PPM	APP CRS	Rwy Idg	N/A
108.4	176°	TDZE	N/A
Chan 21		Apt Elev	409

VOR/DME-A

CHURCHVILLE/ HARFORD COUNTY (ØW3)

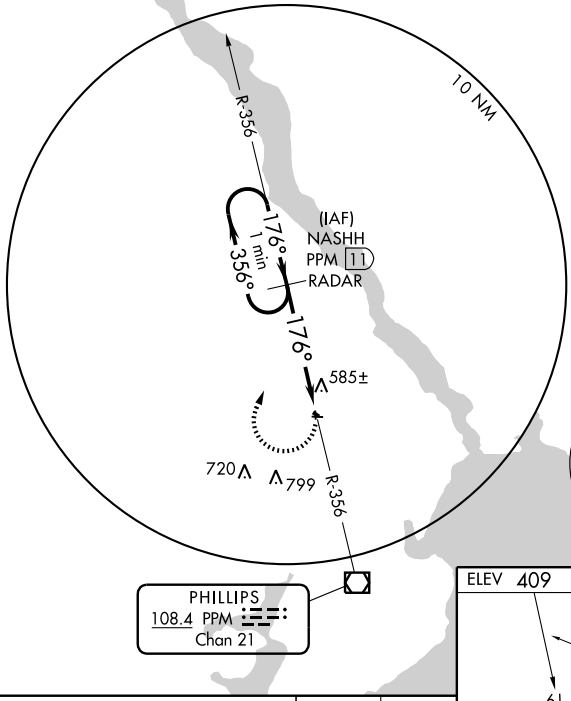
Use Phillips AAF altimeter setting; if not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

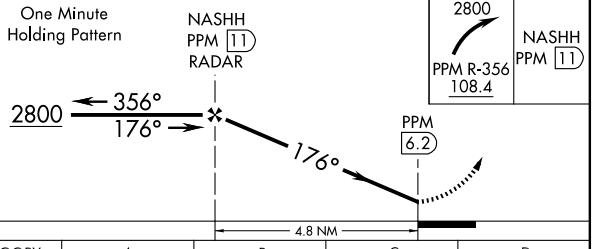
NA

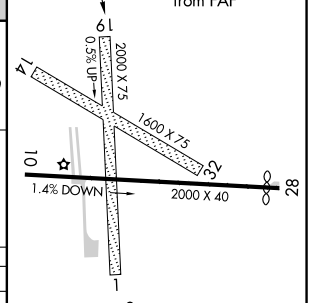
MISSED APPROACH: Climbing right turn to 2800 via PPM R-356 to NASHH 11 DME/RADAR and hold.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L

RADAR REQUIRED







LIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

CATEGORY	A	B	C	D
CIRCLING	960-1 551 (600-1)	NA		

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL ALTIMETER SETTING MINIMUMS

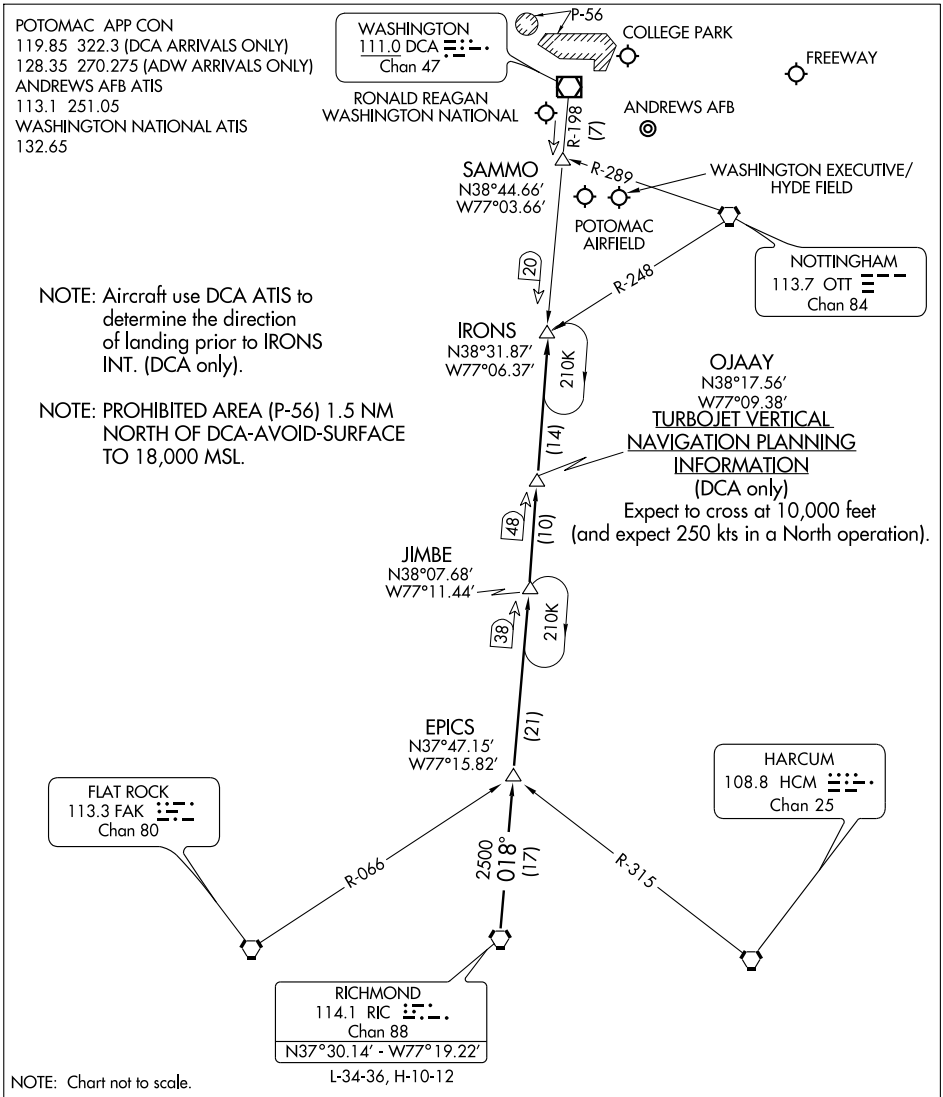
CIRCLING	1000-1 591 (600-1)	NA		

Knots	60	90	120	150	180
Min:Sec					

NE-3. 14 JAN 2010 to 11 FEB 2010

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

APP CRS	Rwy Idg	3000
052°	TDZE	249
	Apt Elev	249

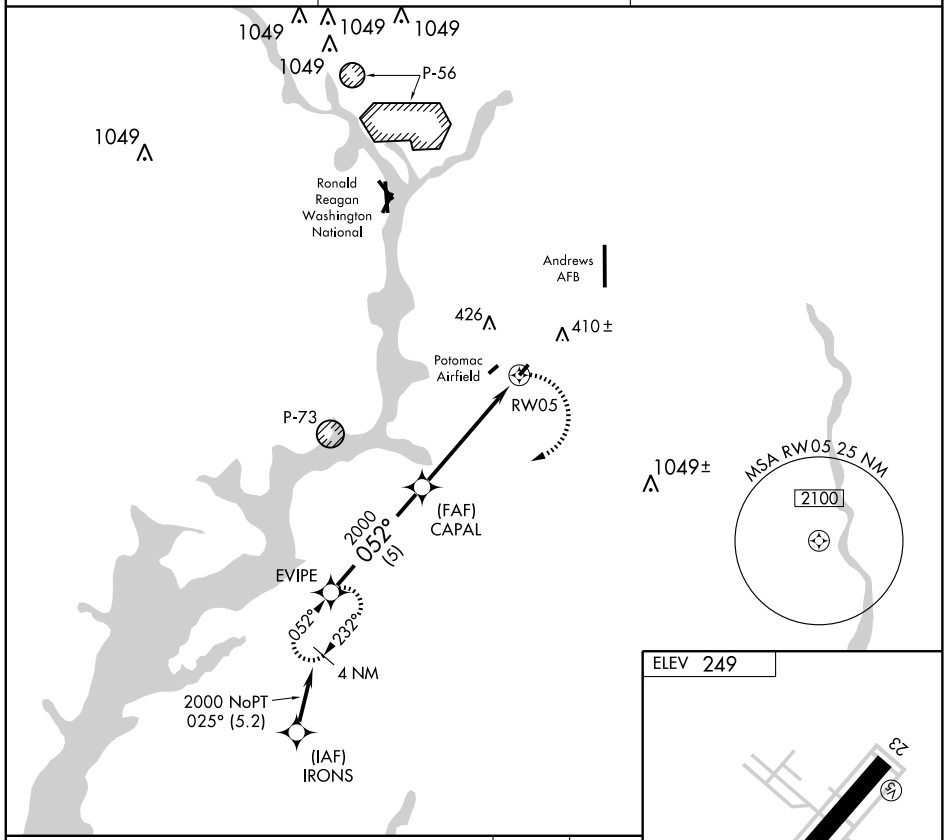
RNAV (GPS) RWY 5

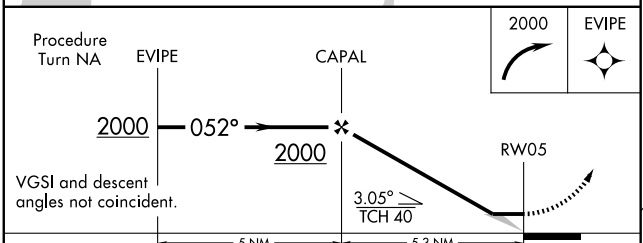
CLINTON/ WASHINGTON EXECUTIVE/HYDE FIELD (W32)

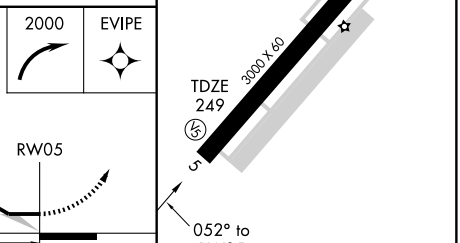
Use Andrews AFB altimeter setting.
Circling NW Rwy 5-23 NA.
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct EVIPE WP and hold.

ANDREWS ATIS	POTOMAC APP CON	UNICOM
113.1	124.7 338.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	660-1 411 (500-1)		NA	
CIRCLING	660-1 411 (500-1)	700-1 451 (500-1)	NA	

LIRL Rwy 5-23
REIL Rwy 5

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC ADW	APP CRS	Rwy Idg	3000
113.1	051°	TDZE	249
Chan 78		Apt Elev	249

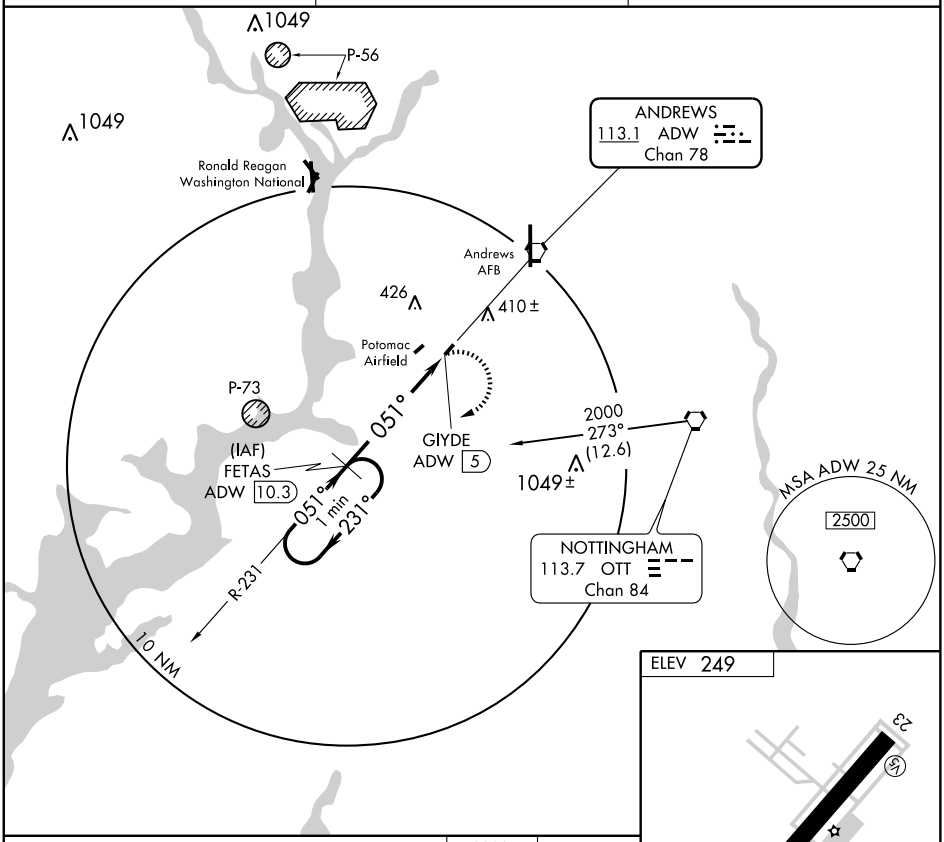
VOR/DME RWY 5

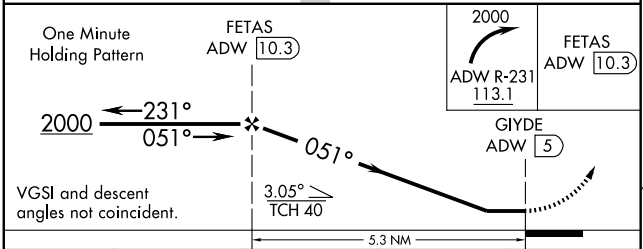
CLINTON/ WASHINGTON EXECUTIVE/HYDE FIELD (W32)

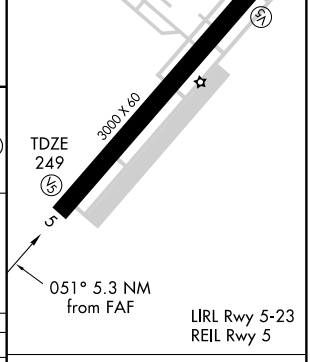
Use Andrews AFB altimeter setting.
Circling NW Rwy 5-23 NA.

MISSED APPROACH: Climbing right turn to 2000 via ADW R-231 to FETAS/ADW 10.3 DME and hold.

ANDREWS ATIS	POTOMAC APP CON	UNICOM
113.1	124.7 338.2	122.8 (CTAF)







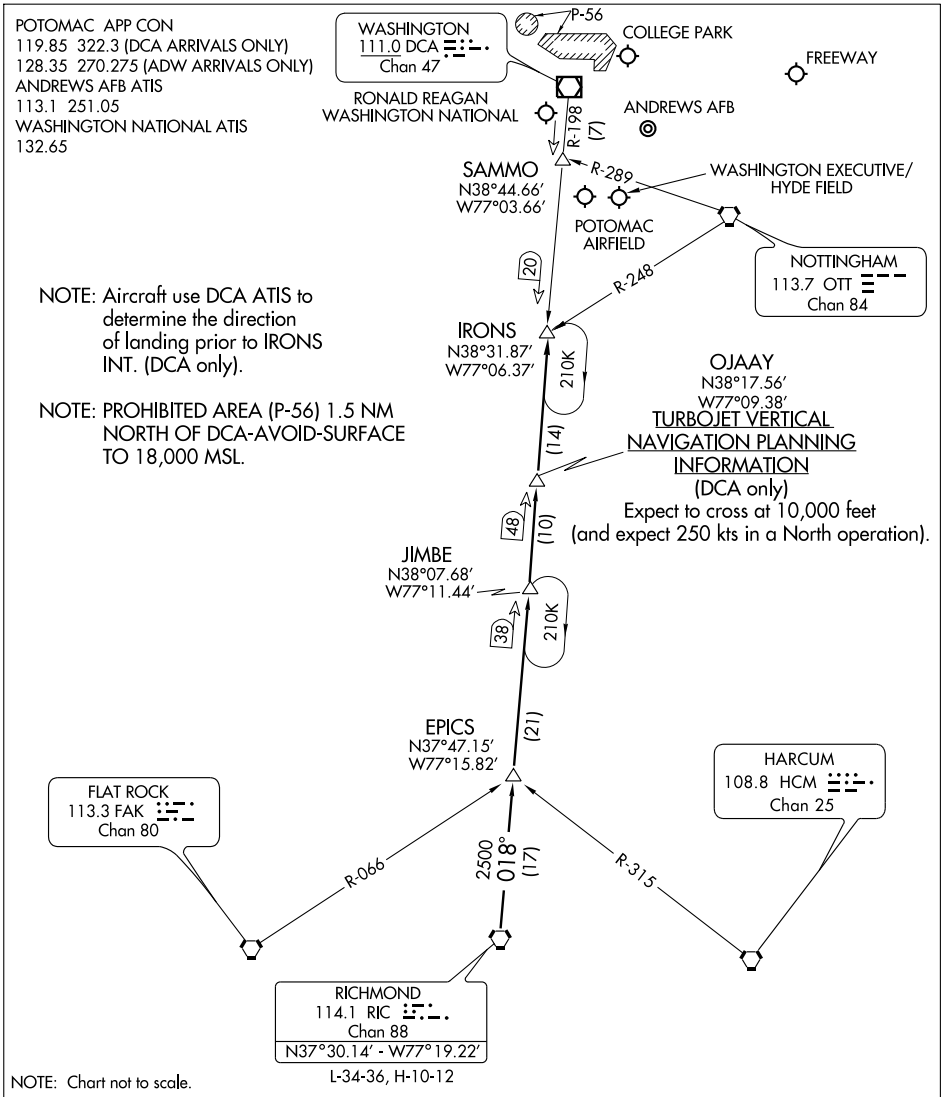
CATEGORY	A	B	C	D
S-5	660-1 411 (500-1)		NA	
CIRCLING	660-1 411 (500-1)	700-1 451 (500-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NE-3. 14 JAN 2010 to 11 FEB 2010

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

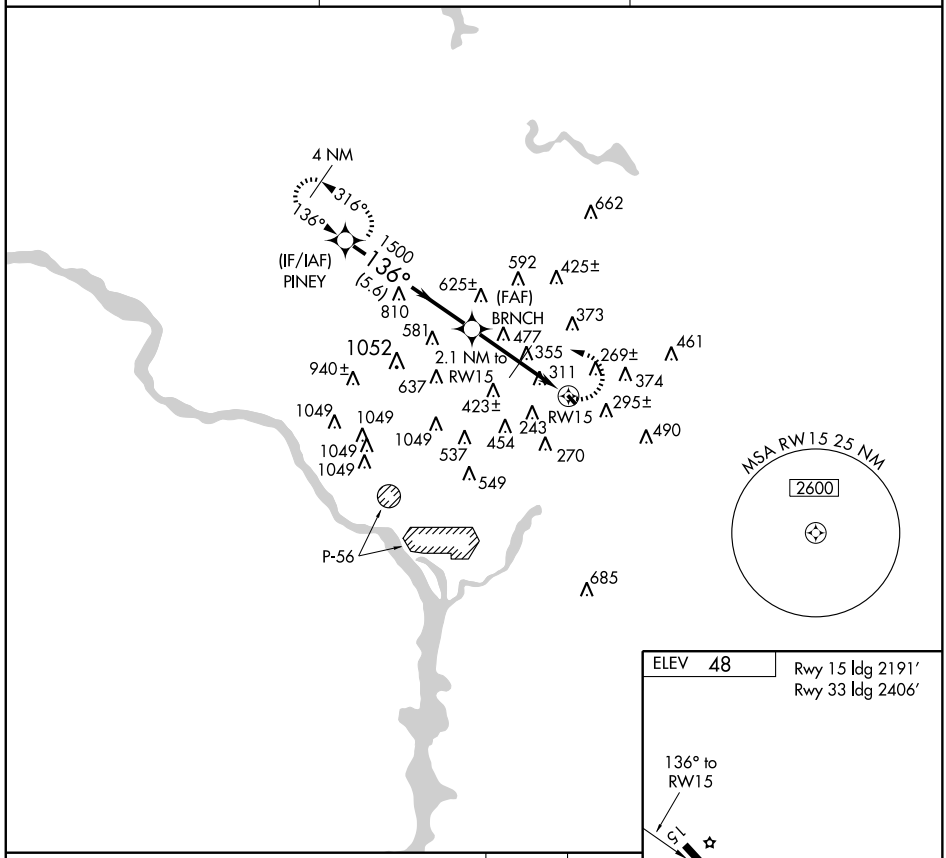
APP CRS	Rwy Idg	2191
136°	TDZE	47
	Apt Elev	48

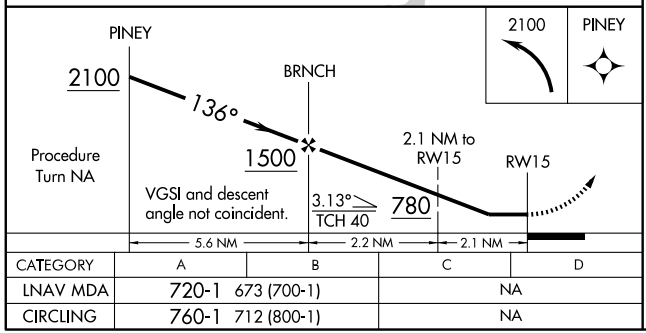
RNAV (GPS) RWY 15
COLLEGE PARK (CGS)

When local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.
DME/DME RNP-0.3 NA.

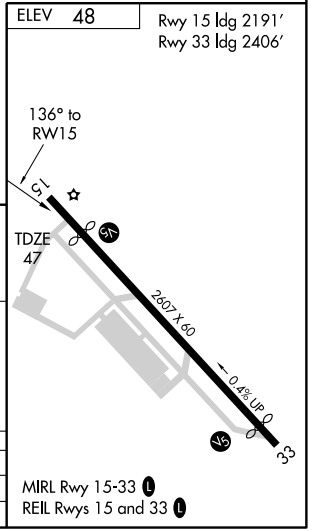
MISSED APPROACH: Climbing left turn to 2100 direct PINEY WP and hold.

AWOS-3	POTOMAC APP CON		UNICOM
121.225	119.85	322.3	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	720-1	673 (700-1)	NA	
CIRCLING	760-1	712 (800-1)	NA	



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-3. 14 JAN 2010 to 11 FEB 2010

CRISFIELD, MARYLAND AL-10239 (FAA)

APP CRS	Rwy Idg	2490
322°	TDZE	4
	Apt Elev	4

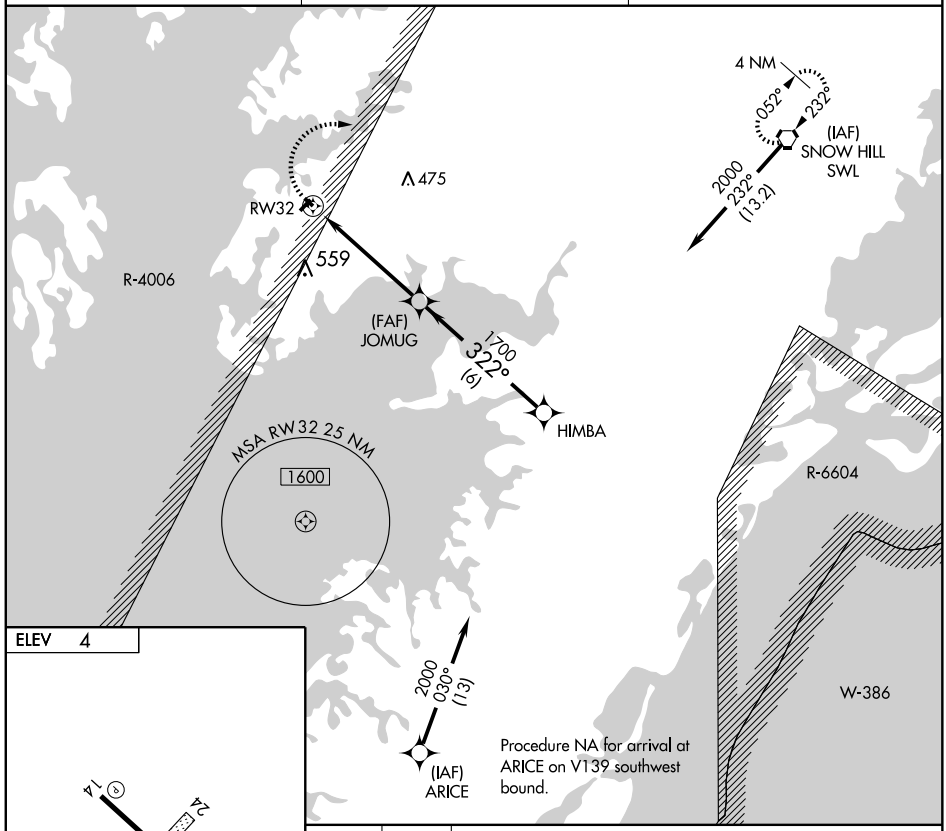
RNAV (GPS) RWY 32
CRISFIELD MUNI (W41)

Use NASA Wallops Flight Facility, VA altimeter setting; if not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all MDAs 20 feet. Circling NA Rwy 6-24. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

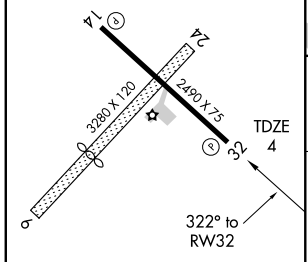
NA

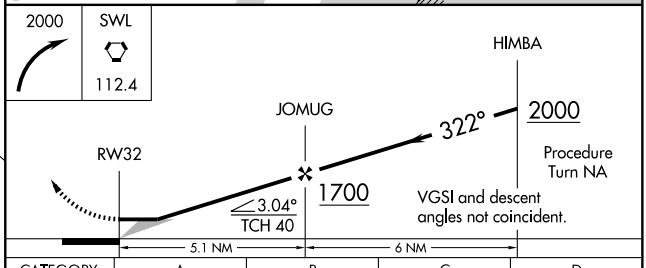
MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold.

WALLOPS ASOS	PATUXENT APP CON ★	UNICOM
119.175	127.95 314.0	122.8 (CTAF) L



ELEV 4





CATEGORY	A	B	C	D
LNAV MDA	500-1 496 (500-1)		NA	
CIRCLING	520-1 516 (600-1)		NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC SWL 112.4 Chan 71	APP CRS 271°	Rwy ldg N/A TDZE N/A Apt Elev 4

VOR/DME-A

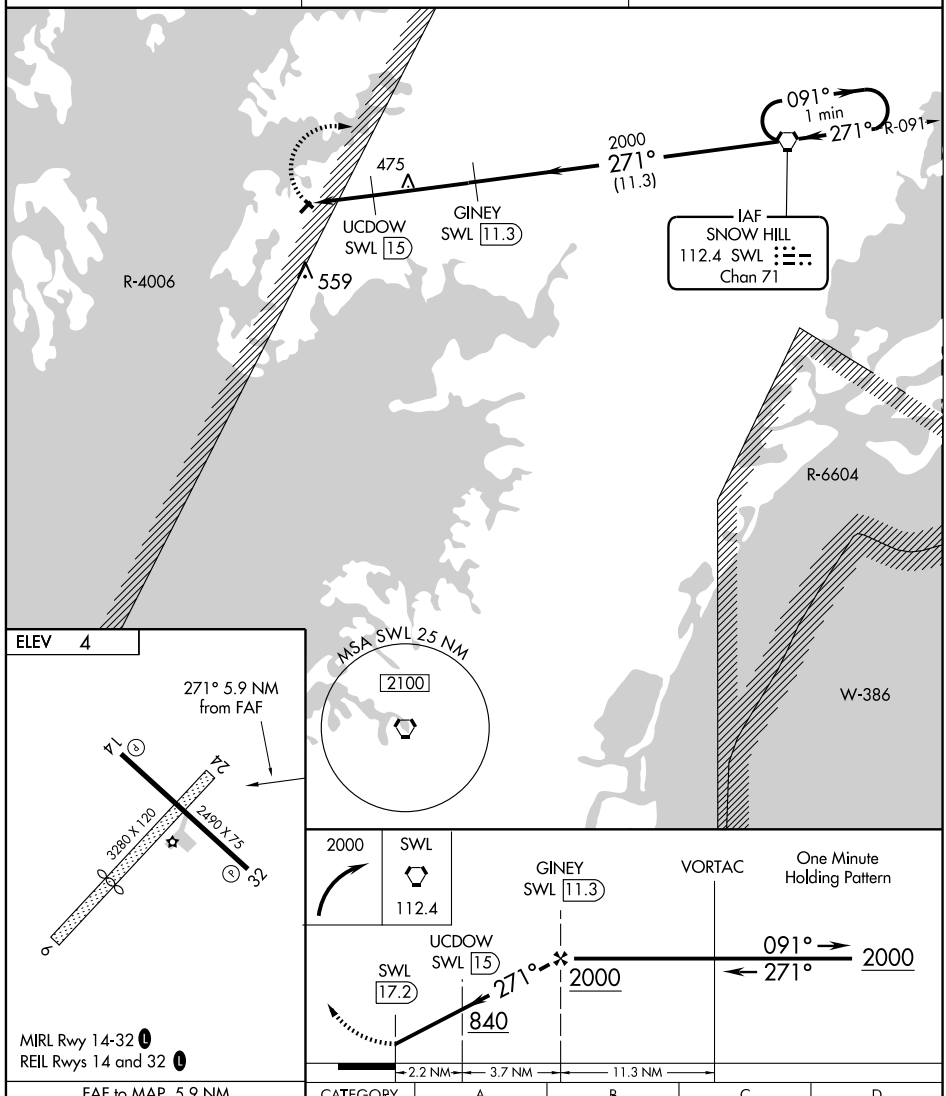
CRISFIELD MUNI (W41)

NA

Use NASA Wallops Flight Facility, VA altimeter setting; if not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all MDAs 20 feet. Circling NA Rwy 6-24.

MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold.

WALLOPS ASOS	PATUXENT APP CON ★	UNICOM
119.175	127.95 314.0	122.8 (CTAF) L



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
CIRCLING	780-1 776 (800-1)	780-1¼ 776 (800-1¼)	NA	

LOC/DME I-CBE	APP CRS	Rwy Idg	N/A
110.5	224°	TDZE	N/A
Chan 42		Apt Elev	775

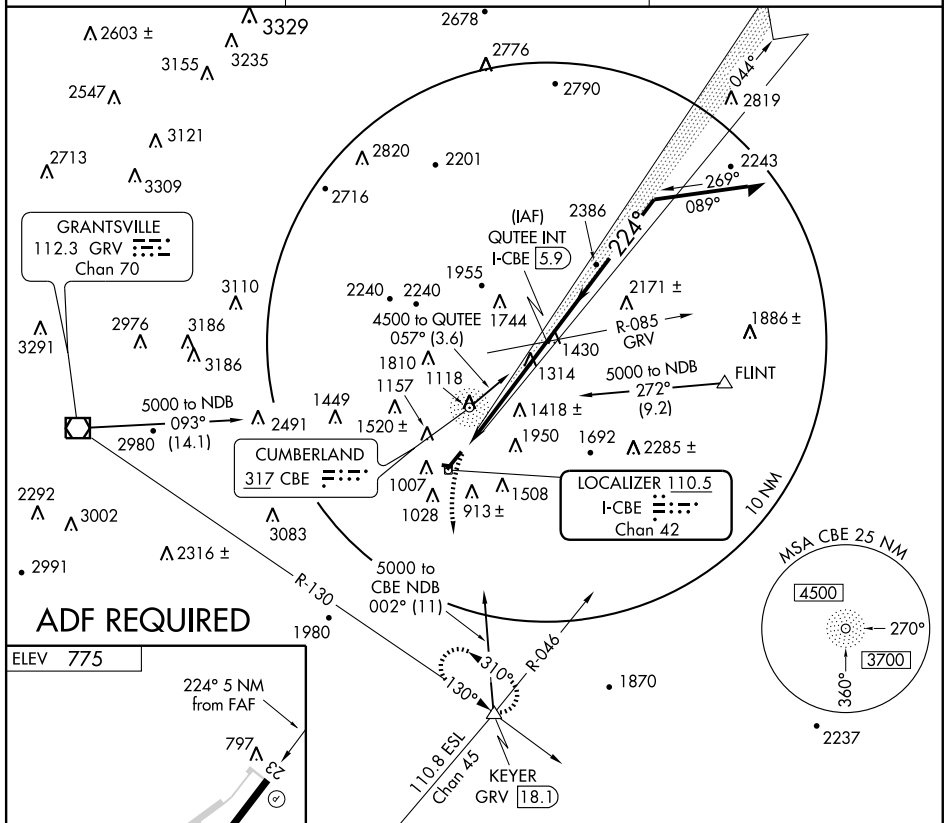
LOC-A

CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

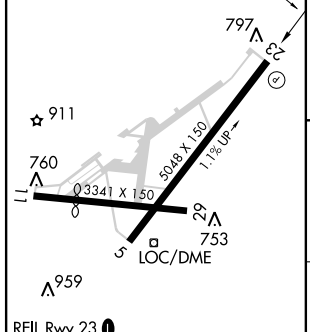
V
A NA Circling not authorized northwest of Rwy 5-23

MISSED APPROACH: Climbing left turn to 5000 via heading 184° and GRV R-130 to KEYER Int and hold.

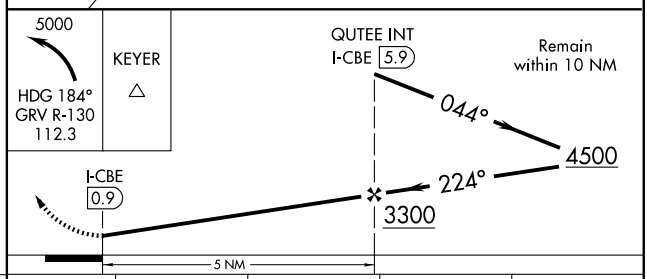
AWOS-3	CLEVELAND CENTER	UNICOM
128.625	124.4 327.1	122.8 (CTAF) L



ADF REQUIRED



REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	2060-1¼ 1285 (1300-1¼)	2060-1½ 1285 (1300-1½)	2060-3 1285 (1300-3)	2340-3 1565 (1600-3)

NE-3, 14 JAN 2010 to 11 FEB 2010

CUMBERLAND, MARYLAND

AL-5263 (FAA)

LOC/DME I-CBE	APP CRS	Rwy Idg	5048
110.5	224°	TDZE	775
Chan 42		Apt Elev	775

LOC/DME RWY 23

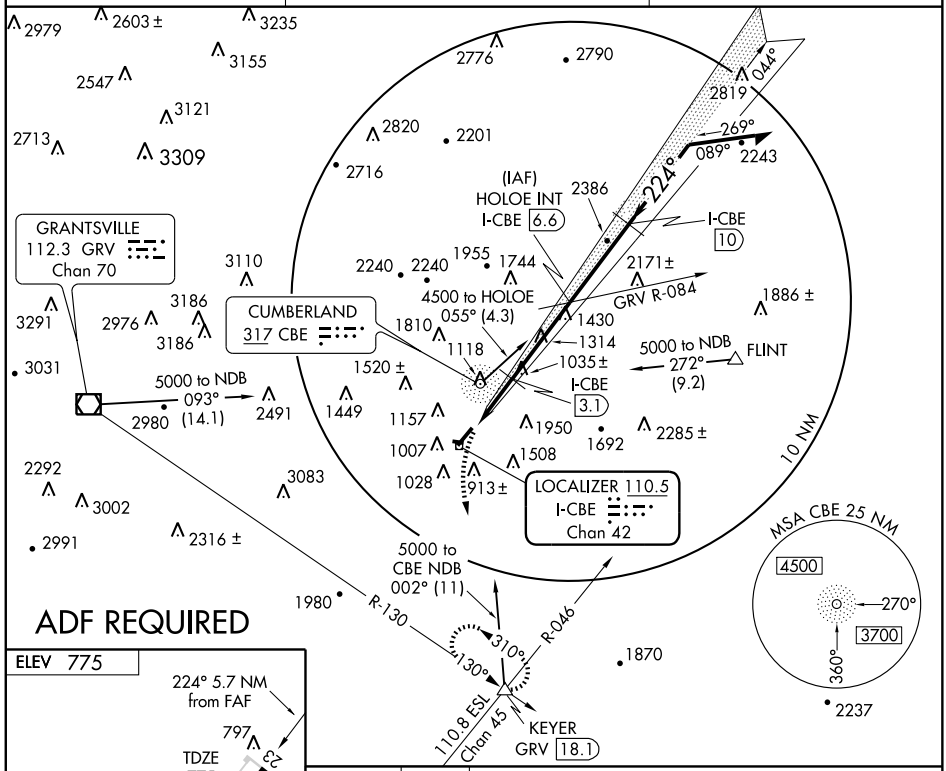
CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

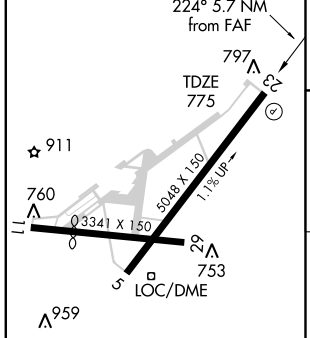
Circling not authorized northwest of Rwy 5-23

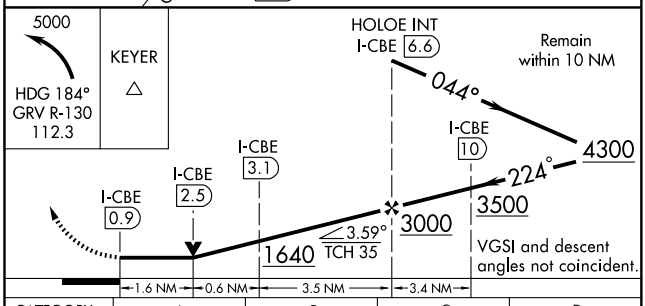
NA

MISSED APPROACH: Climbing left turn to 5000 via heading 184° and GRV R-130 to KEYER Int and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
128.625	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1400-1	625 (700-1)	1400-1¾ 625 (700-1¾)	1400-2 625 (700-2)
CIRCLING	2060-1¼ 1285 (1300-1¼)	2060-1½ 1285 (1300-1½)	2060-3 1285 (1300-3)	2340-3 1565 (1600-3)

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

NE-3, 14 JAN 2010 to 11 FEB 2010

CUMBERLAND, MARYLAND AL-5263 (FAA)

APP CRS	Rwy Idg	5048
031°	TDZE	747
	Apt Elev	775

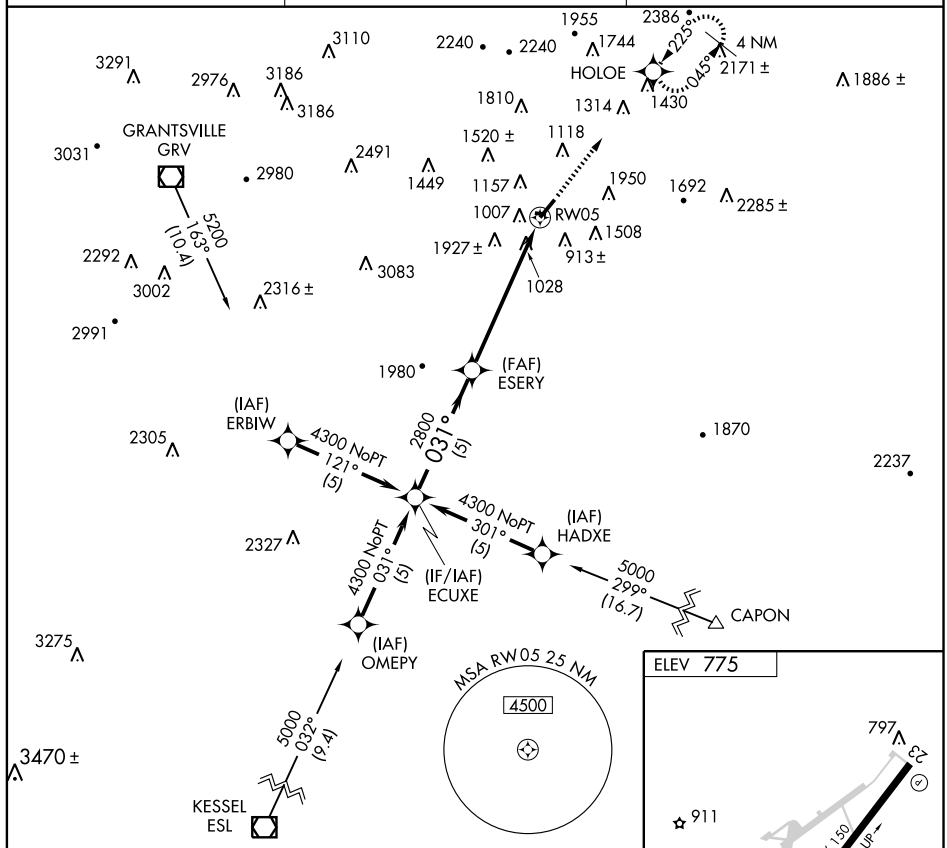
RNAV (GPS) RWY 5

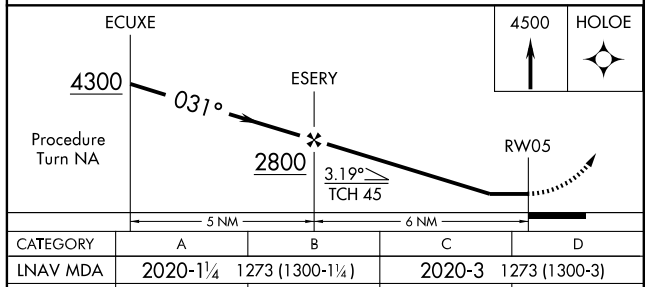
CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

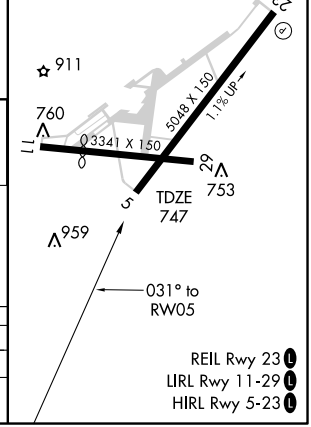
Circling not authorized NW of Rwy 5-23.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct HOLOE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
128.625	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2020-1¼ 1273 (1300-1¼)		2020-3 1273 (1300-3)	
CIRCLING	2020-1¼ 1245 (1300-1¼)	2020-1½ 1245 (1300-1½)	2020-3 1245 (1300-3)	2200-3 1425 (1500-3)

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

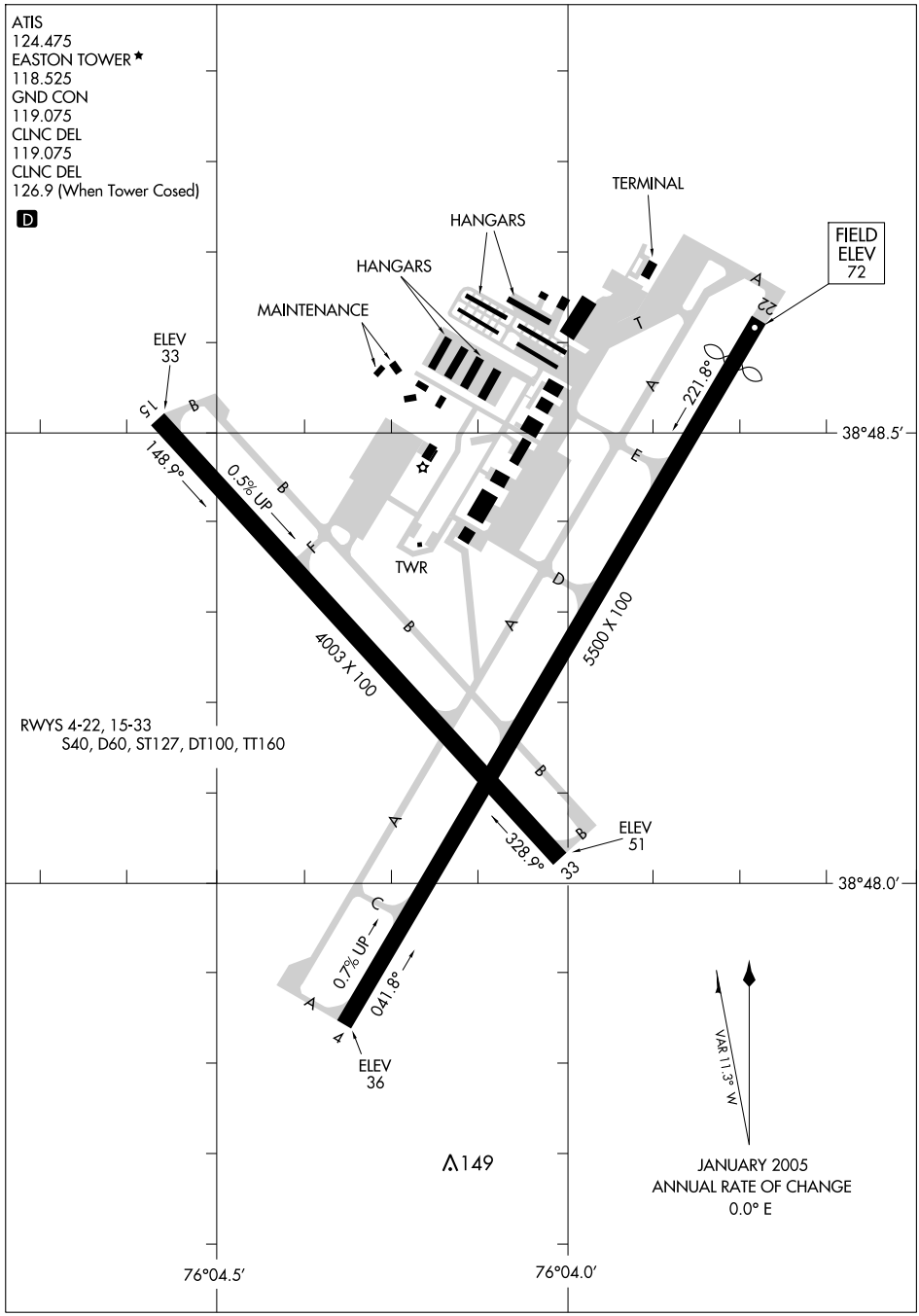
NE-3, 14 JAN 2010 to 11 FEB 2010

09127

AIRPORT DIAGRAM

AL-5596 (FAA)

EASTON/NEWNAM FIELD (ESN)
EASTON, MARYLAND



NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-FGH	APP CRS	Rwy Idg	4775
109.35	041°	TDZE	58
Chan 30 (Y)		Apt Elev	72

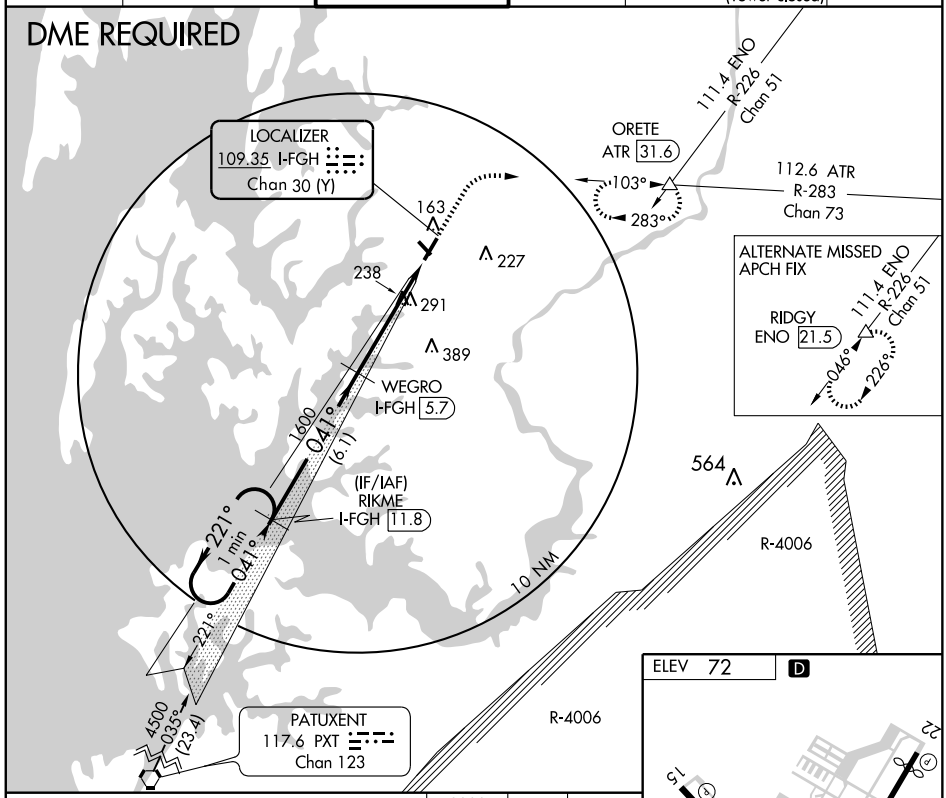
ILS or LOC/DME RWY 4

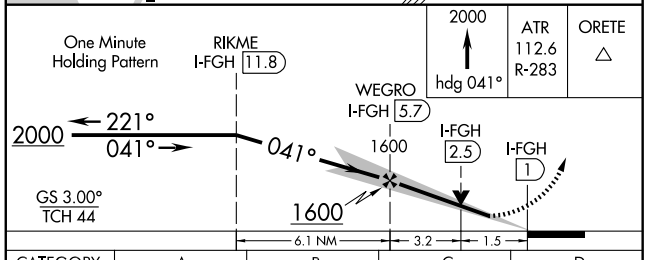
EASTON/NEWNAM FIELD (ESN)

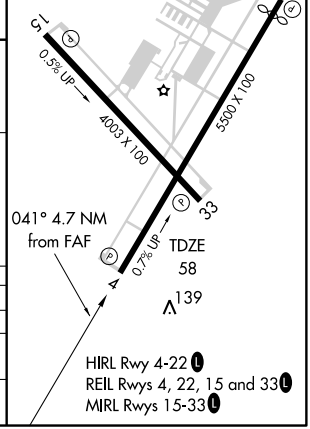
If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase DA to 358 feet and all MDAs 100 feet. VDP NA when using Baltimore-Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climb to 2000 via heading 041° and ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 4	265-¾ 207 (200-¾)			
S-LOC 4	540-1 482 (500-1)		540-1¼ 482 (500-1¼)	540-1½ 482 (500-1½)
CIRCLING	540-1 468 (500-1)		660-1½ 588 (600-1½)	660-2 588 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4775
CH 86905	040°	TDZE	58
W04A		Apt Elev	72

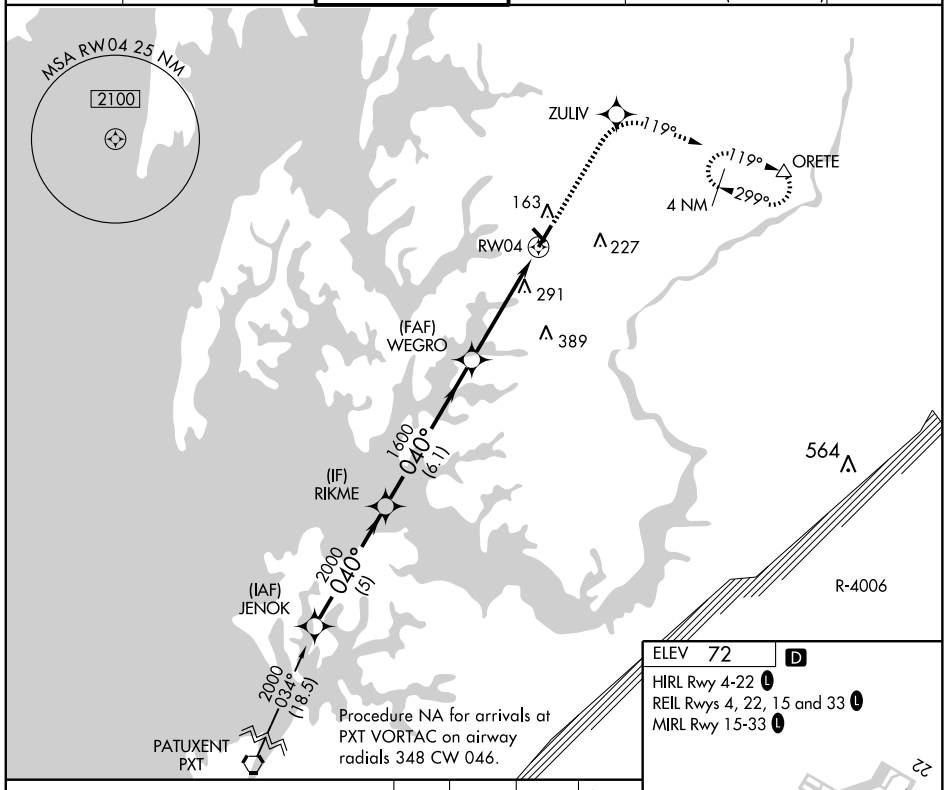
RNAV (GPS) RWY 4

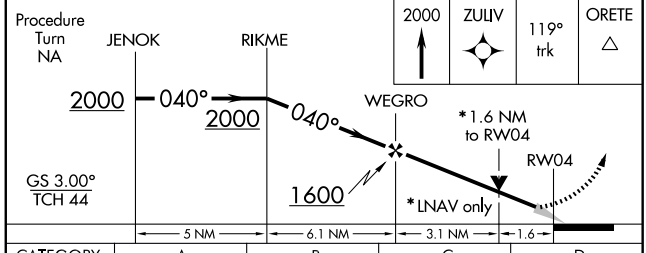
EASTON/NEWNAM FIELD (ESN)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase DA to 358 feet and all MDAs 100 feet. VDP NA when using Baltimore Washington Intl Thurgood Marshall altimeter setting.

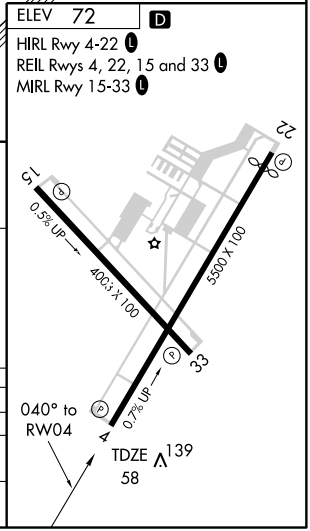
MISSED APPROACH: Climb to 2000 direct ZULIV and via 119° track to ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	265-¾		207 (200-¾)	
LNAV MDA	600-1 542 (600-1)		600-1½ 542 (600-1½)	600-1¾ 542 (600-1¾)
CIRCLING	600-1 528 (600-1)		660-1½ 588 (600-1½)	660-2 588 (600-2)



NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4003
148°	TDZE	47
	Apt Elev	72

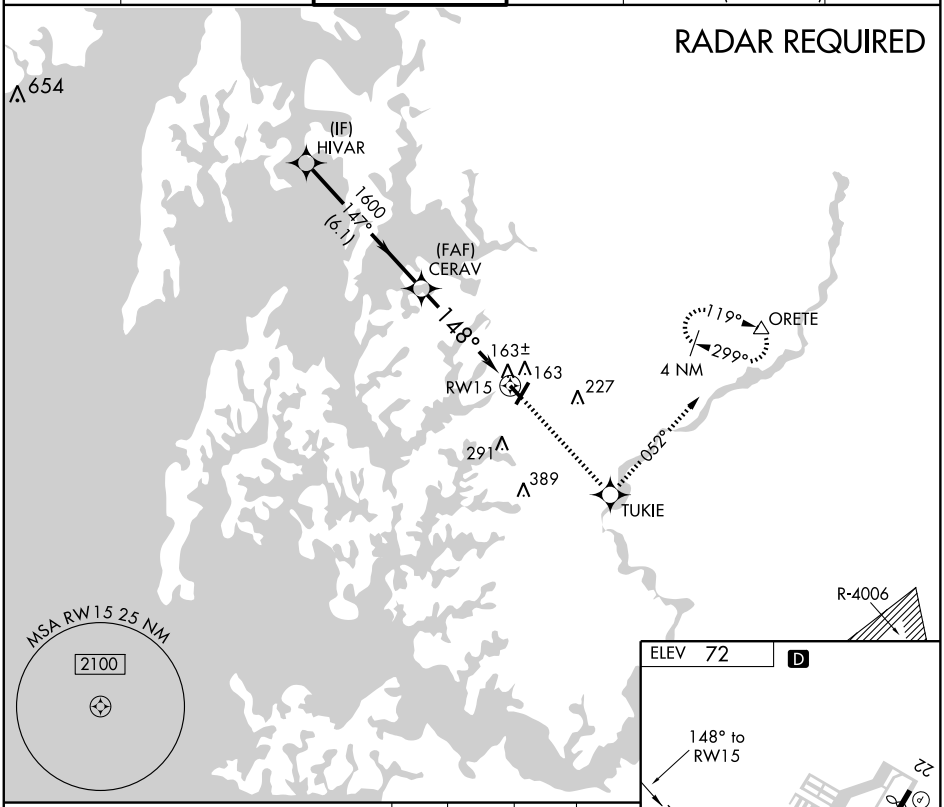
RNAV (GPS) RWY 15
EASTON/NEWNAM FIELD (ESN)

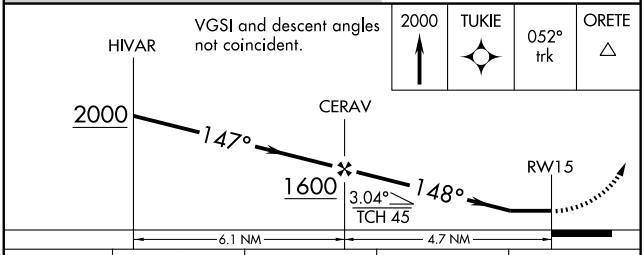
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDAs 100 feet, LNAV Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

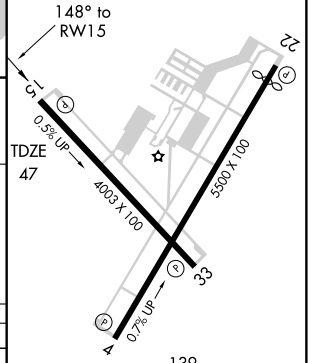
MISSED APPROACH: Climb to 2000 direct TUKIE and via 052° track to ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	420-1 373 (400-1)			420-1¼ 373 (400-1¼)
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	660-1½ 588 (600-1½)	660-2 588 (600-2)

HIRL Rwy 4-22 L
REIL Rwys 4, 22, 15 and 33 L
MIRL Rwys 15-33 L

NE-3. 14 JAN 2010 to 11 FEB 2010

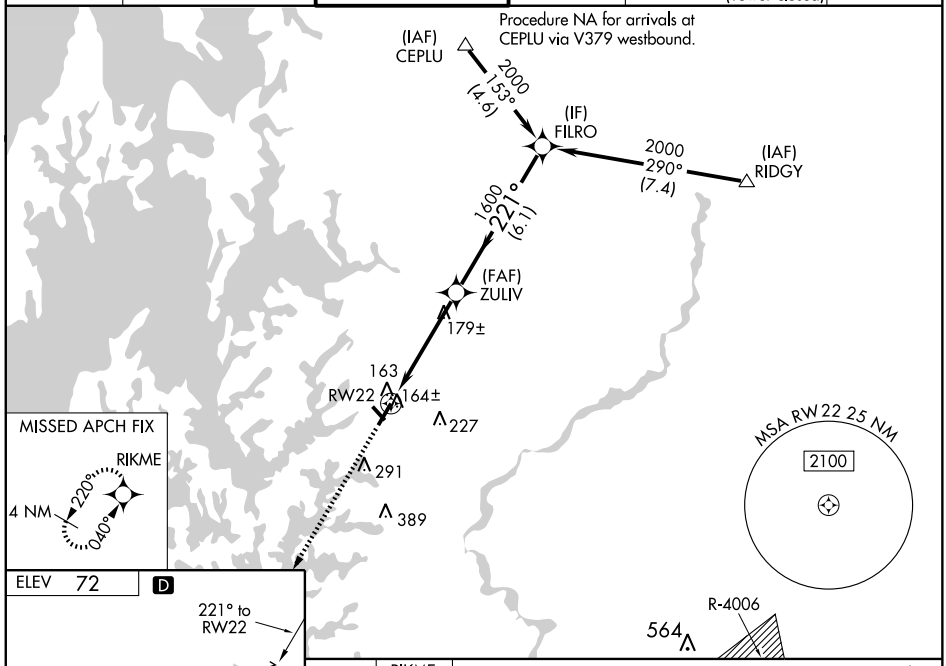
WAAS CH 40207 W22A	APP CRS 221°	Rwy Idg 5175 TDZE 72 Apt Elev 72

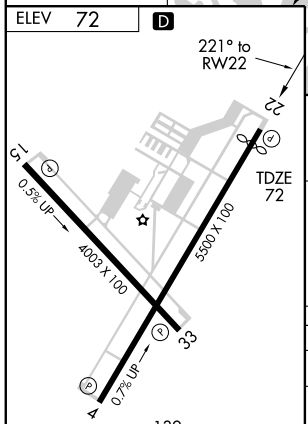
RNAV (GPS) RWY 22
EASTON/NEWNAM FIELD (ESN)

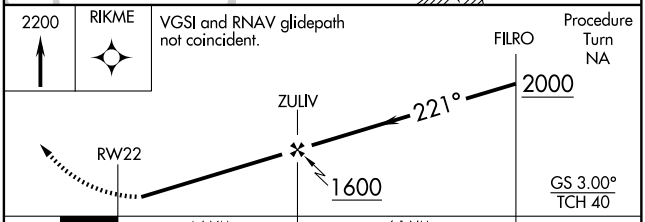
Baro-VNAV NA when using Baltimore-Washington Intl Thurgood Marshall altimeter setting. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all DA 93 feet, all MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ¼ mile and Circling Cats C visibility ½ mile and Cat D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct RIKME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	352-1 280 (300-1)			
LNAV/VNAV DA	434-1¼ 362 (400-1¼)			
LNAV MDA	440-1 368 (400-1)			440-1¼ 368 (400-1¼)
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	660-1½ 588 (600-1½)	660-2 588 (600-2)

HIRL Rwy 4-22 L
REIL Rwys 4, 22, 15 and 33 L
MIRL Rwy15-33 L

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4003
328°	TDZE	51
	Apt Elev	72

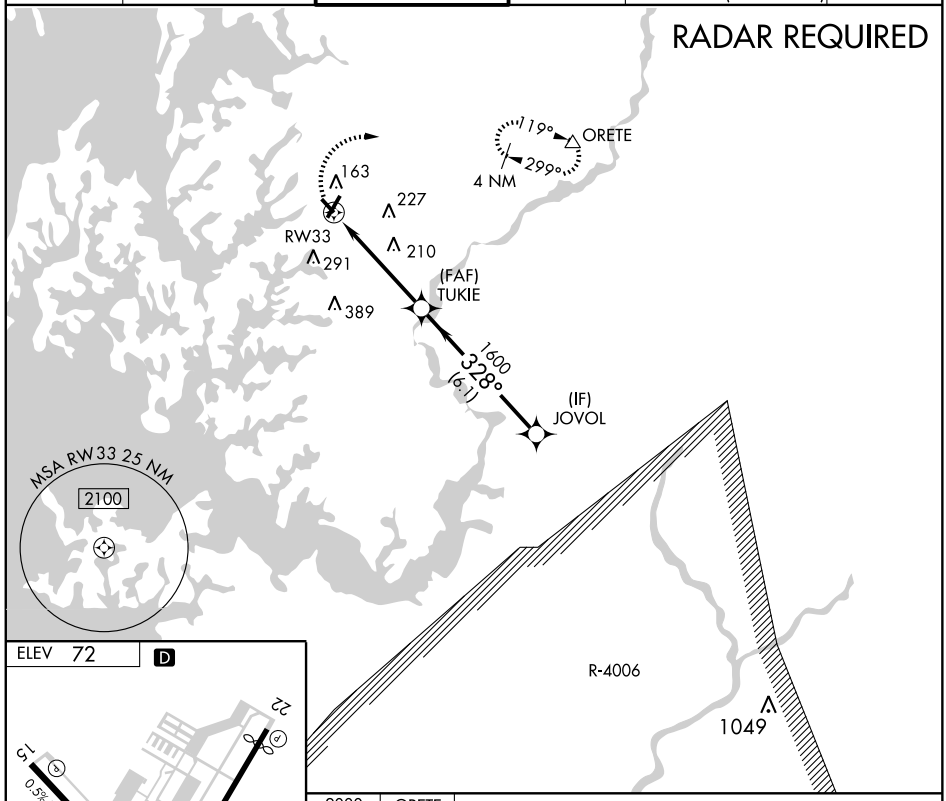
RNAV (GPS) RWY 33

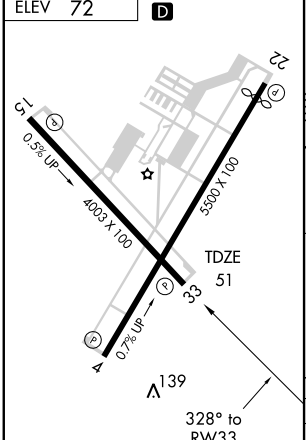
EASTON/NEWNAM FIELD (ESN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 100 feet, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

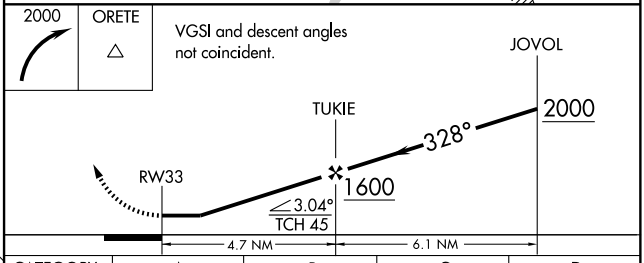
MISSED APPROACH: Climbing right turn to 2000 direct ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95





HIRL Rwy 4-22 L
REIL Rwys 4, 22, 15 and 33 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	520-1 469 (500-1)		520-1¼ 469 (500-1¼)	520-1½ 469 (500-1½)
CIRCLING	520-1 448 (500-1)	540-1 468 (500-1)	660-1½ 588 (600-1½)	660-2 588 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

ELKTON, MARYLAND AL-9807 (FAA)

APP CRS	Rwy Idg	2699
127°	TDZE	106
	Apt Elev	106

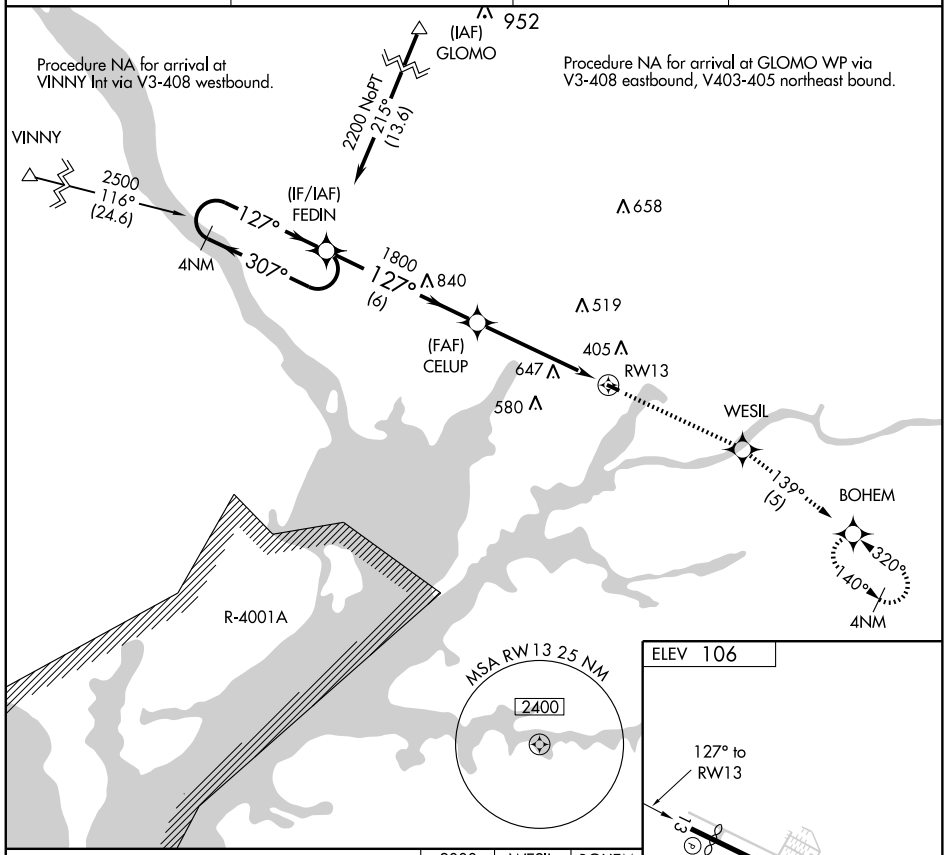
RNAV (GPS) RWY 13

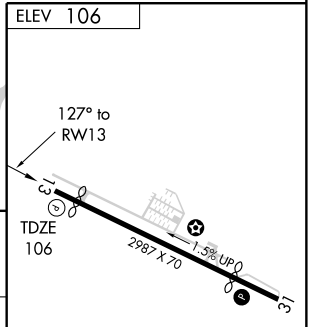
ELKTON/CECIL COUNTY (58M)

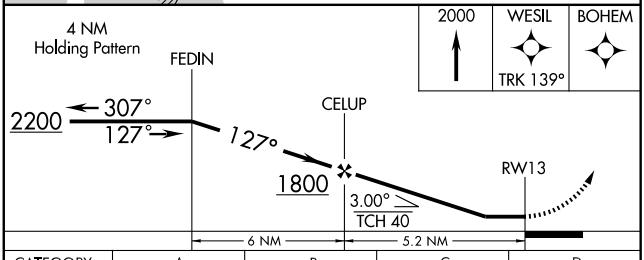
T Use Summit, Middletown, DE altimeter setting; if not received, use New Castle County, Wilmington, DE altimeter setting and increase all MDAs 20 feet.
A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct WESIL WP and via 139° track to BOHEM WP and hold.

SUMMIT AWOS-3	PHILADELPHIA APP CON	UNICOM	123.0 L
132.325	118.35 323.1	122.8 (CTAF)	







CATEGORY	A	B	C	D
LNAV MDA	980-1¼	874 (900-1¼)	NA	
CIRCLING	980-1¼	874 (900-1¼)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2385
308°	TDZE	106
	Apt Elev	106

RNAV (GPS) RWY 31

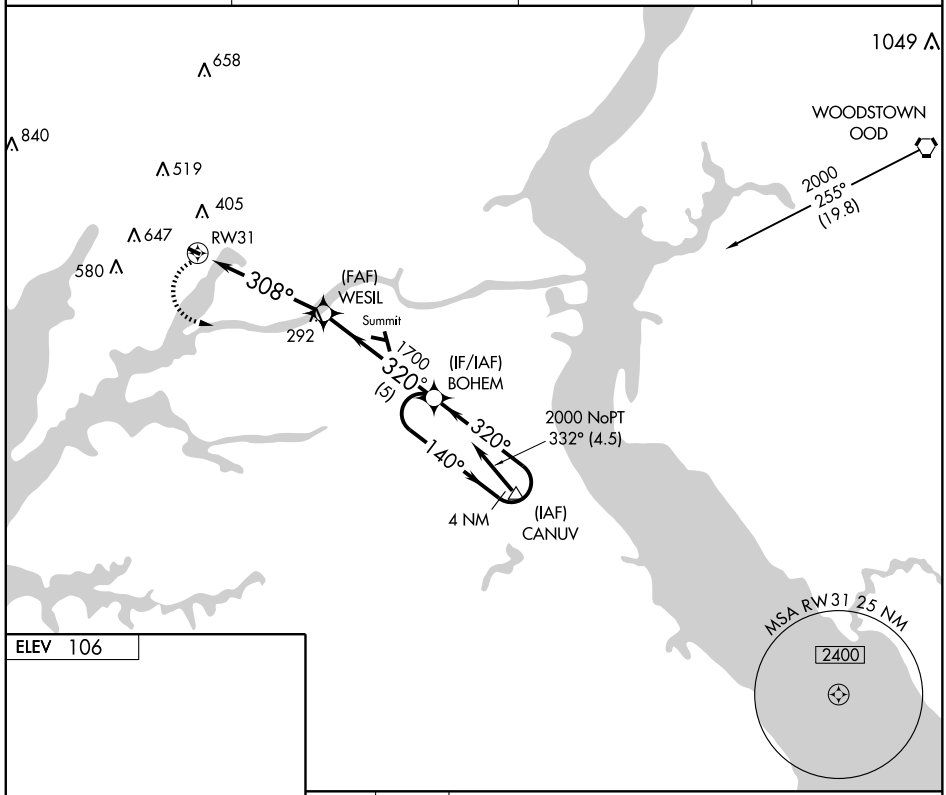
ELKTON/ CECIL COUNTY (58M)

GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Use Summit, Middletown, DE altimeter setting; if not received, use New Castle, Wilmington, DE altimeter setting and raise all MDAs 20 feet.
Circling NA at night.

NA

MISSED APPROACH: Climbing left turn to 2000 direct BOHEM WP and hold.

SUMMIT AWOS-3	PHILADELPHIA APP CON	UNICOM	
132.325	118.35 323.1	122.8 (CTAF)	123.0 L



CATEGORY	A	B	C	D
LNAV MDA	600-1 494 (500-1)		NA	
CIRCLING	820-1 714 (800-1)		NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC ENO	APP CRS	Rwy Idg	2385
111.4	331°	TDZE	106
Chan 51		Apt Elev	106

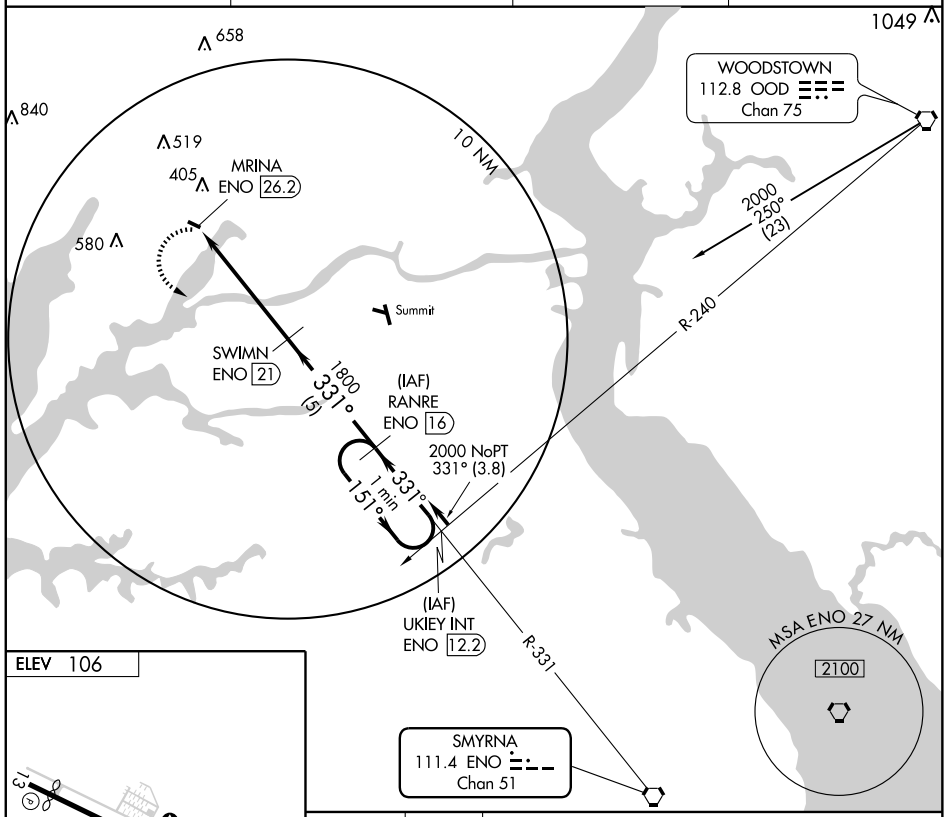
VOR/DME RWY 31

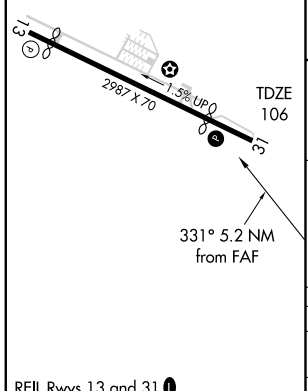
ELKTON/ CECIL COUNTY (58M)

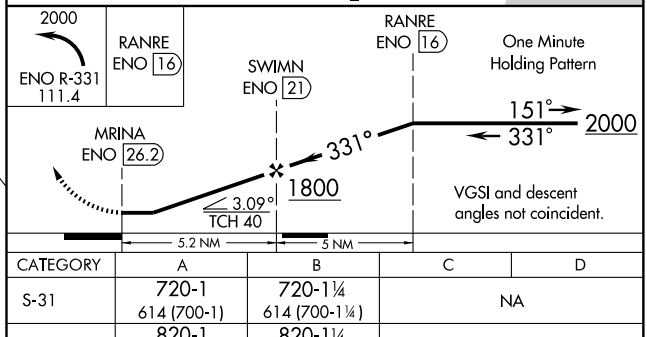
Use Summit, Middletown, DE altimeter setting; if not received, use New Castle, Wilmington, DE altimeter setting and raise all MDAs 20 feet. Circling NA at night.

MISSED APPROACH: Climbing left turn to 2000 via ENO R-331 to RANRE/ENO VORTAC 16 DME and hold.

SUMMIT AWOS-3	PHILADELPHIA APP CON	UNICOM	123.0 L
132.325	118.35 323.1	122.8 (CTAF)	







CATEGORY	A	B	C	D
S-31	720-1 614 (700-1)	720-1¼ 614 (700-1¼)	NA	
CIRCLING	820-1 714 (800-1)	820-1¼ 714 (800-1¼)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 14 JAN 2010 to 11 FEB 2010

NDB BUH 260	APP CRS 121°	Rwy Idg 3000 TDZE 150 Apt Elev 150

NDB RWY 10

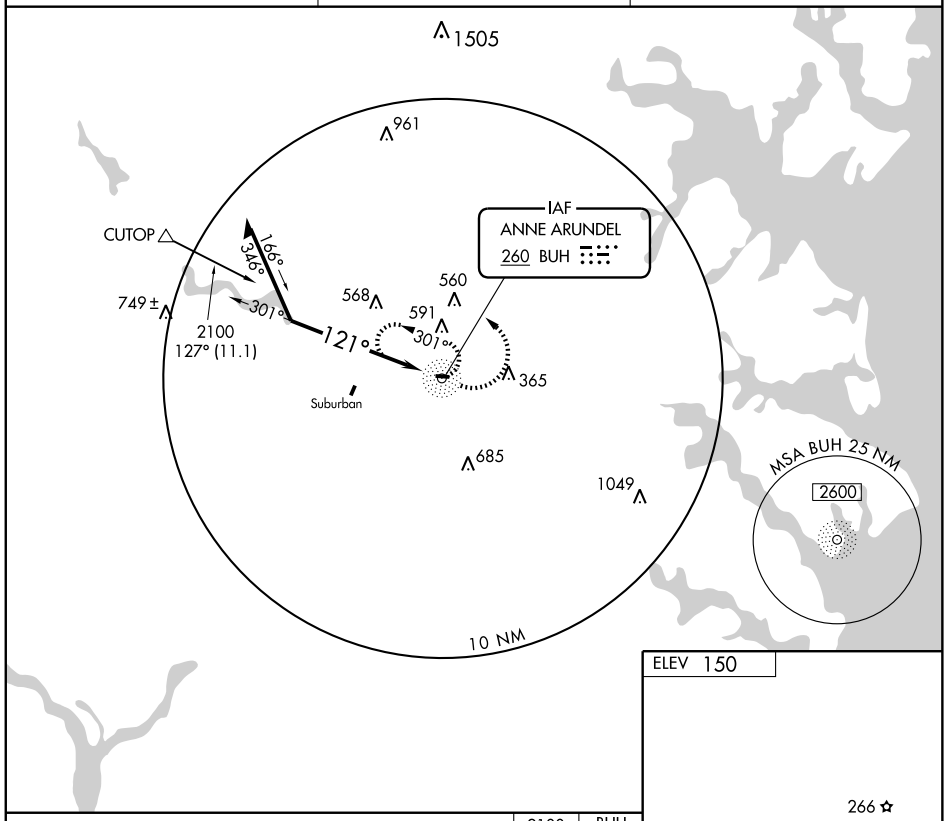
FORT MEADE(ODENTON)/ TIPTON (FME)

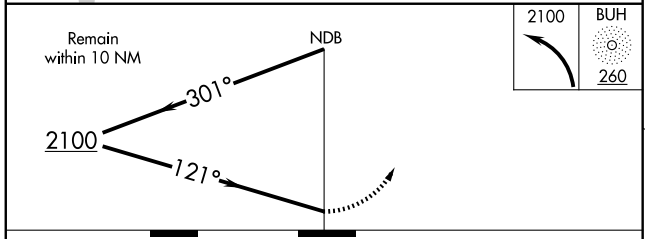
Use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

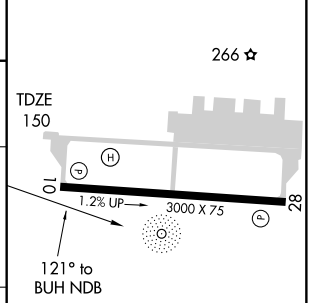
NA

MISSED APPROACH: Climbing left turn to 2100 in BUH NDB holding pattern.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-10	1120-1¼ 970 (1000-1¼)	1120-1½ 970 (1000-1½)	NA	
CIRCLING	1120-1¼ 970 (1000-1¼)	1120-1½ 970 (1000-1½)	NA	

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3000
114°	TDZE	150
	Apt Elev	150

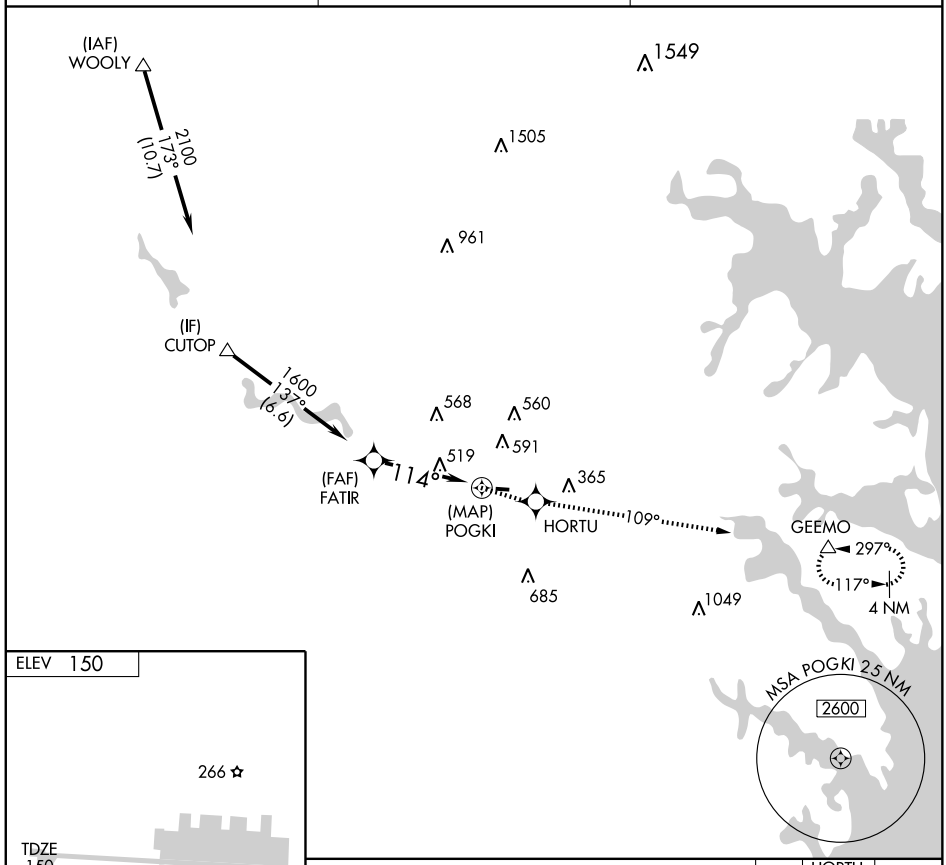
RNAV (GPS) RWY 10

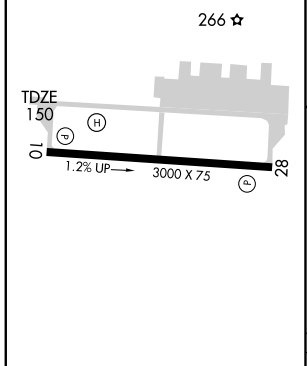
FORT MEADE(ODENTON)/ TIPTON (FME)

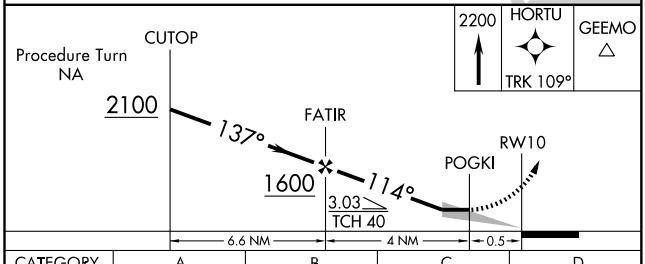
DME/DME RNP-0.3 NA.
Use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climb to 2200 direct HORTU and via 109° track to GEEMO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 650 (700-1)		NA	
CIRCLING	840-1 690 (700-1)		NA	

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3000
284°	TDZE	150
	Apt Elev	150

RNAV (GPS) RWY 28

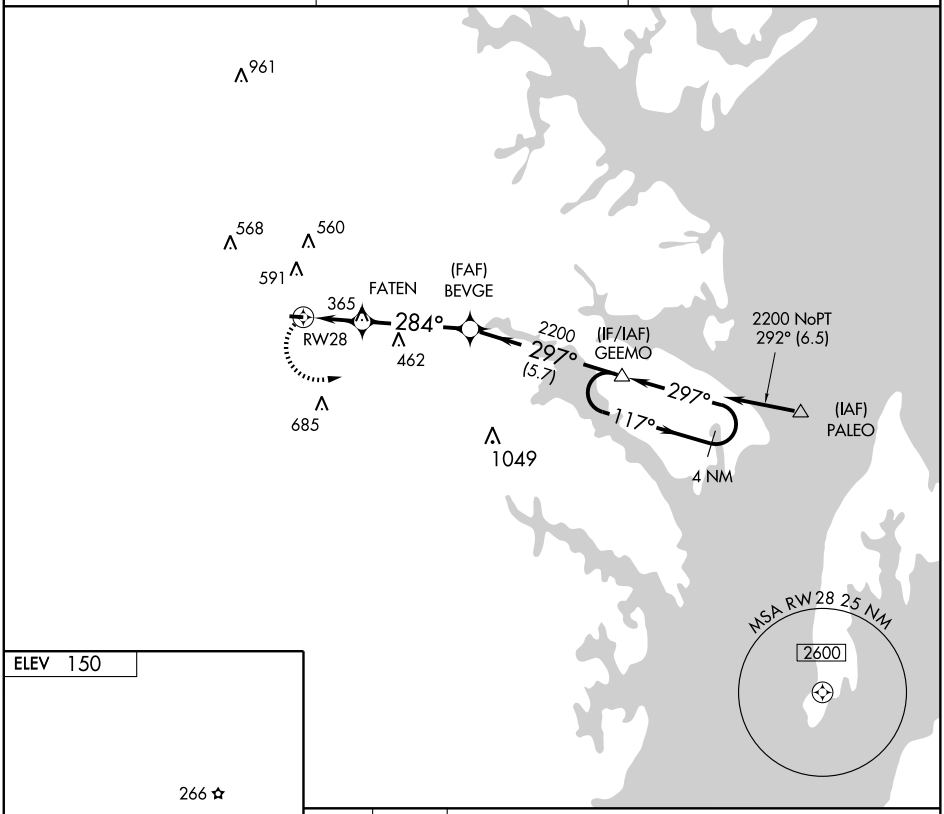
FORT MEADE (ODENTON)/ TIPTON (FME)

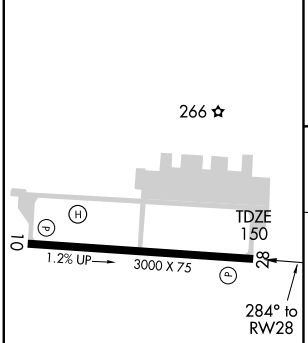
DME/DME RNP-0.3 NA.
Use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

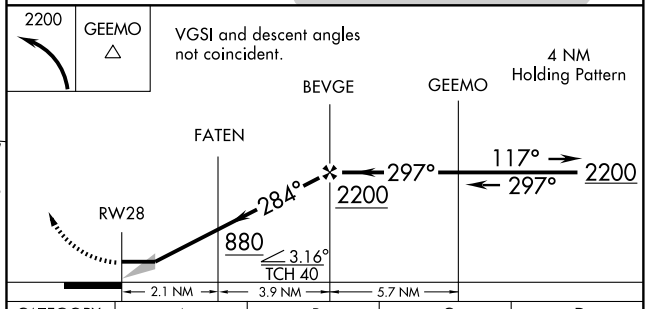
NA

MISSED APPROACH: Climbing left turn to 2200 direct GEEMO WP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1	610 (700-1)	NA	
CIRCLING	840-1	690 (700-1)	NA	

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3. 14 JAN 2010 to 11 FEB 2010

FORT MEADE(ODENTON), MARYLAND AL-5225 (FAA)

VORTAC BAL	APP CRS	Rwy Idg	3000
115.1	233°	TDZE	N/A
Chan 98		Apt Elev	150

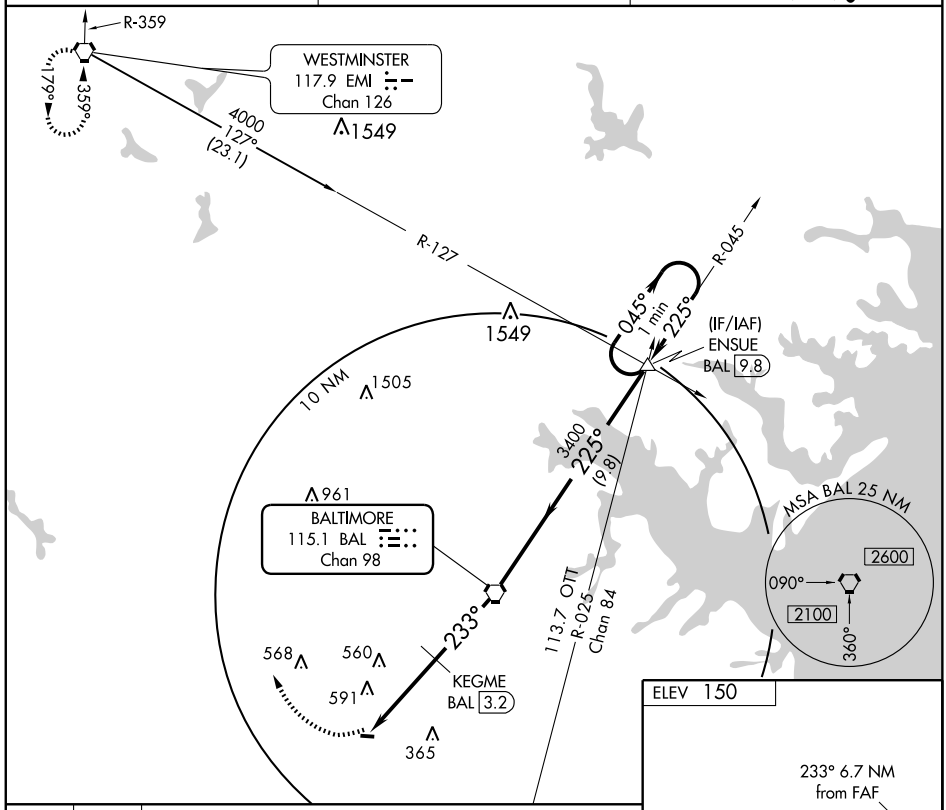
VOR-A

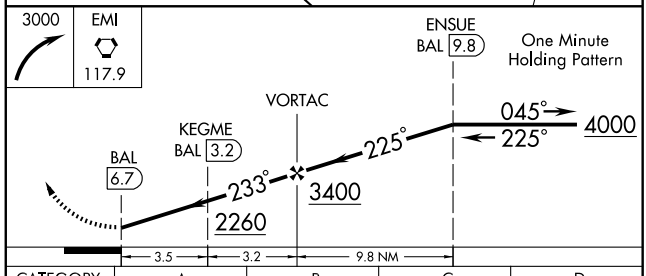
FORT MEADE(ODENTON)/ TIPTON (FME)

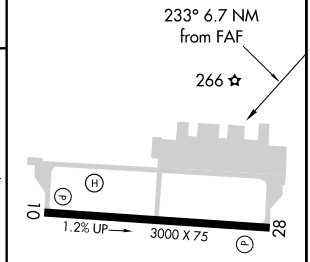
Use Baltimore/Washington Intl Thurgood Marshall altimeter setting. NA

MISSED APPROACH: Climbing right turn to 3000 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2260-1¼ 2110 (2200-1¼)	2260-1½ 2110 (2200-1½)	NA	

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

KEGME FIX MINIMUMS

CIRCLING	920-1 770 (800-1)	920-1¼ 770 (800-1¼)	NA

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

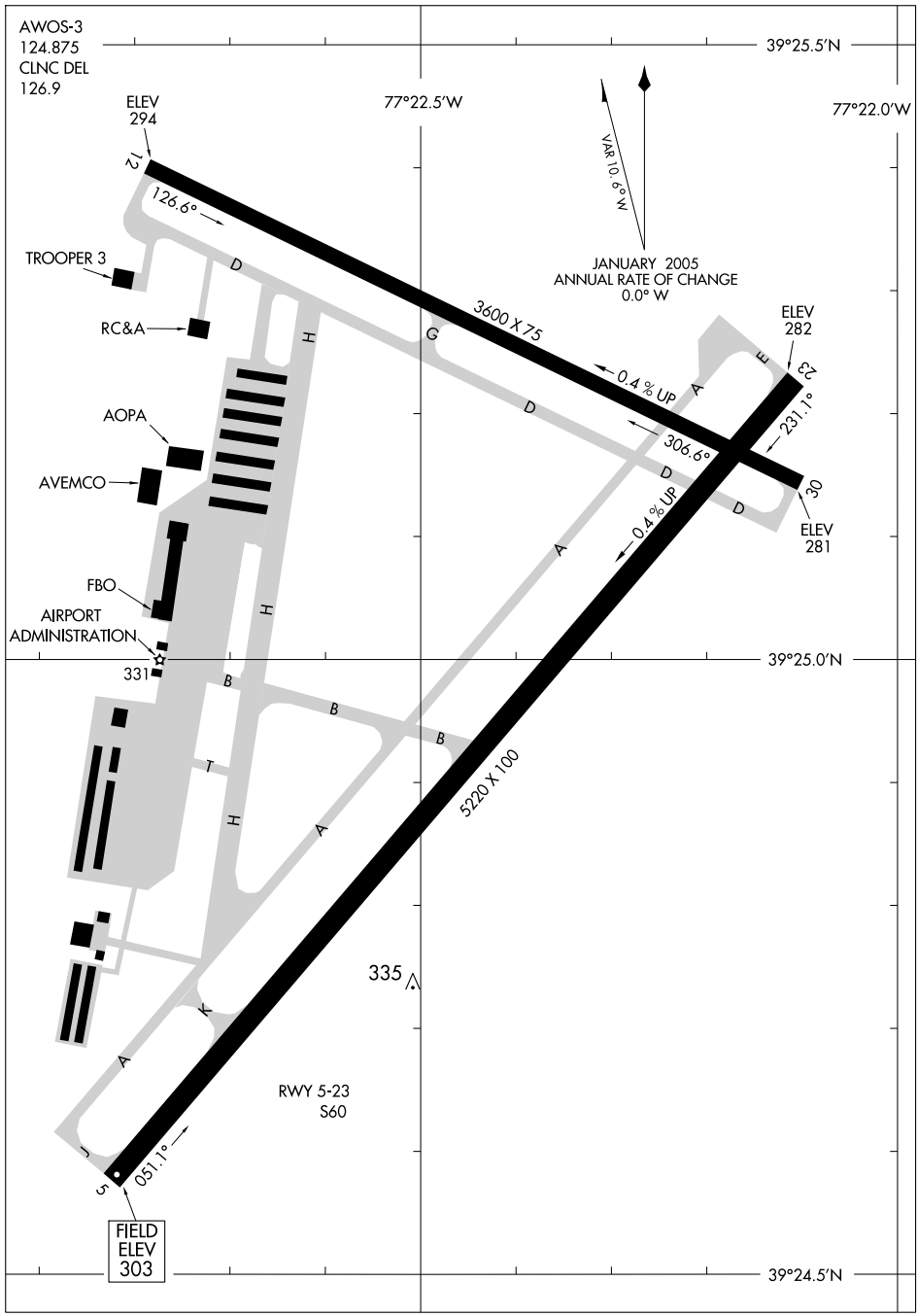
NE-3. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-5089 (FAA)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND



NE-3, 14 JAN 2010 to 11 FEB 2010

FREDERICK, MARYLAND

AL-5089 (FAA)

ILS or LOC RWY 23

FREDERICK MUNI (FDK)

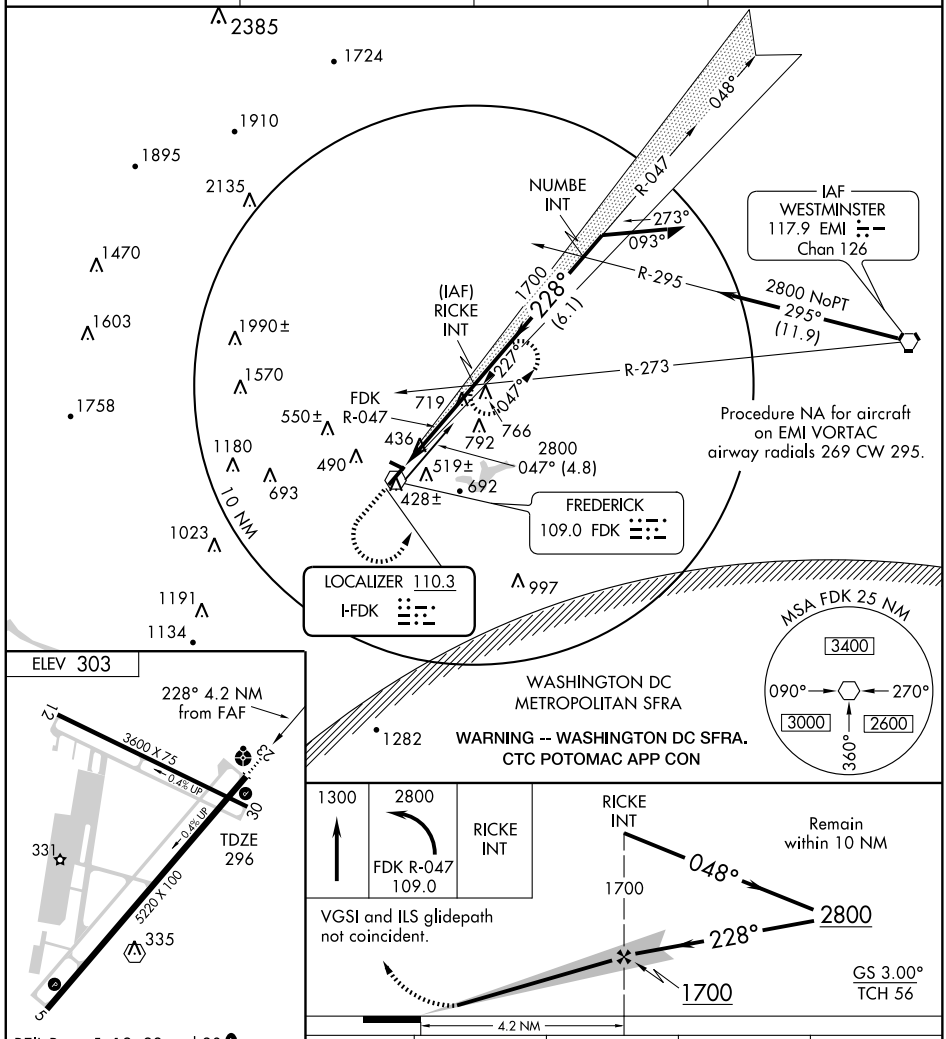
LOC I-FDK	APP CRS	Rwy ldg	5220
110.3	228°	TDZE	296
		Apt Elev	303

NA Inoperative table does not apply to S-LOC Cat C. When VGSI inop, Circling Rwy 5 and Rwy 30 NA at night.

ODALS

MISSED APPROACH: Climb to 1300, then climbing left turn to 2800 via FDK R-047 to RICKE INT and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.875	125.525	291.625	126.9	122.725 (CTAF) L



ELEV 303

REIL Rwys 5, 12, 23 and 30 L

HIRL Rwy 5-23 L

MIRL Rwy 12-30 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 23	684-1½	388 (400-1½)		
S-LOC 23	1020-¾	724 (800-¾)	1020-2 724 (800-2)	1020-2¼ 724 (800-2¼)
CIRCLING	1020-1½	717 (800-1½)	1020-2 717 (800-2)	1080-2½ 777 (800-2½)

NE-3. 14 JAN 2010 to 11 FEB 2010

FREDERICK, MARYLAND

AL-5089 (FAA)

RNAV (GPS) RWY 5

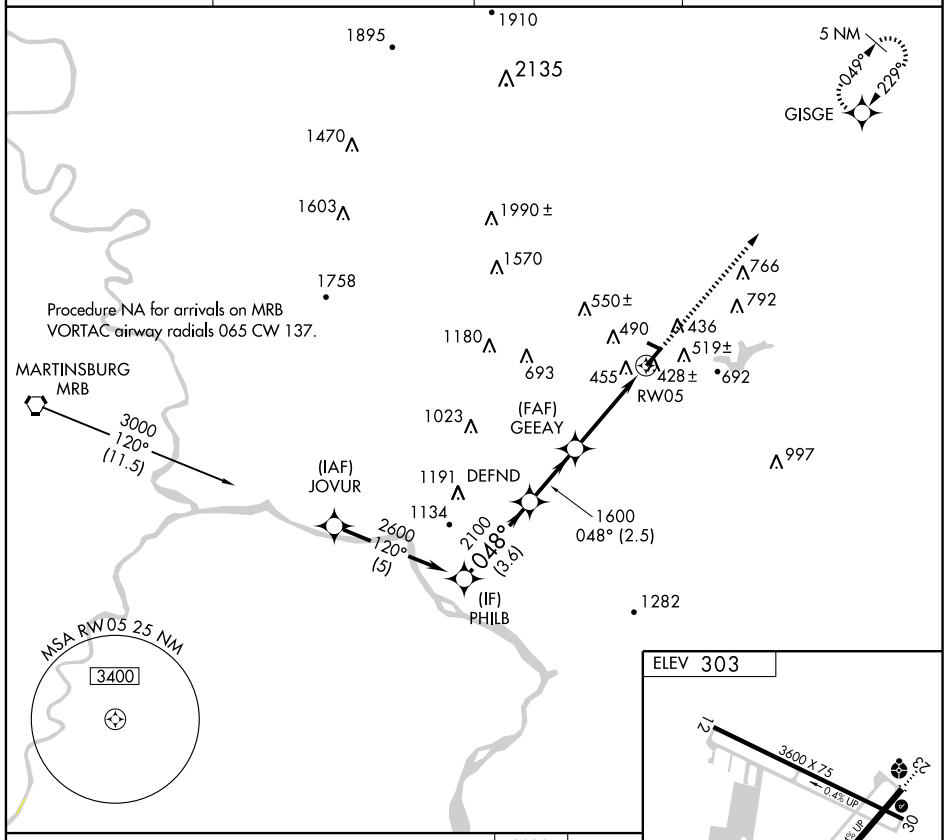
FREDERICK MUNI (FDK)

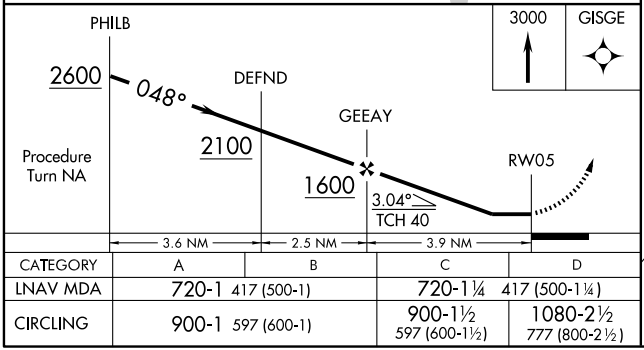
APP CRS	Rwy Idg	5220
048°	TDZE	303
	Apt Elev	303

DME/DME RNP -0.3 NA. If local altimeter setting not received, use Leesburg altimeter setting and increase all MDAs 80 feet.

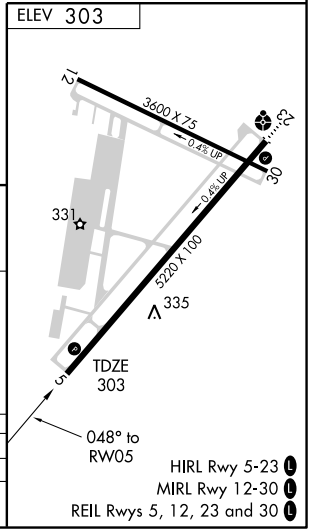
MISSED APPROACH: Climb to 3000 direct GISGE and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.875	125.525	291.625	126.9	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	720-1 417 (500-1)		720-1¼ 417 (500-1¼)	
CIRCLING	900-1 597 (600-1)		900-1½ 597 (600-1½)	1080-2½ 777 (800-2½)



HIRL Rwy 5-23 L
MIRL Rwy 12-30 L
REIL Rwys 5, 12, 23 and 30 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS		
229°	Rwy Idg	5220
	TDZE	296
	Apt Elev	303

RNAV (GPS) Y RWY 23

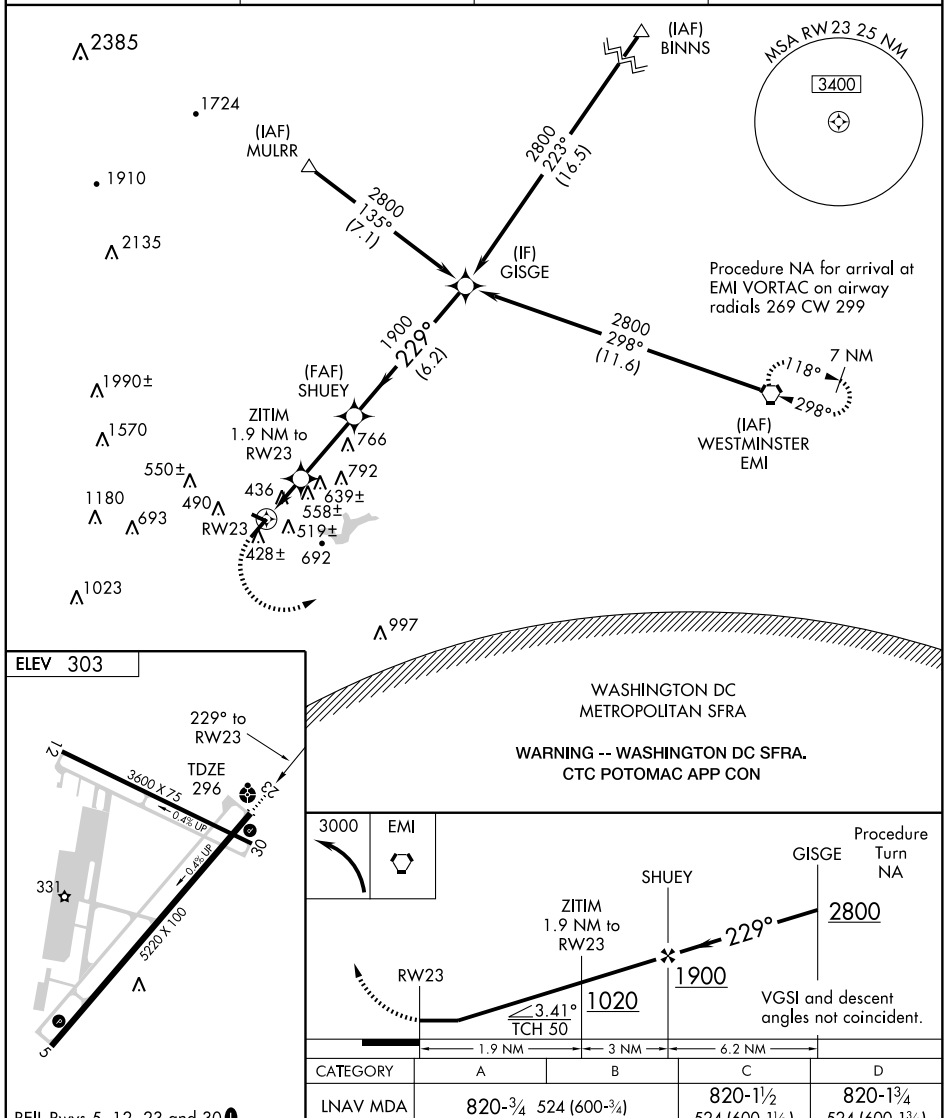
FREDERICK MUNI (FDK)

DME/DME RNP-0.3 NA.
Inoperative table does not apply to Cat C.
When VGSI inop, circling to Rwy 5 and Rwy 30 NA at night.

ODALS

MISSED APPROACH: Climbing left turn to 3000 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.875	125.525	291.625	126.9	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	820-¾ 524 (600-¾)		820-1½ 524 (600-1½)	820-1¾ 524 (600-1¾)
CIRCLING	900-1 597 (600-1)		900-1½ 597 (600-1½)	1080-2½ 777 (800-2½)

REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5220
CH 81802	229°	TDZE	296
W23A		Apt Elev	303

RNAV (GPS) Z RWY 23

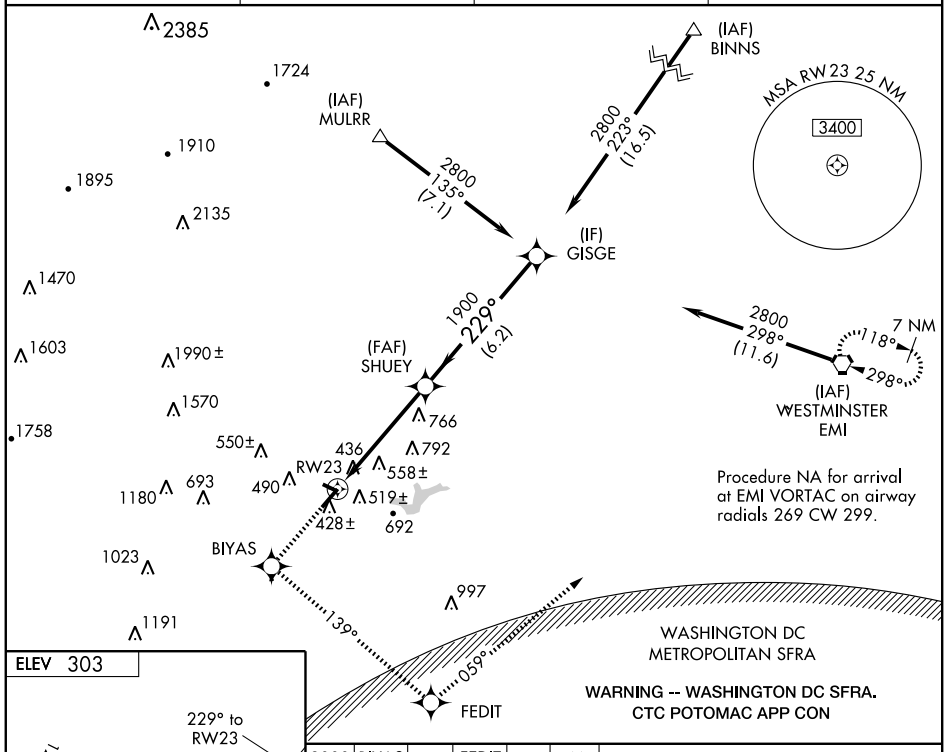
FREDERICK MUNI (FDK)

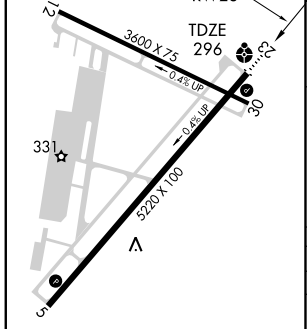
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). When VGSI inop, Circling Rwy 5 and Rwy 30 NA at night. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.

ODALS

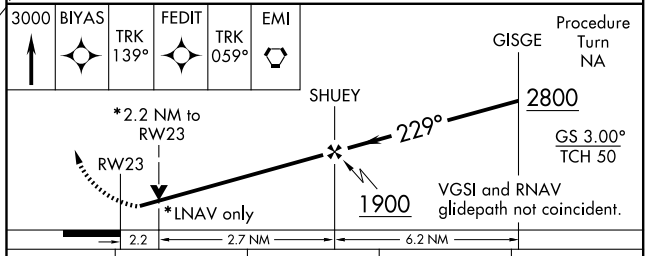
MISSED APPROACH: Climb to 3000 direct BIYAS WP and via 139° track to FEDIT WP and via 059° track to EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.875	125.525 291.625	126.9	122.725 (CTAF) L





REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	690-1½ 394 (400-1½)			
LNAV/VNAV DA	1020-2½ 724 (800-2½)			
LNAV MDA	1020-¾ 724 (800-¾)		1020-2 724 (800-2)	1020-2¼ 724 (800-2¼)
CIRCLING	1020-2½ 717 (800-2½)			1080-2½ 777 (800-2½)

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR FDK 109.0	APP CRS 220°	Rwy Idg N/A TDZE N/A Apt Elev 303

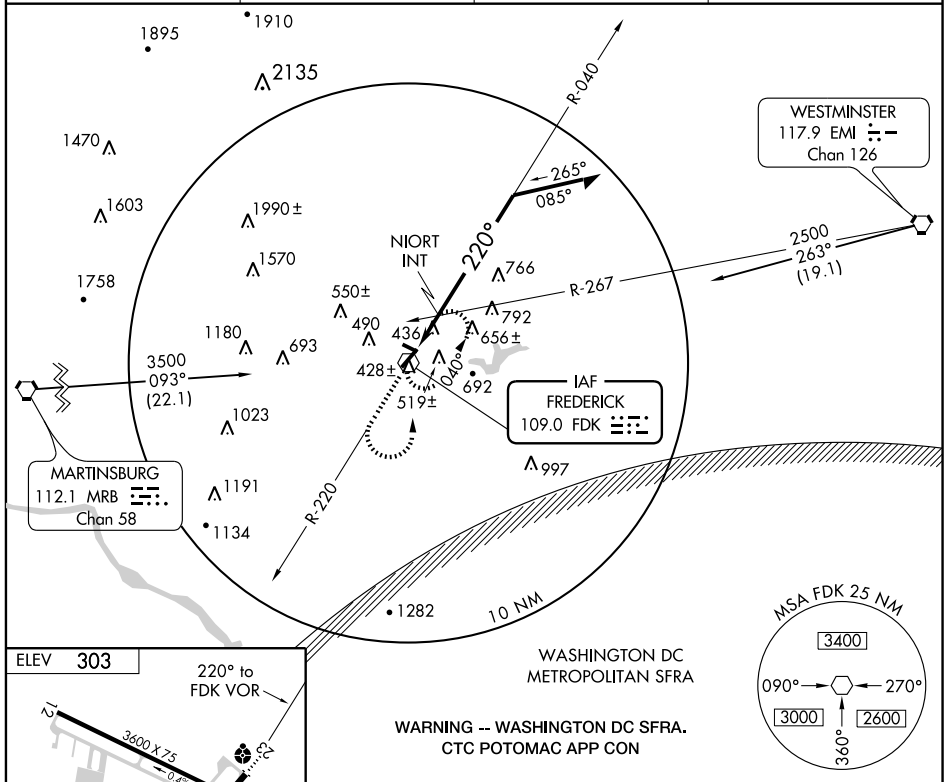
VOR-A

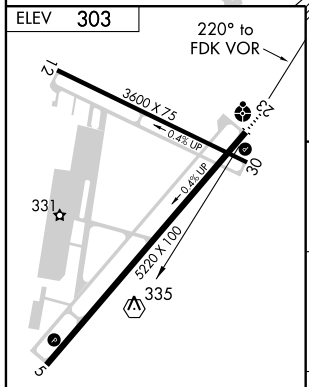
FREDERICK MUNI (FDK)

NA

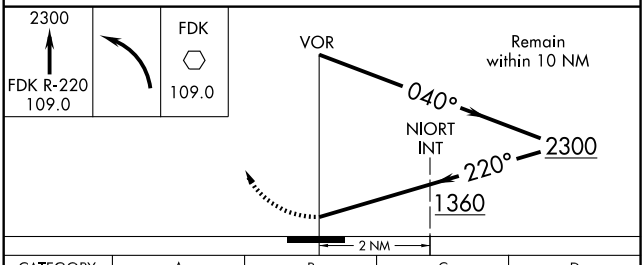
MISSED APPROACH: Climb to 2300 via FDK R-220 then left turn direct FDK VOR and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.875	125.525 291.625	126.9	122.725 (CTAF) L





REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

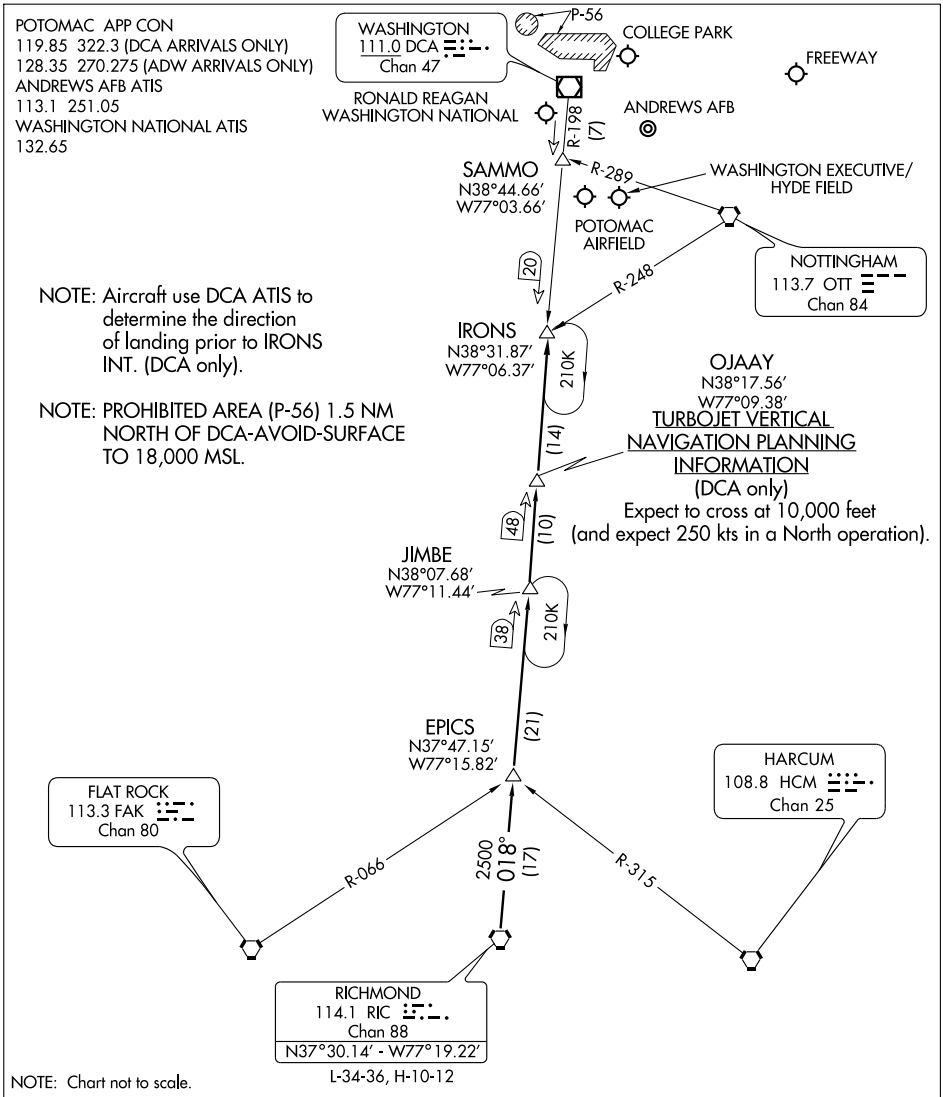


CATEGORY	A	B	C	D
CIRCLING	1360-1¼ 1057 (1100-1¼)	1360-1½ 1057 (1100-1½)	1360-3 1057 (1100-3)	
NIORT INT MINIMUMS				
CIRCLING	920-1 617 (700-1)		920-1¾ 617 (700-1¾)	1080-2½ 777 (800-2½)

NE-3, 14 JAN 2010 to 11 FEB 2010

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

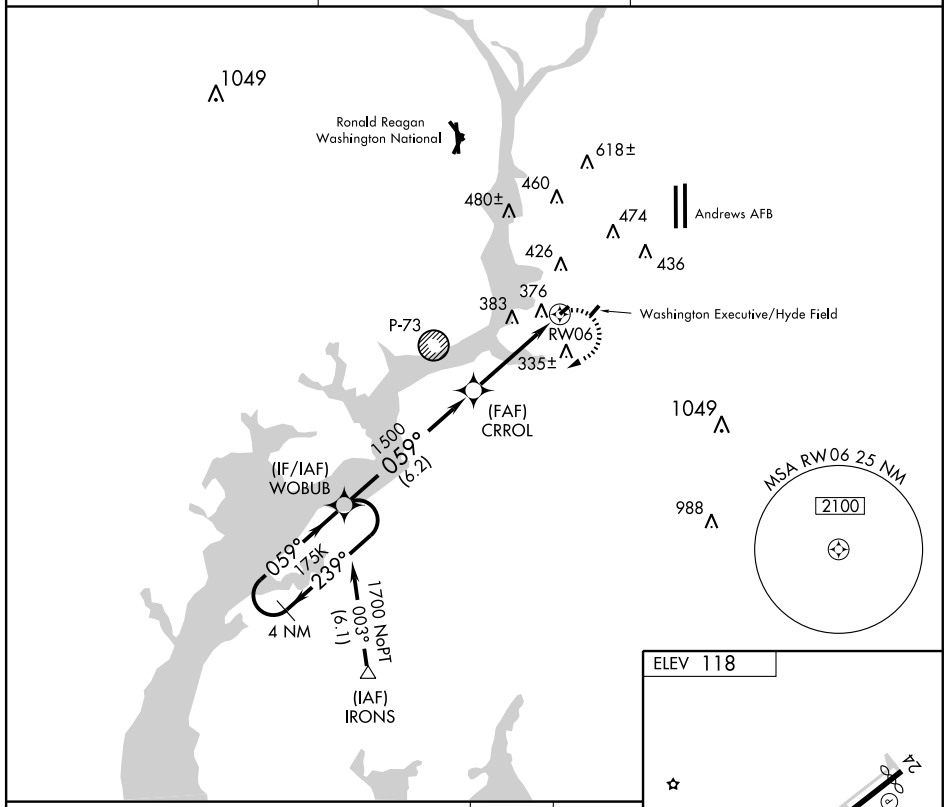
APP CRS	Rwy Idg	2289
059°	TDZE	118
	Apt Elev	118

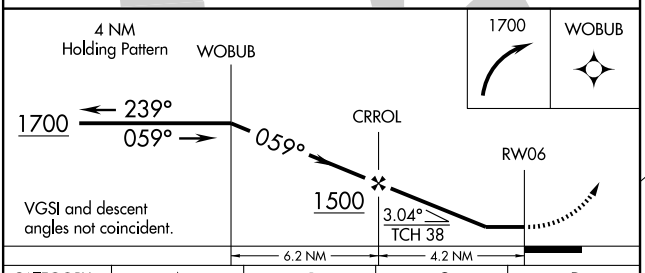
RNAV (GPS) RWY 6

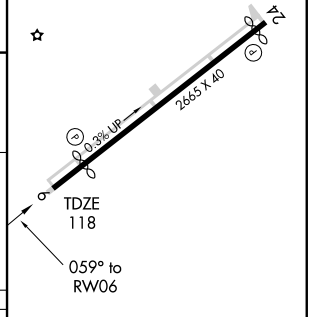
FRIENDLY / POTOMAC AIRFIELD (VKX)

⚠ NA	Circling NA SE of Rwys 6 and 24. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Andrews AFB altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing right turn to 1700 direct WOBUB and hold.

AWOS-A	POTOMAC APP CON	UNICOM
122.8	125.650 348.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1 562 (600-1)	NA		
CIRCLING	740-1 622 (700-1)	NA		

REIL Rwy 6-24 L

NE-3, 14 JAN 2010 to 11 FEB 2010

NDB GAI	APP CRS	Rwy Idg	4202
385	134°	TDZE	520
		Apt Elev	539

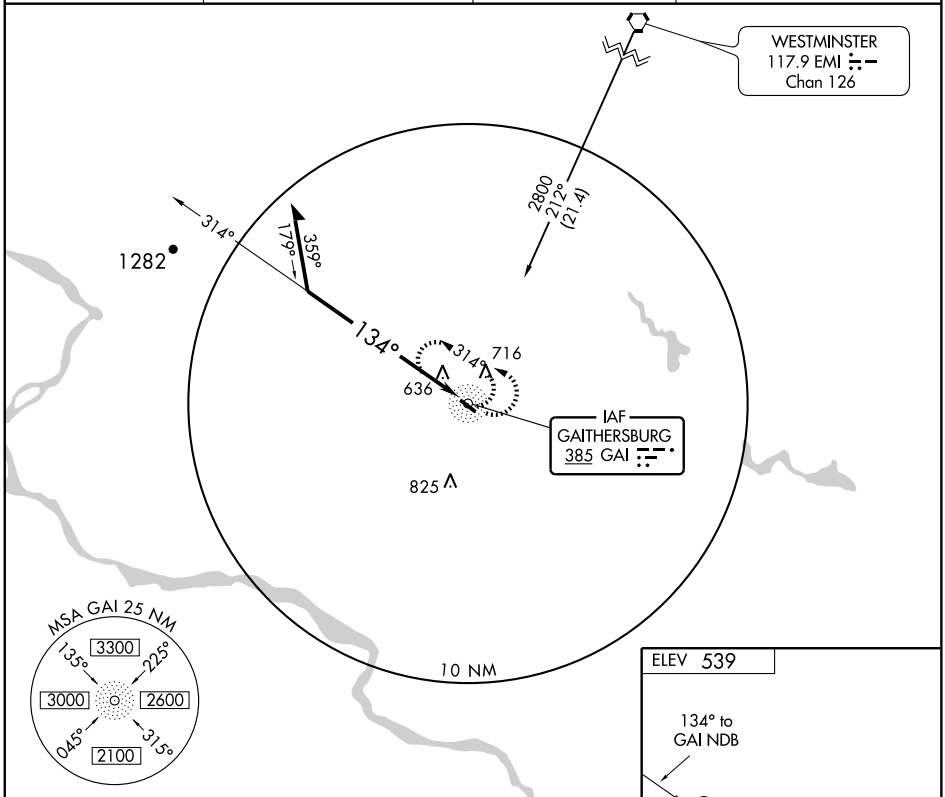
NDB RWY 14

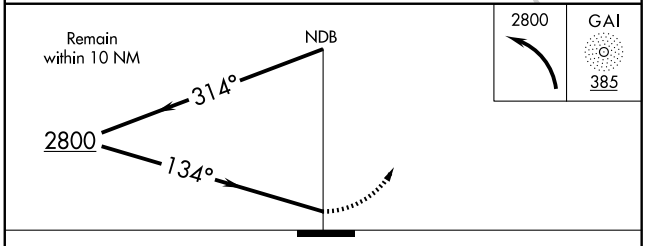
GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

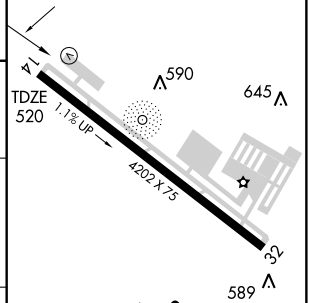
Circling to Rwy 32 NA at night.
If local altimeter not received, use Washington Dulles Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2800 in GAI NDB holding pattern.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 291.625	121.6	123.075 (CTAF) L







REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	1380-1 860 (900-1)	1380-1¼ 860 (900-1¼)	1380-2½ 860 (900-2½)	1380-2¾ 860 (900-2¾)
CIRCLING	1380-1 841 (900-1)	1380-1¼ 841 (900-1¼)	1380-2½ 841 (900-2½)	1380-2¾ 841 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 77502 W14A	APP CRS 136°	Rwy Idg 4202 TDZE 520 Apt Elev 539

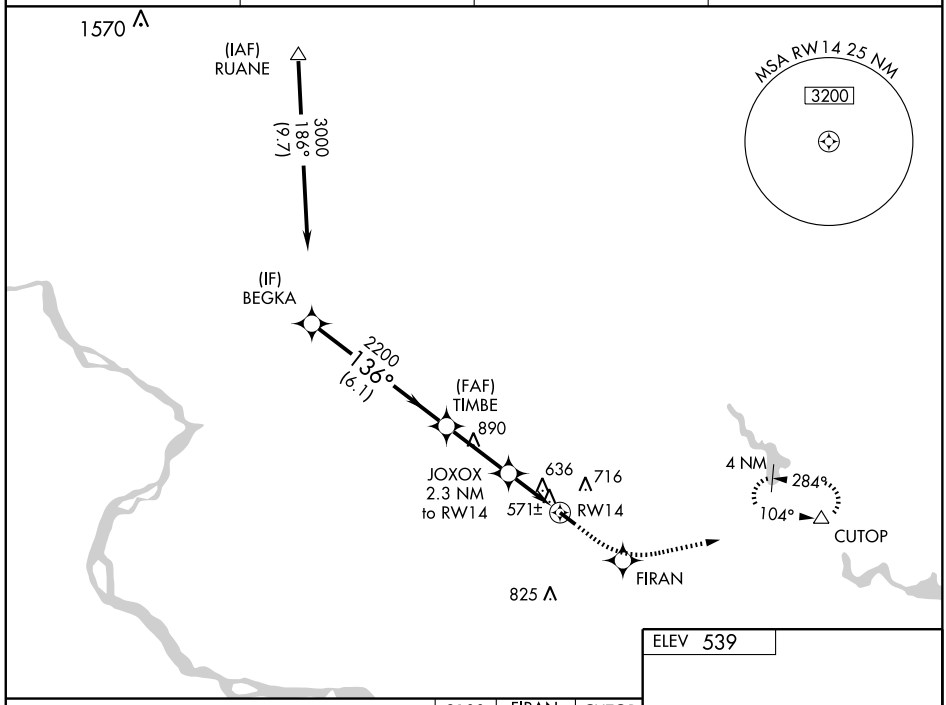
RNAV (GPS) RWY 14

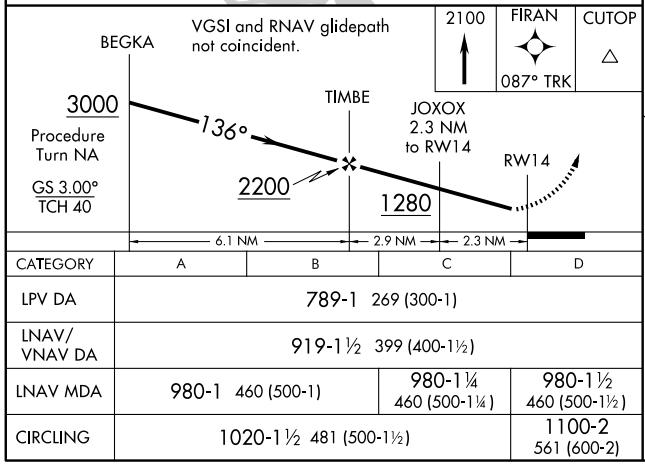
GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. Circling to Rwy 32 NA at night.

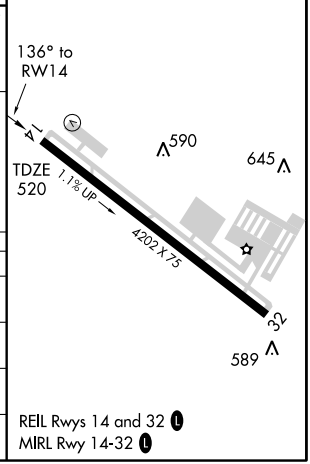
MISSED APPROACH: Climb to 2100 direct FIRAN and via 087° track to CUTOP and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 291.625	121.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	789-1 269 (300-1)			
LNAV/ VNAV DA	919-1½ 399 (400-1½)			
LNAV MDA	980-1 460 (500-1)		980-1¼ 460 (500-1¼)	980-1½ 460 (500-1½)
CIRCLING	1020-1½ 481 (500-1½)			1100-2 561 (600-2)



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR FDK	APP CRS	Rwy Idg	4202
109.0	155°	TDZE	523
		Apt Elev	538

VOR RWY 14

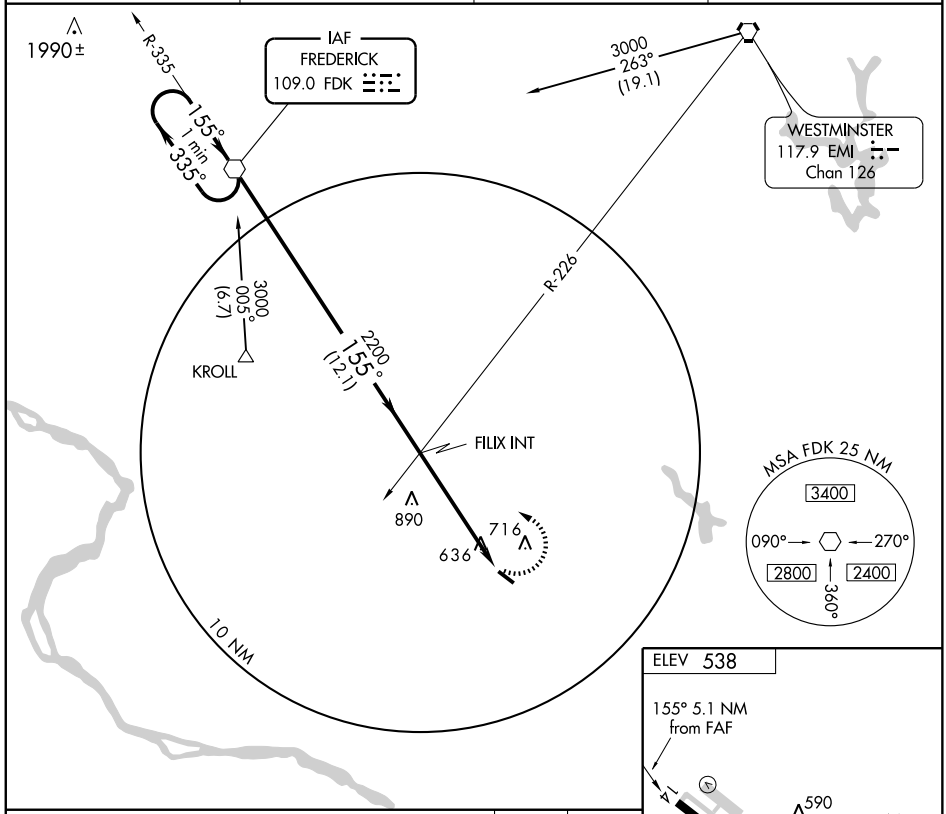
GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

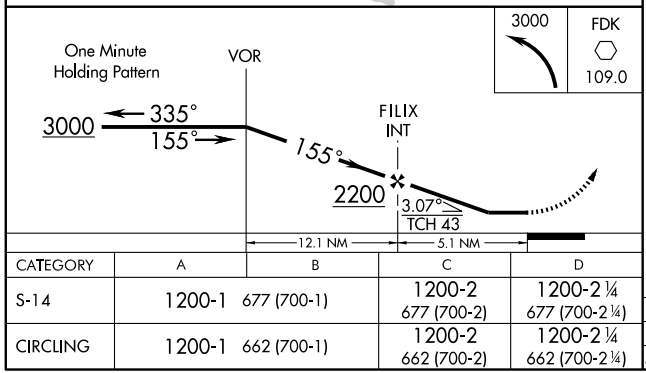
Circling to Rwy 32 NA at night.
If local altimeter not received, use Washington Dulles Intl altimeter setting and increase all MDAs 80 feet.

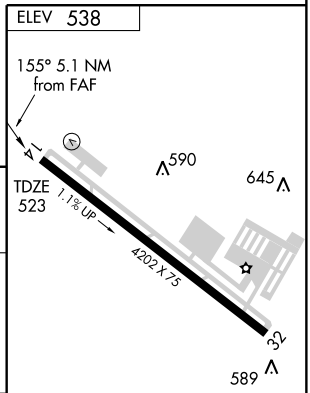
NA

MISSED APPROACH: Climbing left turn to 3000 direct FDK VOR and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 291.625	121.6	123.075 (CTAF) L







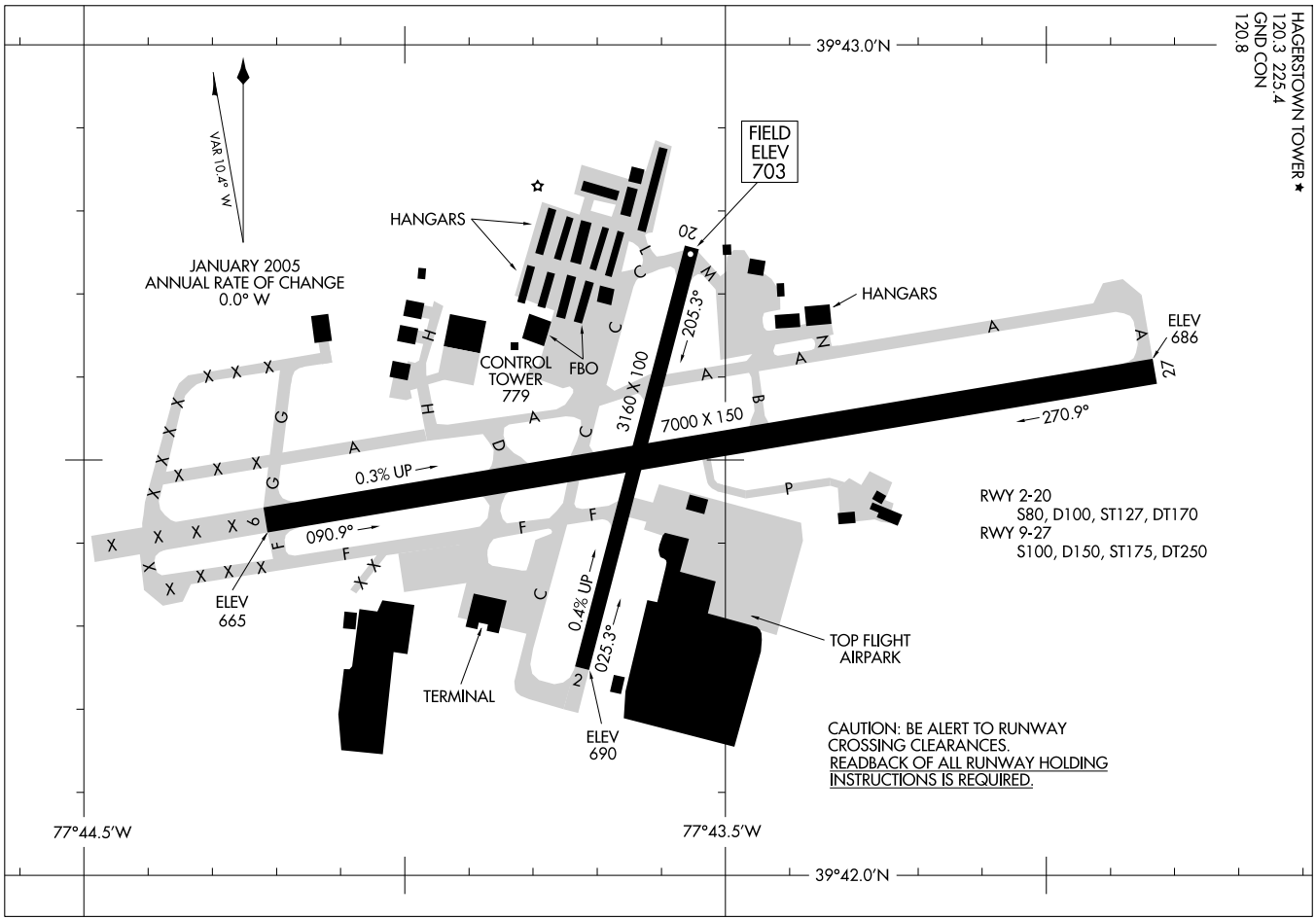
CATEGORY	A	B	C	D
S-14	1200-1	677 (700-1)	1200-2 677 (700-2)	1200-2¼ 677 (700-2¼)
CIRCLING	1200-1	662 (700-1)	1200-2 662 (700-2)	1200-2¼ 662 (700-2¼)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3. 14 JAN 2010 to 11 FEB 2010


AIRPORT DIAGRAM
HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR)
AL-5114 (FAA)
HAGERSTOWN, MARYLAND
09013
HAGERSTOWN TOWER ★
120.3 225.4
GND CON
120.8
39°43.0'N
39°42.0'N
77°44.5'W
77°43.5'W
VAR 10.4° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° W
FIELD
ELEV
703
HANGARS
HANGARS
CONTROL
TOWER
779
FBO
ELEV
686
ELEV
665
ELEV
690
TERMINAL
TOP FLIGHT
AIRPARK
3160 X 100
7000 X 150
205.3°
270.9°
090.9°
025.3°
0.3% UP
0.4% UP
RWY 2-20
S80, D100, ST127, DT170
RWY 9-27
S100, D150, ST175, DT250
CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

LOC/DME I-UYK	APP CRS	Rwy Idg	7000
111.9	089°	TDZE	695
Chan 56		Apt Elev	703

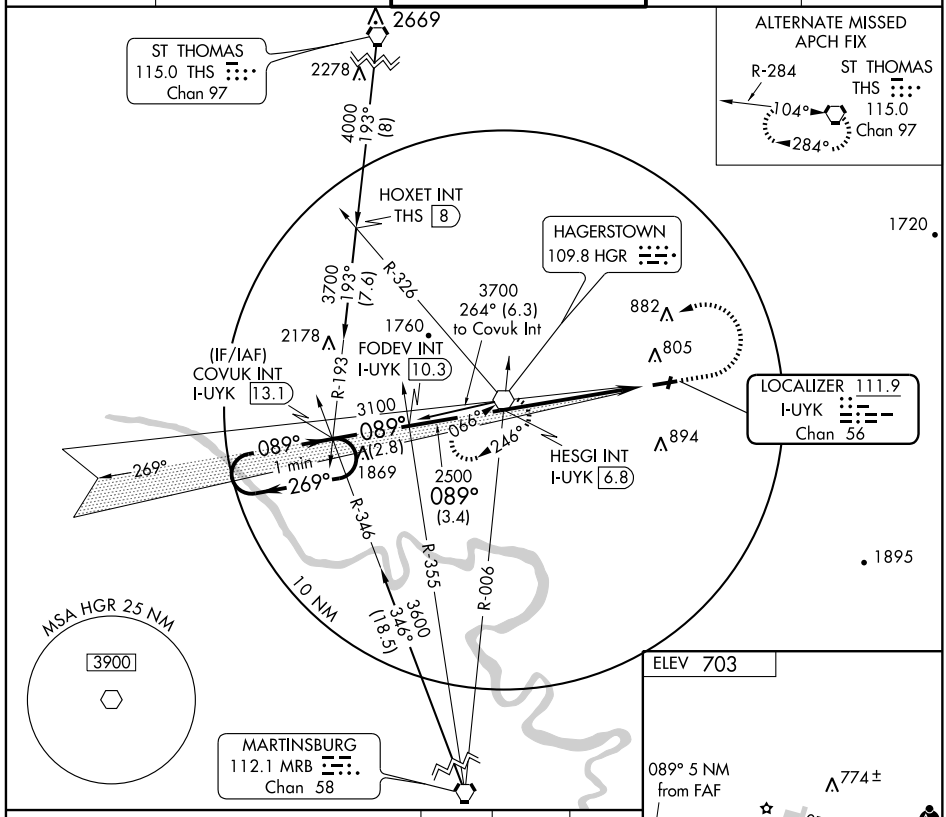
ILS or LOC RWY 9

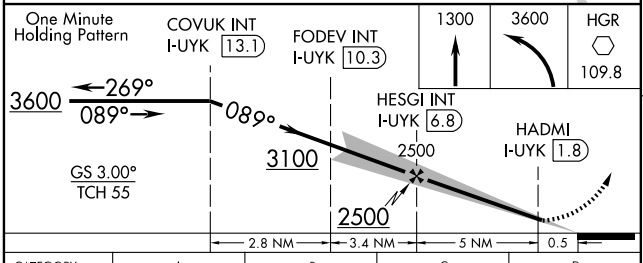
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

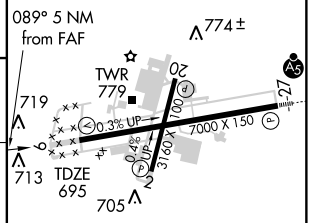
▼ If local altimeter setting not received, use Martinsburg altimeter setting and increase DA to 966, increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95







REIL Rwys 2, 9, 20, and 27 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-ILS 9	895-¾ 200 (200-¾)			
S-LOC 9	980-1 285 (300-1)			
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HGR	APP CRS	Rwy Idg 7000
111.9	269°	TDZE 701
Chan 56		Apt Elev 703

ILS or LOC RWY 27

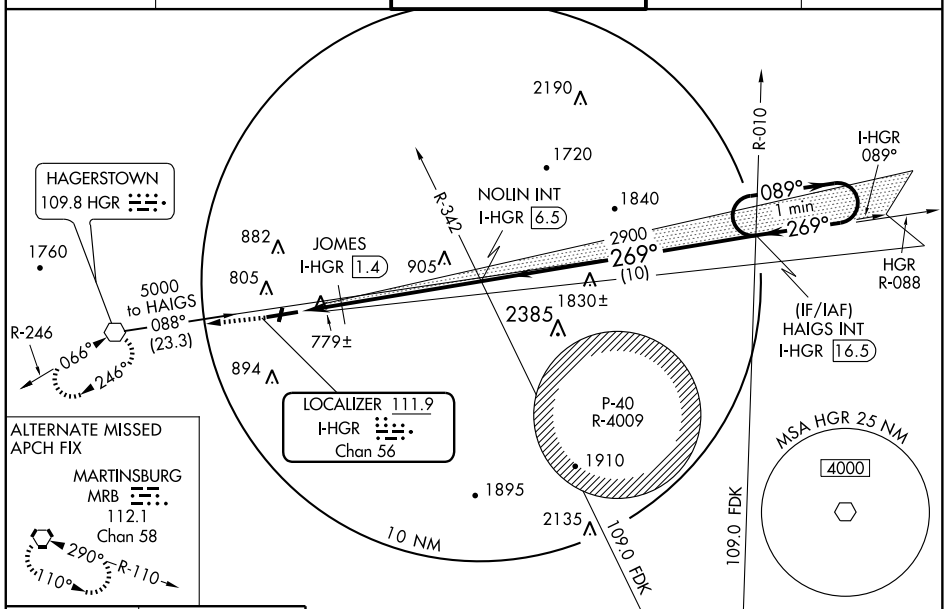
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

When local altimeter setting not received; use Martinsburg altimeter setting and increase DA to 971 and all MDA 80 feet; increase S-LOC 27 Cat D and JOMES Fix minimum S-LOC 27 Cat C visibility ¼ mile. VDP NA when using Martinsburg altimeter setting. For inoperative MALSR, increase JOMES Fix minimums S-LOC 27 Cat D visibility ¼ mile. For inoperative MALSR, when using Martinsburg altimeter setting, increase S-ILS 27 all Cats visibility ½ mile.

MALSR

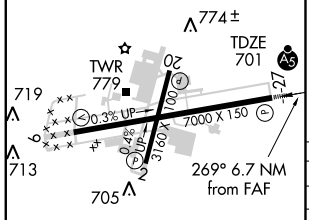
MISSED APPROACH: Climb to 4000 direct HGR VOR and hold, continue climb-in-hold to 4000.

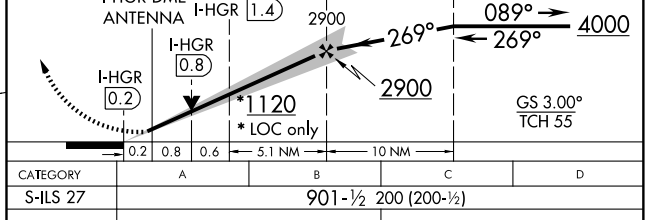
ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95



ALTERNATE MISSED APCH FIX

MARTINSBURG
MRB
112.1
Chan 58
290°
R-110
110°





REIL Rwys 2, 9, 20, and 27 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CATEGORY	A	B	C	D
S-ILS 27	901-½ 200 (200-½)			
S-LOC 27	1120-½ 419 (500-½)		1120-¾ 419 (500-¾)	
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160 -1½ 457 (500-1½)	1260-2 557 (600-2)
JOMES FIX MINIMUMS				
S-LOC 27	1040-½ 339 (400-½)			1040-¾ 339 (400-¾)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 49011 W09A	APP CRS 088°	Rwy Idg 7000 / TDZE 695 / Apt Elev 703

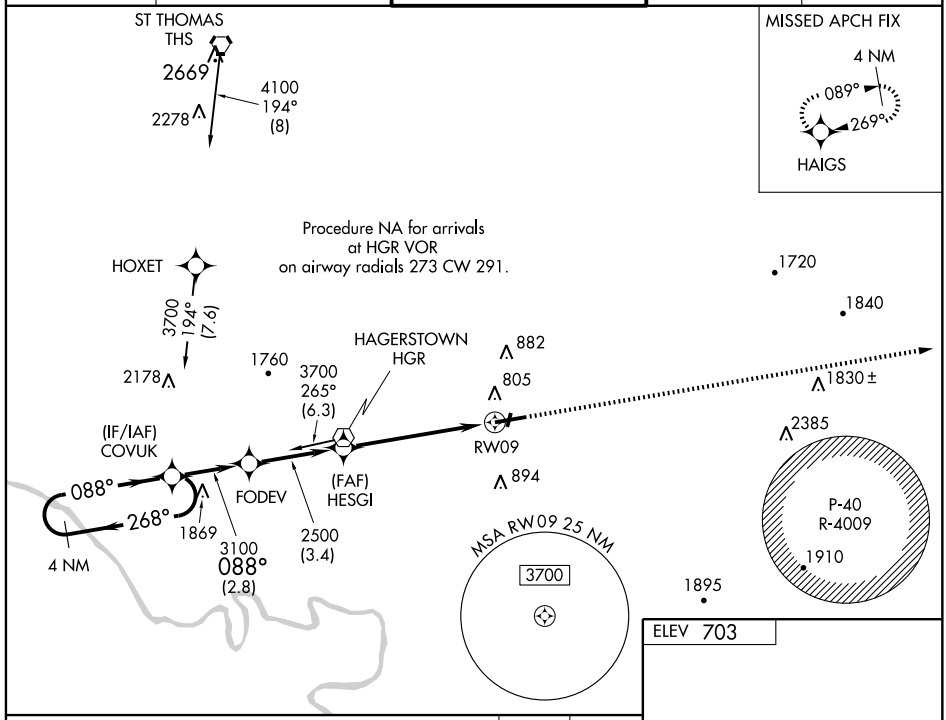
RNAV (GPS) RWY 9

HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

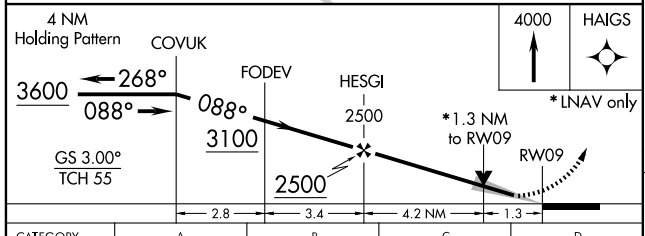
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase LPV DA to 965, LNAV/VNAV DA to 1101, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Martinsburg altimeter setting.

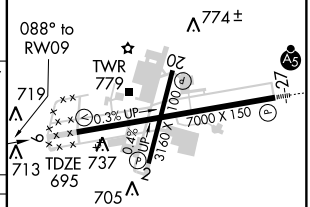
MISSED APPROACH: Climb to 4000 direct HAIGS and hold.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95



ELEV 703





CATEGORY	A	B	C	D
LPV DA	895-¾ 200 (200-¾)			
LNAV/VNAV DA	1031-1¼ 336 (400-1¼)			
LNAV MDA	1140-1 445 (500-1)		1140-1¼ 445 (500-1¼)	1140-1½ 445 (500-1½)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

REIL Rwys 2, 9, 20, and 27 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 86911 W27A	APP CRS 269°	Rwy Idg 7000 / TDZE 701 / Apt Elev 703

RNAV (GPS) RWY 27

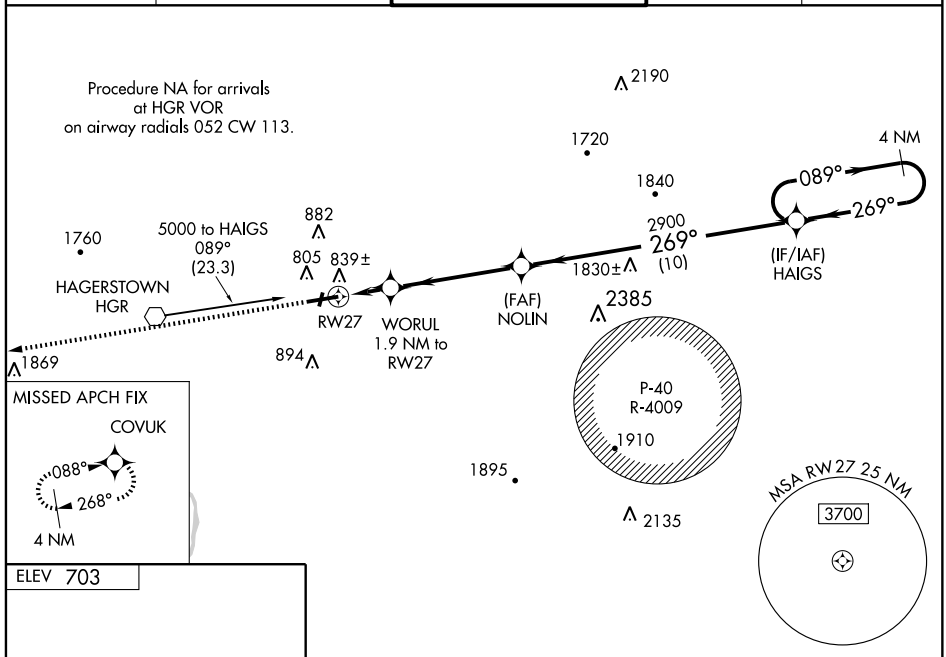
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

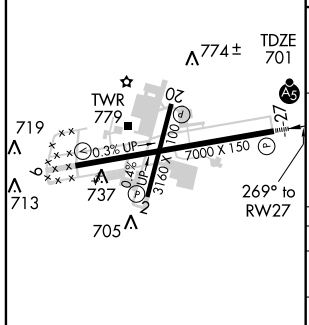
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase LPV DA to 971, LNAV/VNAV DA to 1175, and all MDA 80 feet; increase LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Martinsburg altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats visibility ½ .

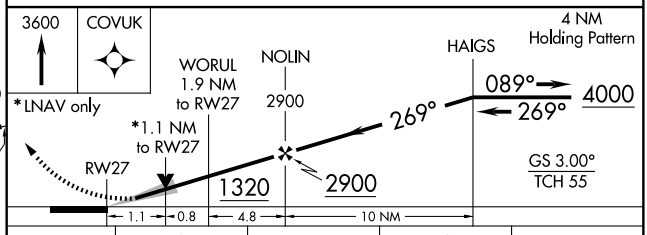
MALSR

MISSED APPROACH: Climb to 3600 direct COVUK and hold.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95







CATEGORY	A	B	C	D
LPV DA	901-½ 200 (200-½)			
LNAV/VNAV DA	1105-1 404 (500-1)			
LNAV MDA	1100-½ 399 (400-½)			1100-1 399 (400-1)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

REIL Rwys 2, 9, 20, and 27 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

NE-3. 14 JAN 2010 to 11 FEB 2010

VOR HGR 109.8	APP CRS 091°	Rwy Idg 7000 TDZE 695 Apt Elev 703

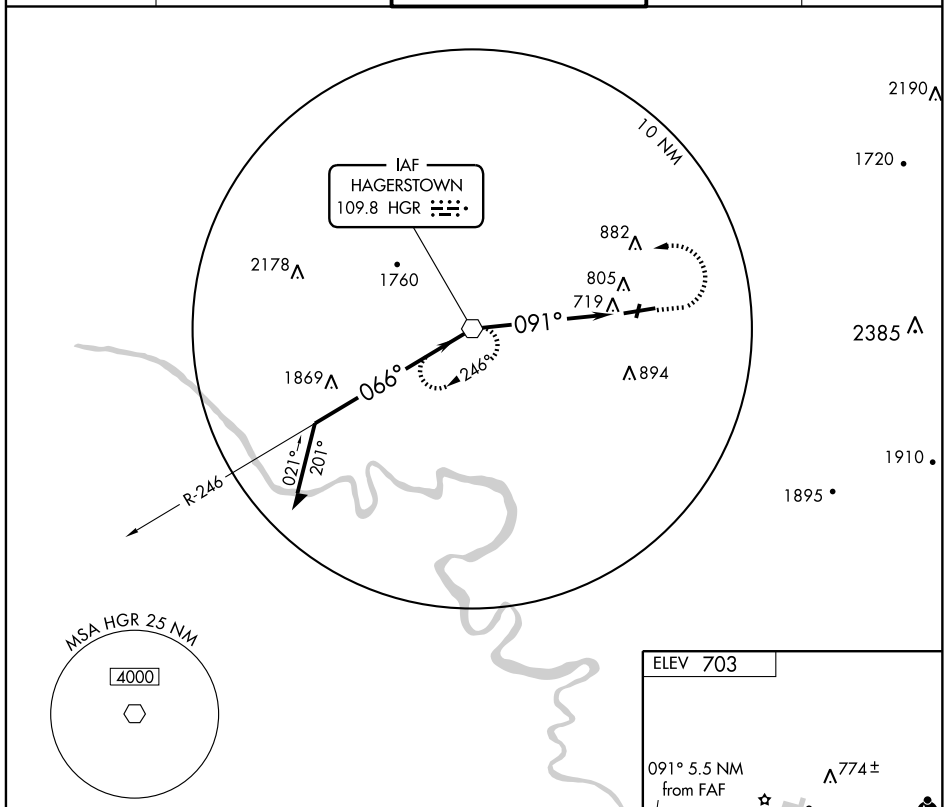
VOR RWY 9

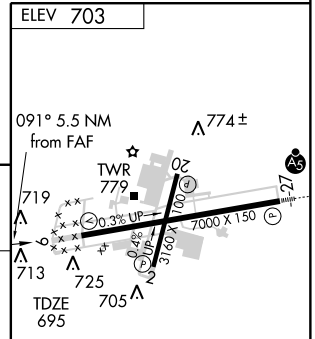
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

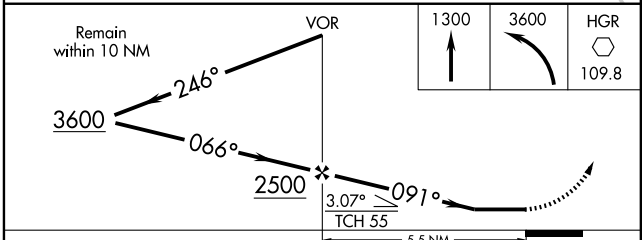
When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet; increase S-9 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95







REIL Rwys 2, 9, 20, and 27 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1060-1 365 (400-1)			1060-1¼ 365 (400-1¼)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3000
356°	TDZE	168
	Apt Elev	171

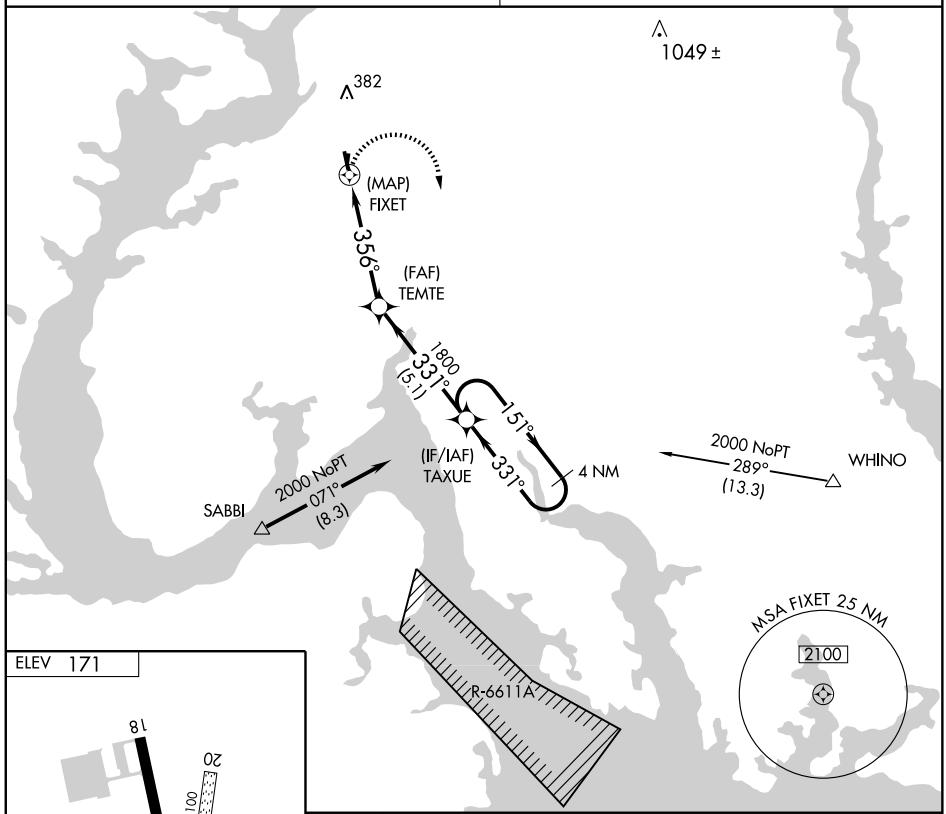
RNAV (GPS) RWY 36

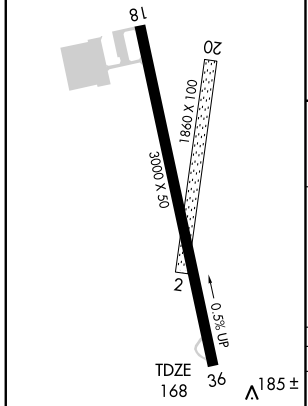
INDIAN HEAD/ MARYLAND (2W5)

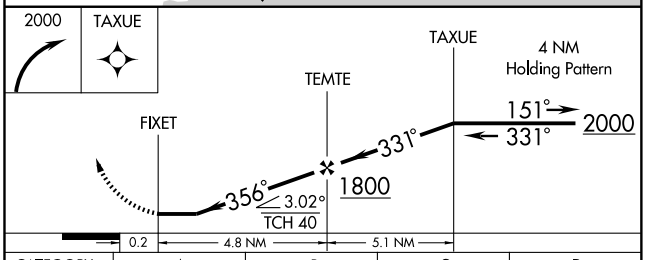
Use Ronald Reagan Washington National altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct TAXUE WP and hold.

POTOMAC APP CON	UNICOM
119.85 322.3	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	600 - 1	432 (500-1)	NA	
CIRCLING	760 - 1	589 (600-1)	NA	

LIRL Rwy 18-36

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC OTT 113.7 Chan 84	APP CRS 078°	Rwy Idg N/A TDZE N/A Apt Elev 171

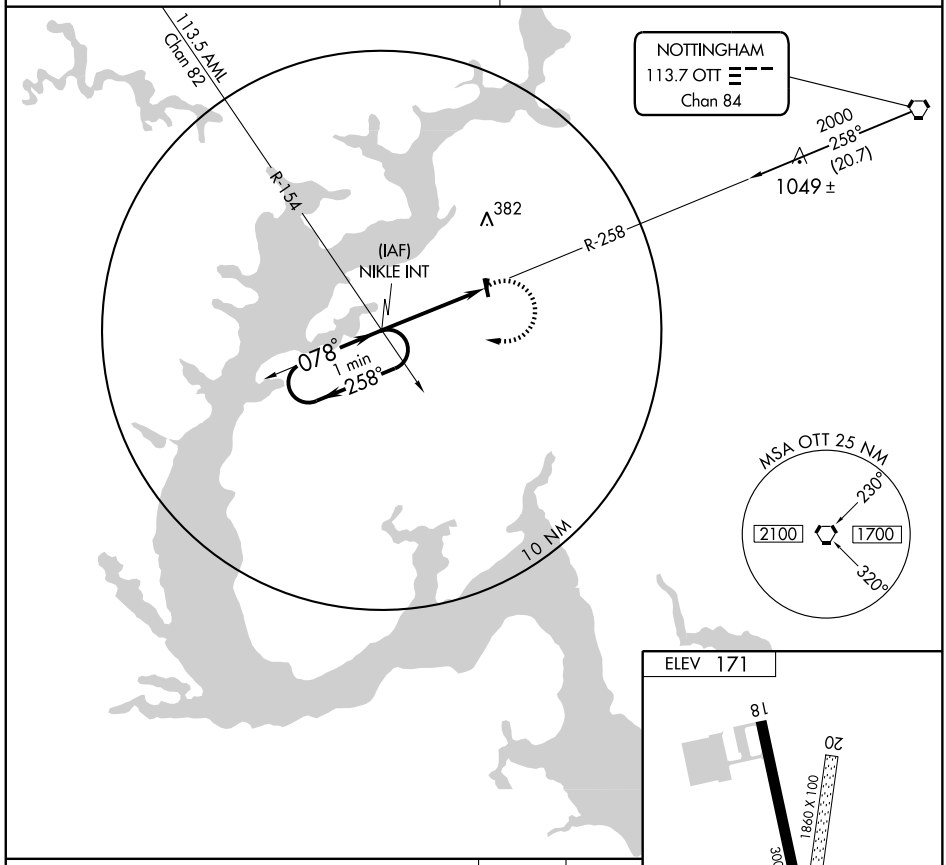
VOR-A

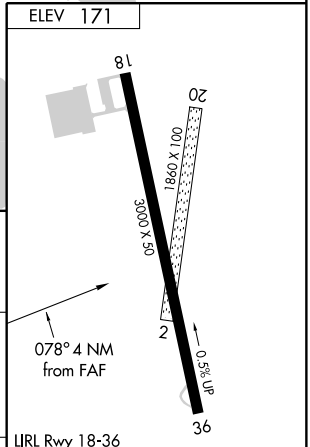
INDIAN HEAD/ MARYLAND (2W5)

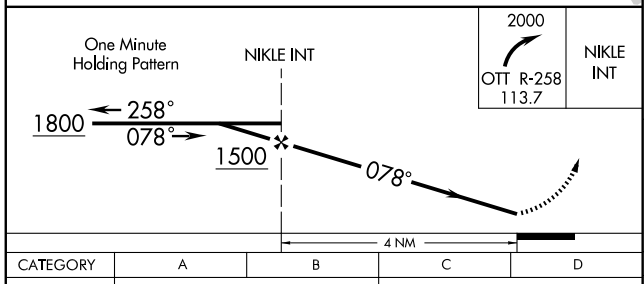
NA Use Ronald Reagan Washington National altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 via OTT R-258 to NIKLE Int and hold.

POTOMAC APP CON	UNICOM
119.85 322.3	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	760 - 1	589 (600-1)	NA	

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4150
CH 70502	112°	TDZE	142
W11A		Apt Elev	142

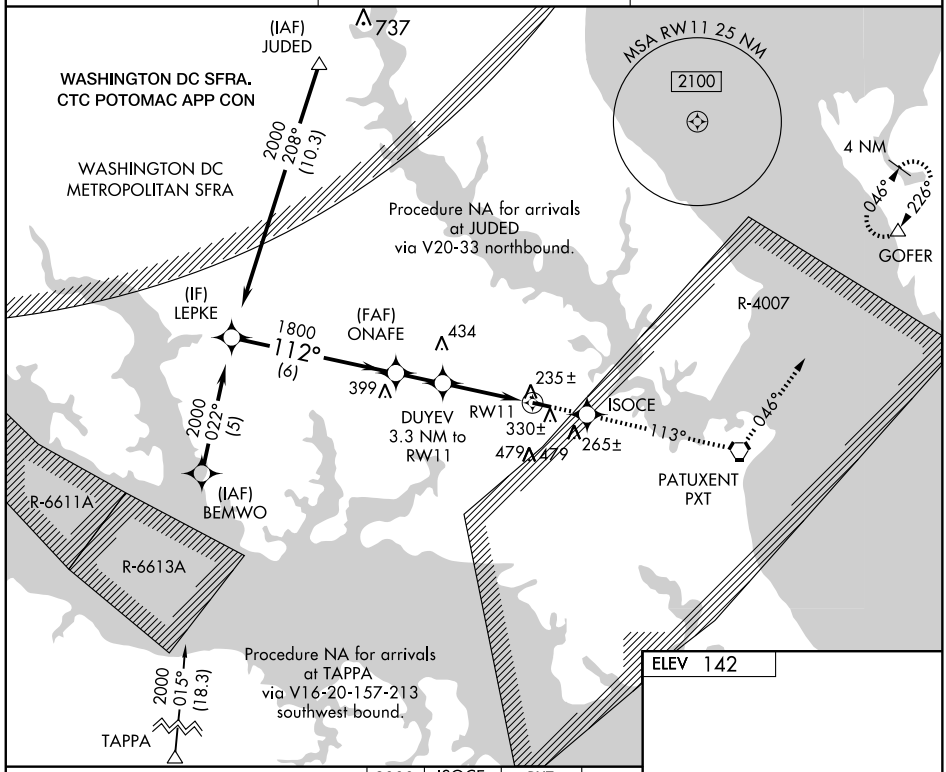
RNAV (GPS) RWY 11

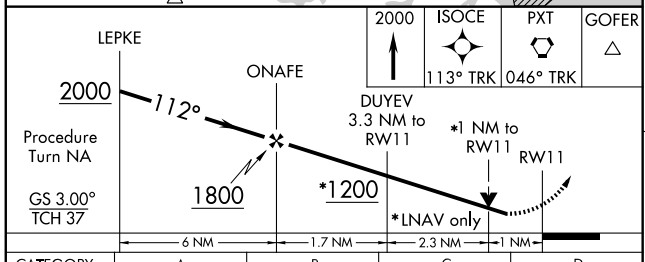
LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

Circling to Rwy 29 NA at night. If local altimeter setting not received, use Patuxent River altimeter setting and increase all DAs/MDAs 40 feet. DME/DME RNP-0.3 NA. VDP NA with Patuxent River altimeter setting. Visibility reduction by helicopters NA.

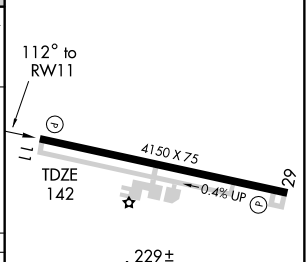
MISSED APPROACH: Climb to 2000 direct ISOCE and via 113° track to PXT VORTAC and 046° track to GOFER and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	440-1	298 (300-1)	NA	
LNAV MDA	500-1	358 (400-1)	NA	
CIRCLING	660-1	518 (600-1)	NA	



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 61313 W29A	APP CRS 292°	Rwy Idg 4150 TDZE 137 Apt Elev 142

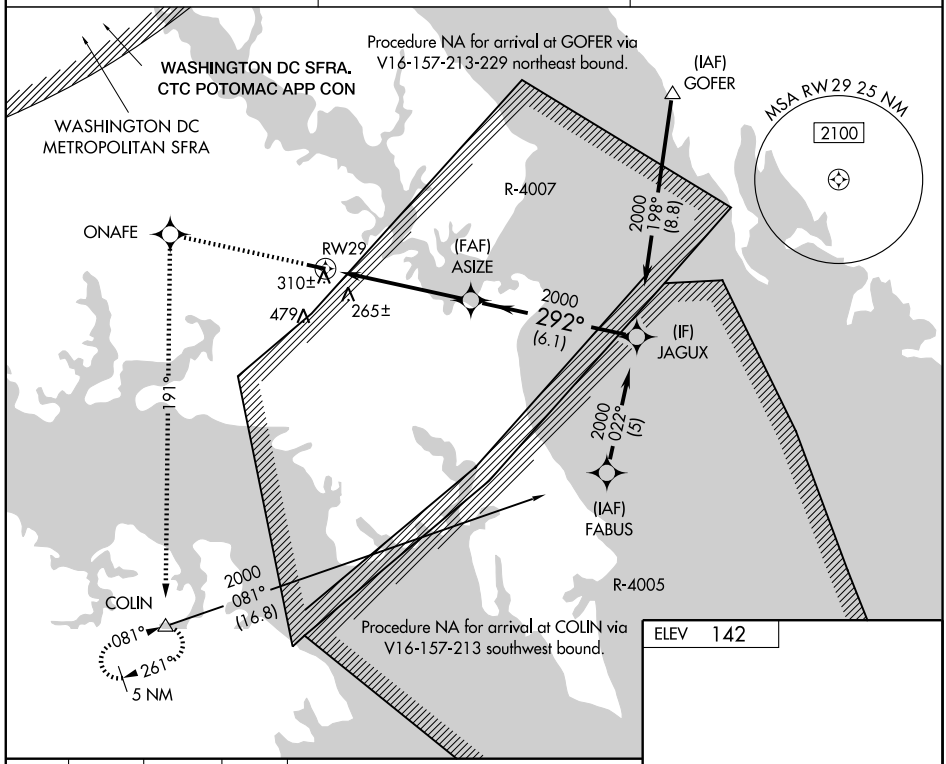
RNAV (GPS) RWY 29

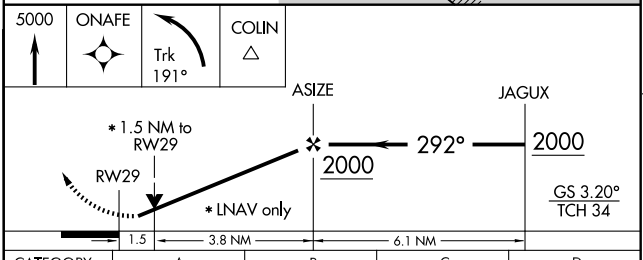
LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting note received, use Patuxent River altimeter setting and increase all DA 31 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Patuxent River altimeter setting.

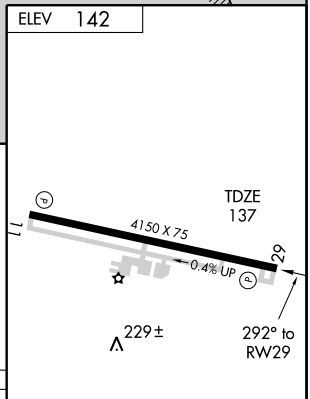
MISSED APPROACH: Climb to 5000 direct ONAFE and left turn via track 191° to COLIN and hold, continue climb-in-hold to 5000.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	480-1¼	343 (400-1¼)	NA	
LNAV/VNAV DA	610-1¾	473 (500-1¾)	NA	
LNAV MDA	620-1	483 (500-1)	NA	
CIRCLING	660-1	518 (600-1)	NA	



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC PXT	APP CRS	Rwy Idg	4150
117.6	293°	TDZE	137
Chan 123		Apt Elev	142

VOR or GPS RWY 29

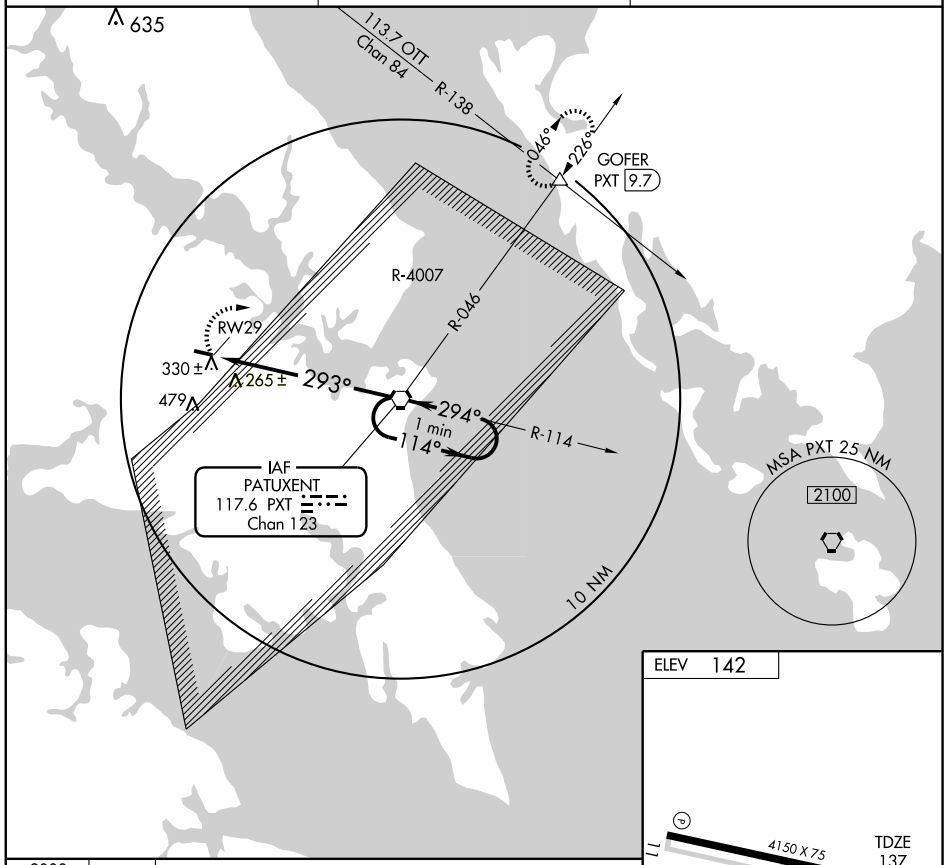
LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

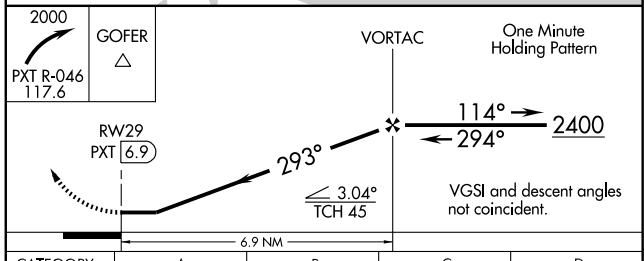
NA

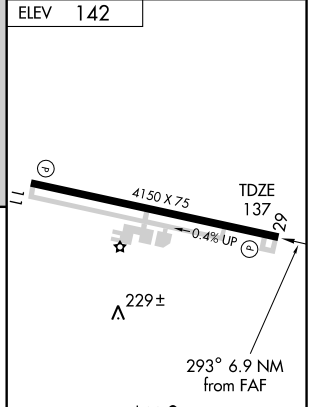
Use NAS Patuxent River altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via PXT R-046 to GOFER Int and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L







REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

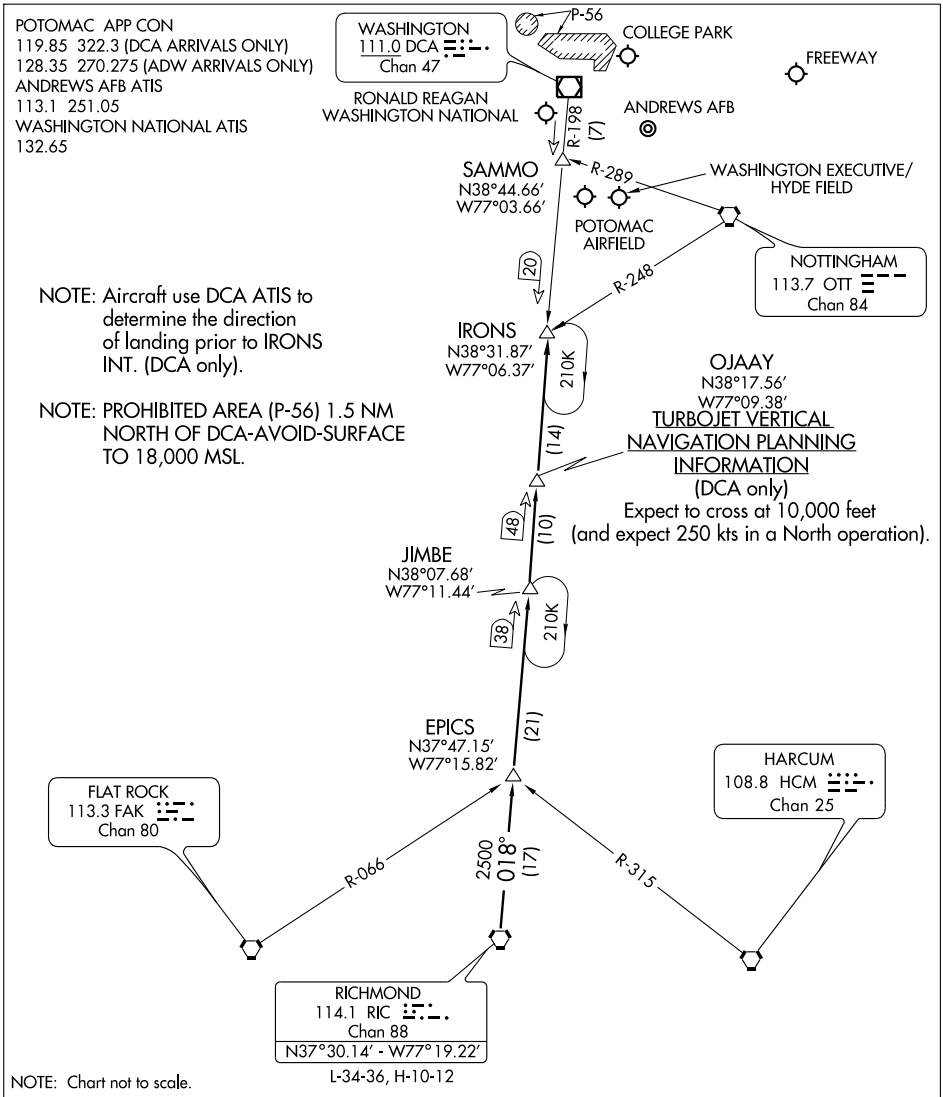
CATEGORY	A	B	C	D
S-29	680-1	543 (600-1)	NA	
CIRCLING	680-1	538 (600-1)	NA	

FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

NE-3. 14 JAN 2010 to 11 FEB 2010

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

APP CRS	Rwy Idg	2420
190°	TDZE	168
	Apt Elev	168

RNAV (GPS) RWY 18

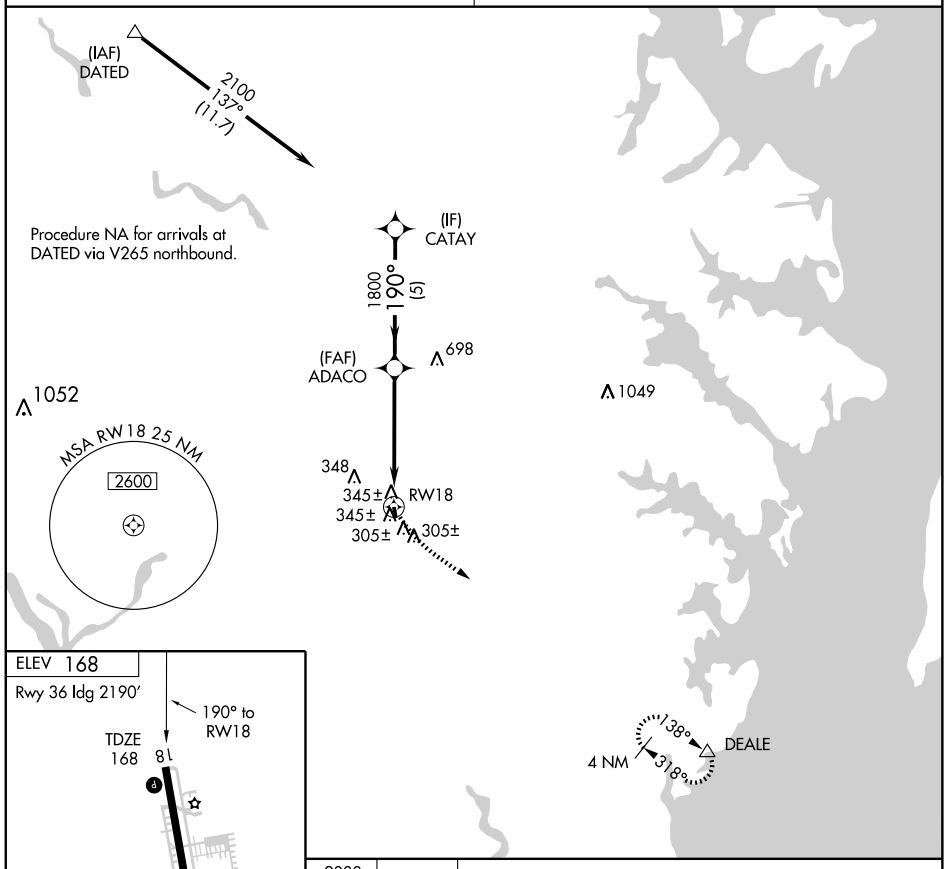
MITCHELLVILLE / FREEWAY (W00)

Use Andrews AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Straight-in and Circling minimums NA at night to Rwy 18.

MISSED APPROACH: Climbing left turn to 2000 direct DEALE WP and hold.

POTOMAC APP CON ★
119.3 335.5

UNICOM
123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 592 (600-1)		NA	
CIRCLING	760-1 592 (600-1)		NA	

NE-3. 14 JAN 2010 to 11 FEB 2010

MITCHELLVILLE, MARYLAND AL-6997 (FAA)

RNAV (GPS) RWY 36

MITCHELLVILLE / FREEWAY (W00)

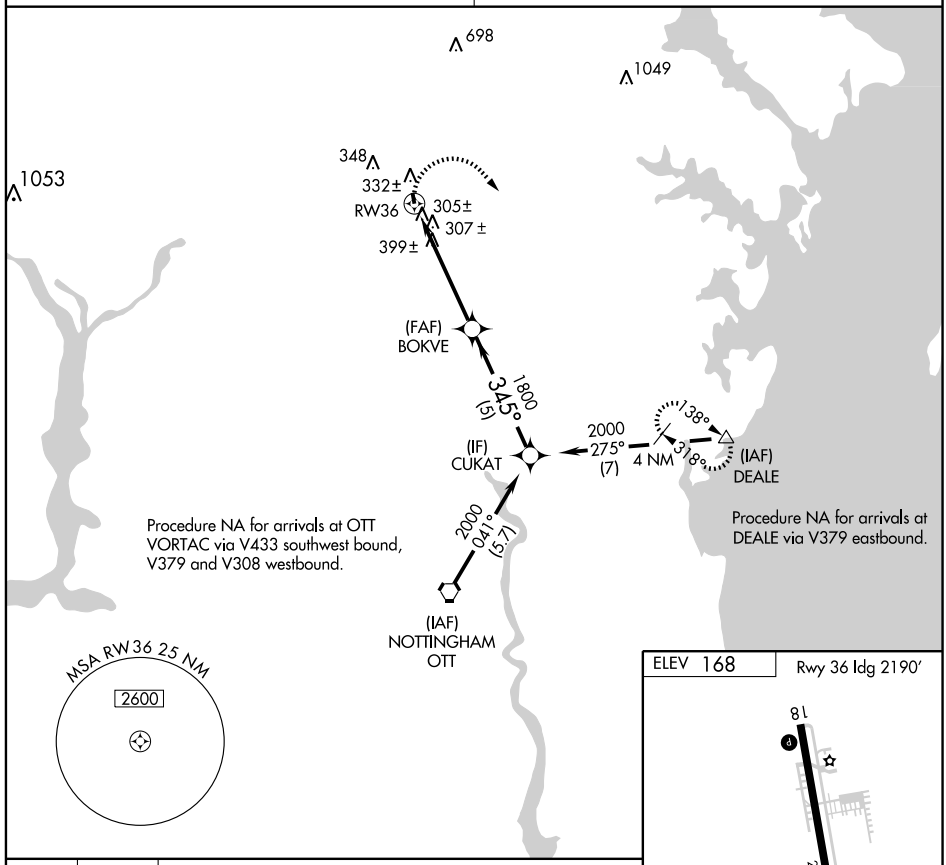
APP CRS	Rwy Idg	2190
345°	TDZE	168
	Apt Elev	168

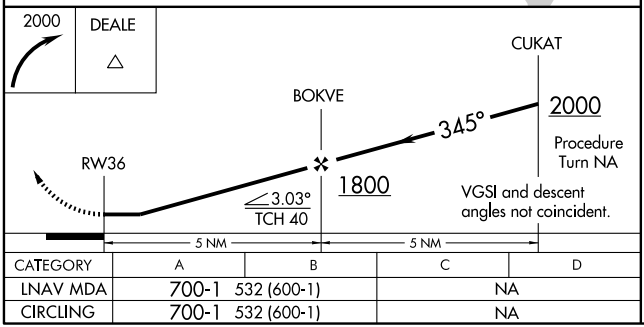
Use Andrews AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 18.

MISSED APPROACH: Climbing right turn to 2000 direct DEALE WP and hold.

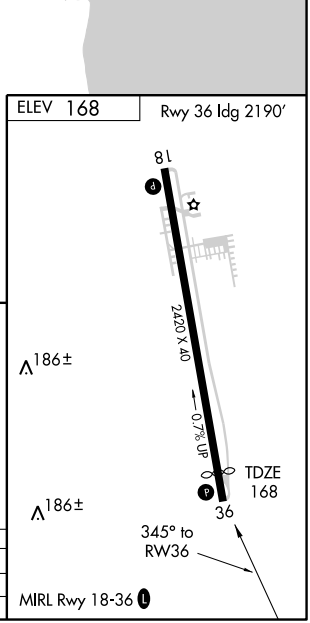
POTOMAC APP CON ★
119.3 335.5

UNICOM
123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	700-1 532 (600-1)		NA	
CIRCLING	700-1 532 (600-1)		NA	



NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
088°	TDZE	2933
	Apt Elev	2933

RNAV (GPS) RWY 9

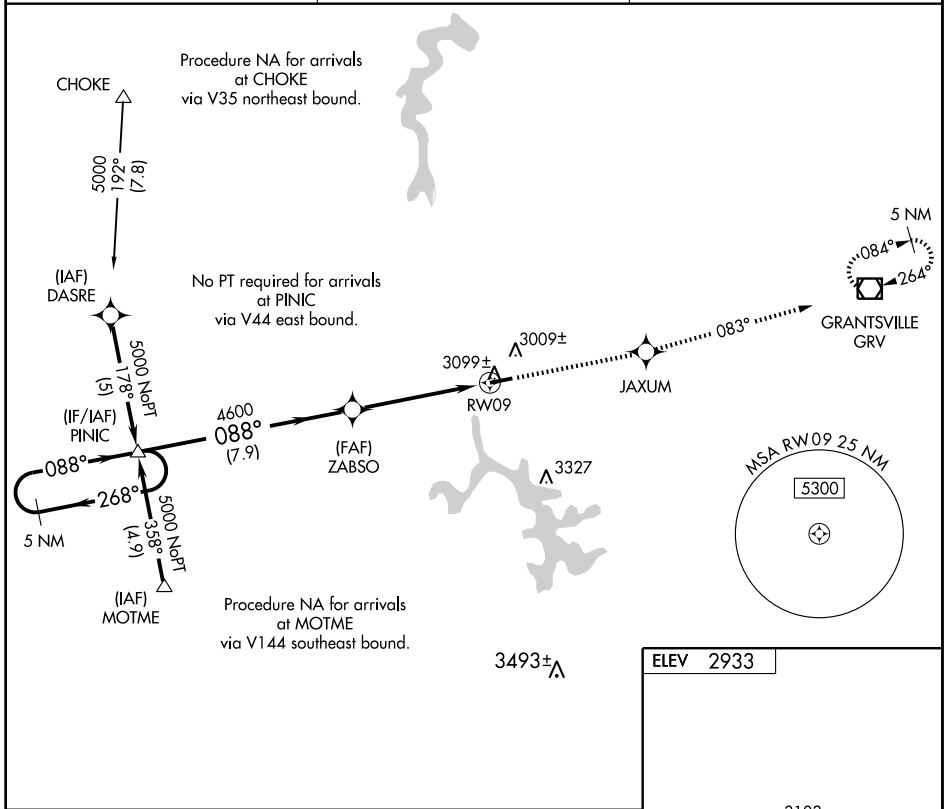
OAKLAND / GARRETT COUNTY (2G4)

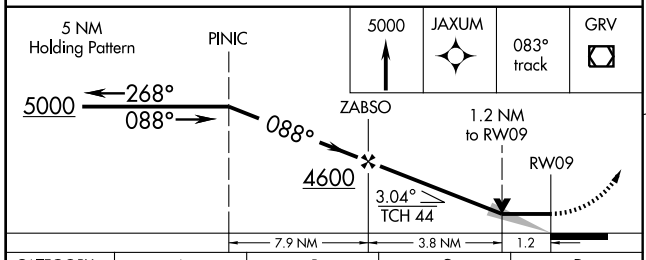
Procedure NA at night. VDP NA when using Morgantown altimeter setting. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, LNAV visibility Cat C ¾ mile and Circling Cat B ¾ mile, Cat C ¼ mile. DME/DME RNP-0.3 NA.

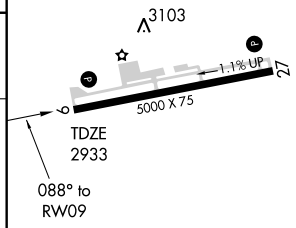
NA

MISSED APPROACH: Climb to 5000 direct JAXUM and via 083° track to GRV VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
120.125	124.4 327.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3360-1	427 (500-1)	3360-1¼ 427 (500-1¼)	NA
CIRCLING	3400-1	467 (500-1)	3400-1½ 467 (500-1½)	NA

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
268°	TDZE	2925
	Apt Elev	2933

RNAV (GPS) RWY 27

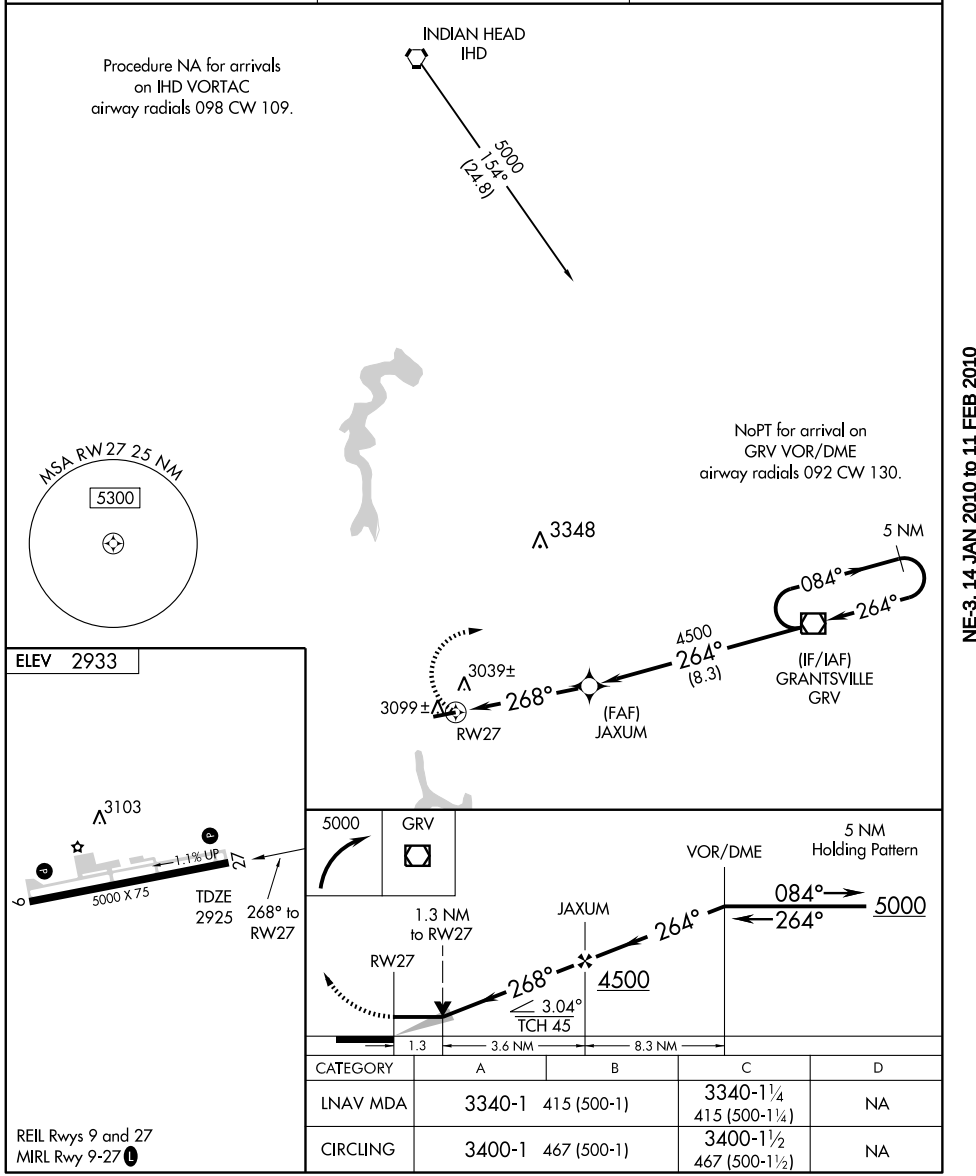
OAKLAND / GARRETT COUNTY (2G4)

Procedure NA at night. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, LNAV visibility Cat C ¾ mile and Circling Cat B ¼ mile, Cat C ¾ mile. VDP NA when using Morgantown altimeter setting. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 5000 direct GRV VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
120.125	124.4 327.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3340-1	415 (500-1)	3340-1¼ 415 (500-1¼)	NA
CIRCLING	3400-1	467 (500-1)	3400-1½ 467 (500-1½)	NA

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

VOR/DME GRV	APP CRS	Rwy Idg	5000
112.3	264°	TDZE	2925
Chan 70		Apt Elev	2933

VOR RWY 27

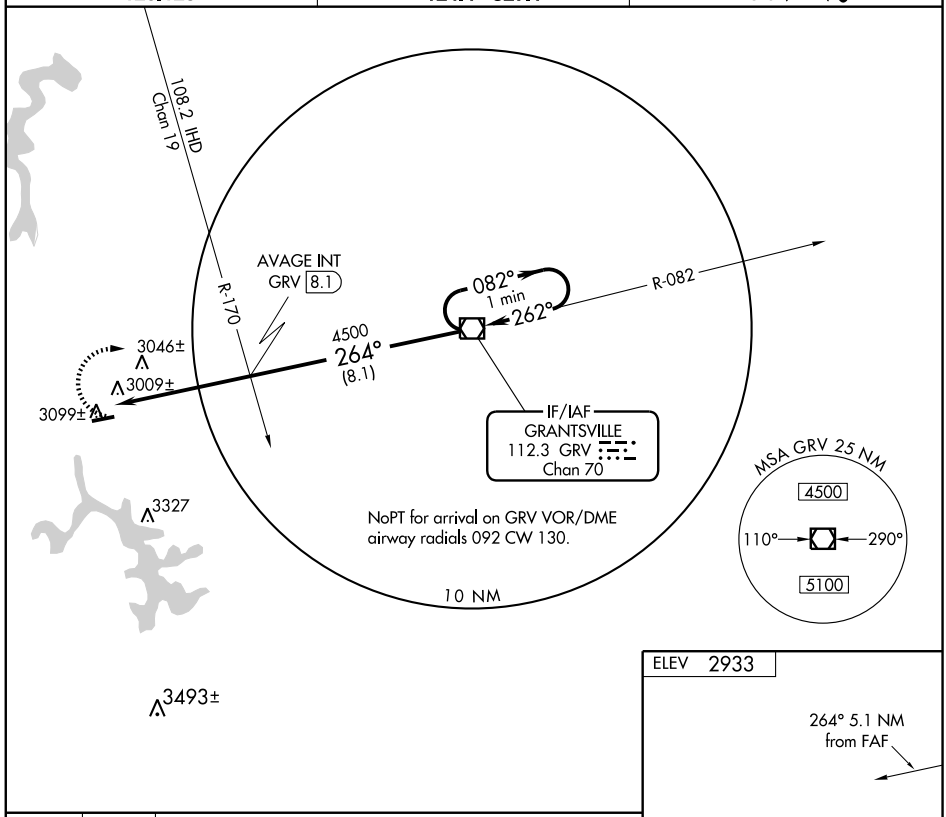
OAKLAND/GARRETT COUNTY (2G4)

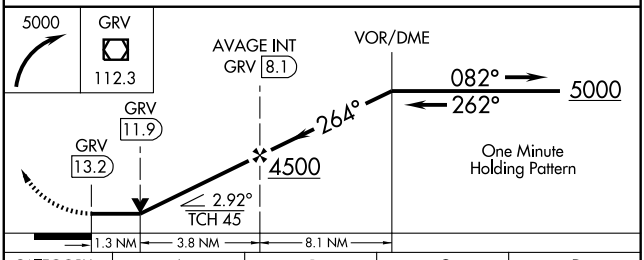
When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, S-27 visibility Cat C ¾ mile and Circling Cat B ¼ mile, Cat C ¾ mile. VDP NA when using Morgantown altimeter setting.

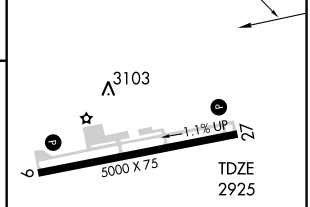
NA

MISSED APPROACH: Climbing right turn to 5000 direct GRV VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
120.125	124.4 327.1	123.0 (CTAF) L







REIL Rwys 9 and 27
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-27	3340-1	415 (500-1)	3340-1¼ 415 (500-1¼)	NA
CIRCLING	3400-1	467 (500-1)	3400-1½ 467 (500-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3. 14 JAN 2010 to 11 FEB 2010

OCEAN CITY, MARYLAND

AL-5284 (FAA)

LOC RWY 14

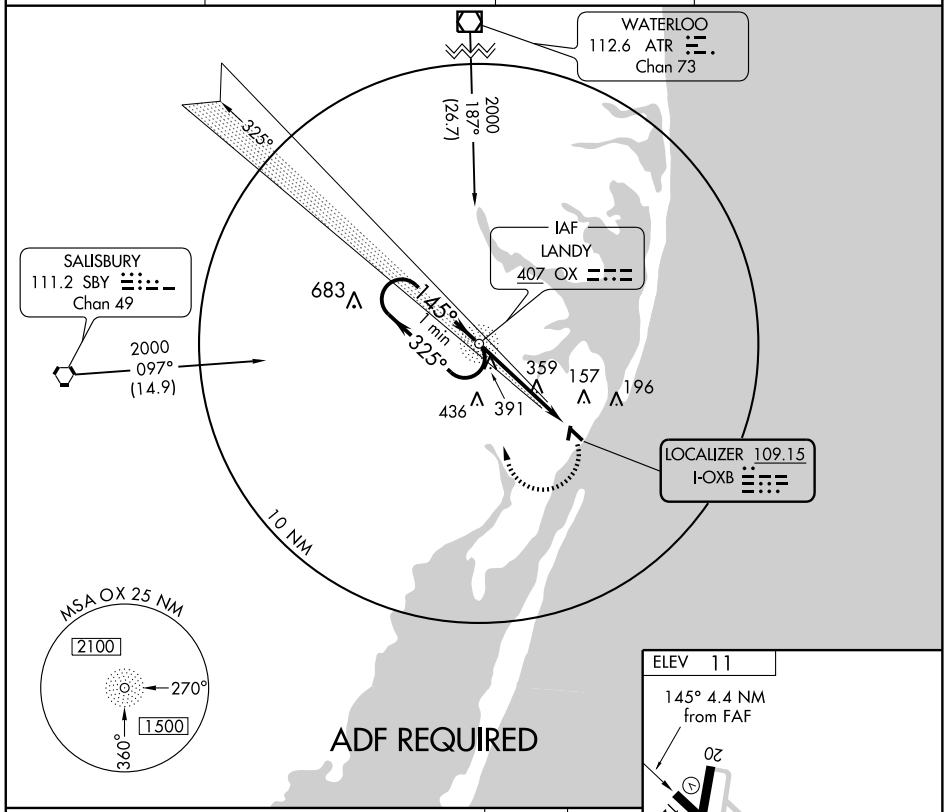
OCEAN CITY MUNI (OXB)

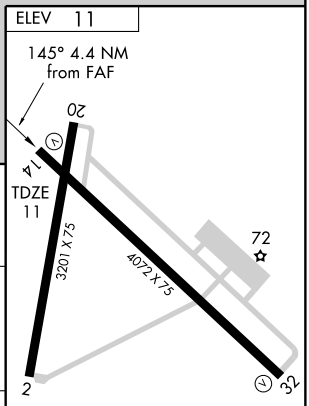
LOC I-OXB	APP CRS	Rwy Idg	4072
109.15	145°	TDZE	11
		Apt Elev	11

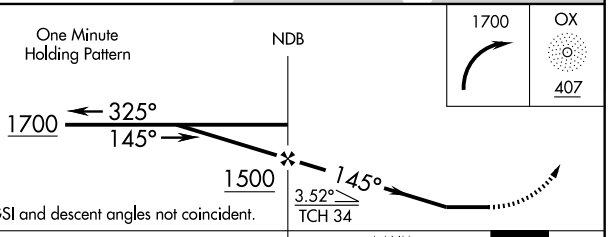
NA

MISSED APPROACH: Climbing right turn to 1700 direct OX NDB and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-14	700-1	689 (700-1)	700-2 689 (700-2)	700-2¼ 689 (700-2¼)
CIRCLING	700-1	689 (700-1)	700-2 689 (700-2)	720-2¼ 709 (800-2¼)

MIRL Rwys 2-20 and 14-32 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 14 JAN 2010 to 11 FEB 2010

OCEAN CITY, MARYLAND

AL-5284 (FAA)

RNAV (GPS) RWY 2

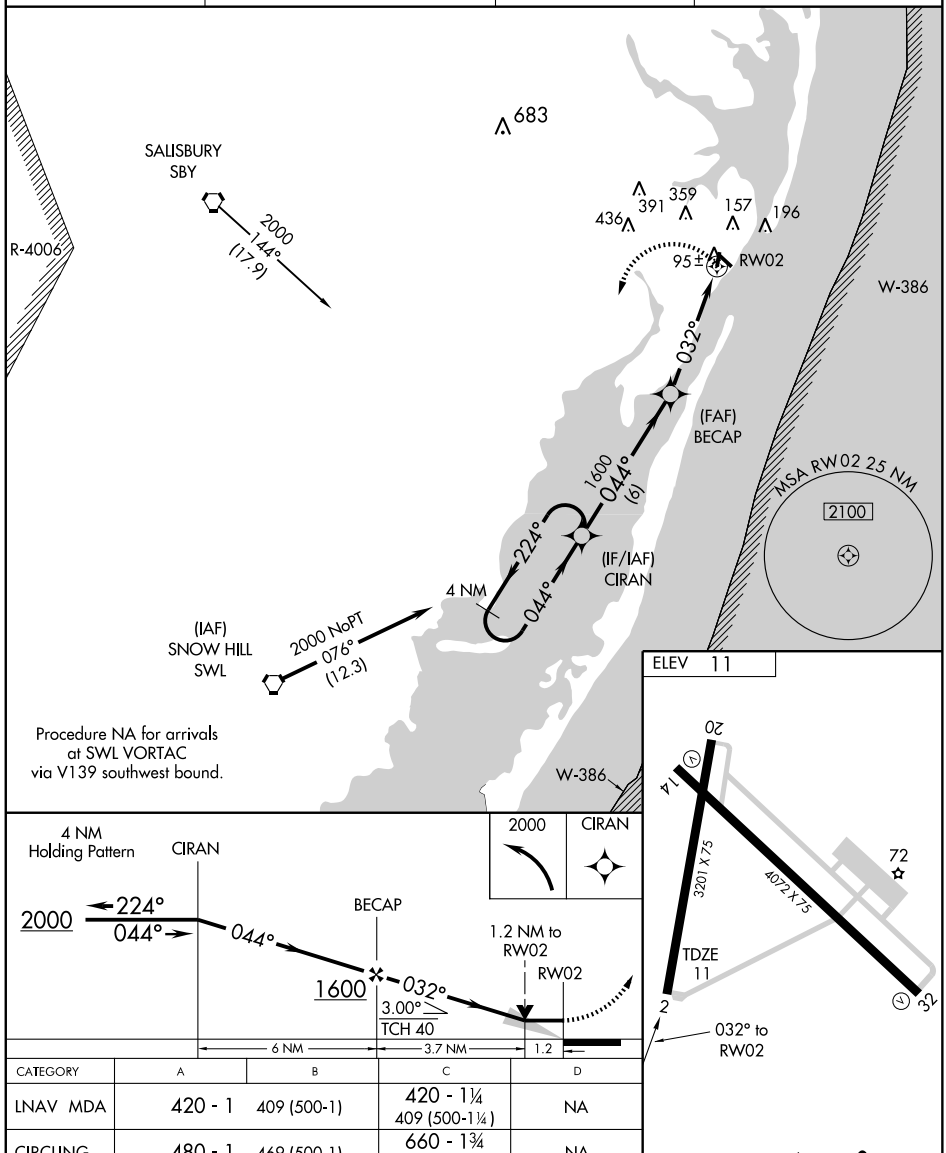
OCEAN CITY MUNI (OXB)

APP CRS	Rwy ldg	3201
032°	TDZE	11
	Apt Elev	11

If local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct CIRAN and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	420 - 1	409 (500-1)	420 - 1¼ 409 (500-1¼)	NA
CIRCLING	480 - 1	469 (500-1)	660 - 1¾ 649 (700-1¾)	NA

MIRL Rwys 2-20 and 14-32 L

NE-3. 14 JAN 2010 to 11 FEB 2010

OCEAN CITY, MARYLAND

AL-5284 (FAA)

RNAV (GPS) RWY 14

OCEAN CITY MUNI (OXB)

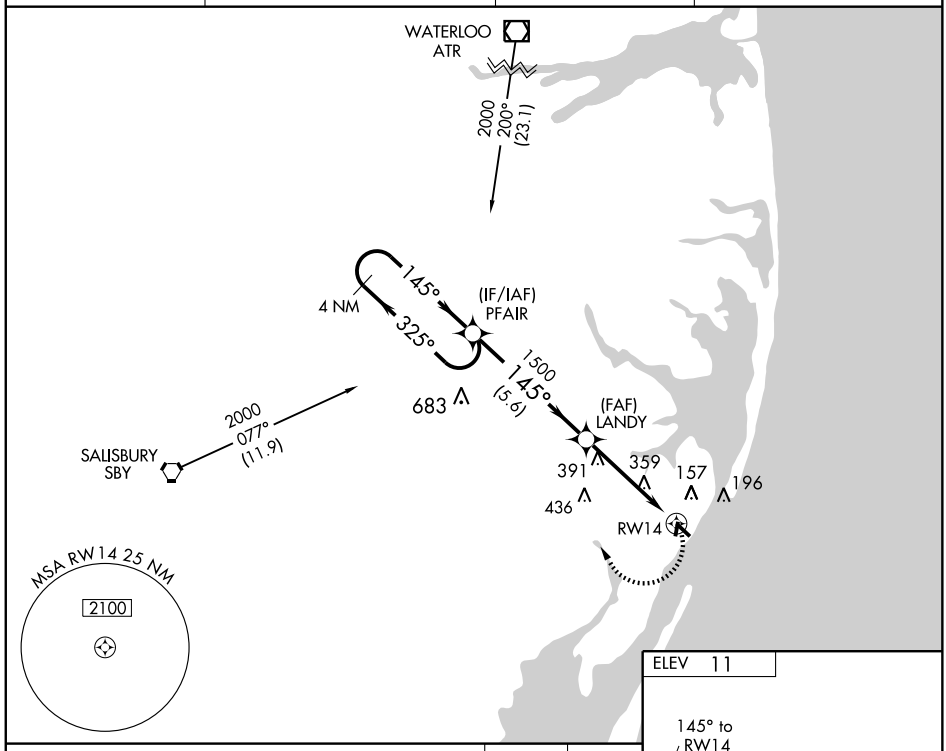
APP CRS	Rwy Idg	4072
145°	TDZE	11
	Apt Elev	11

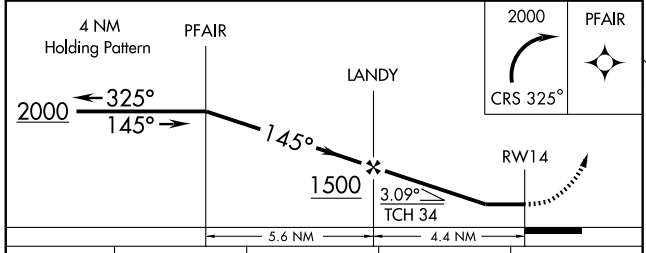
NA

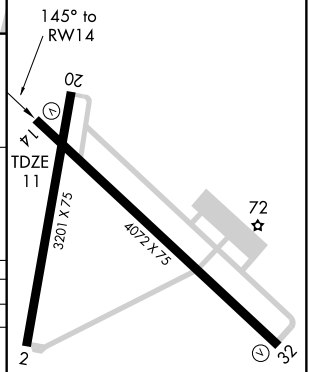
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 via 325° course to PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	700-1 689 (700-1)		700-2 689 (700-2)	700-2¼ 689 (700-2¼)
CIRCLING	700-1 689 (700-1)		700-2 689 (700-2)	720-2¼ 709 (800-2¼)

MIRL Rwys 2-20 and 14-32 L

NE-3. 14 JAN 2010 to 11 FEB 2010

OCEAN CITY, MARYLAND

AL-5284 (FAA)

WAAS CH **40413** **W32A**	APP CRS **325°**	Rwy ldg **4072** TDZE **11** Apt Elev **11**

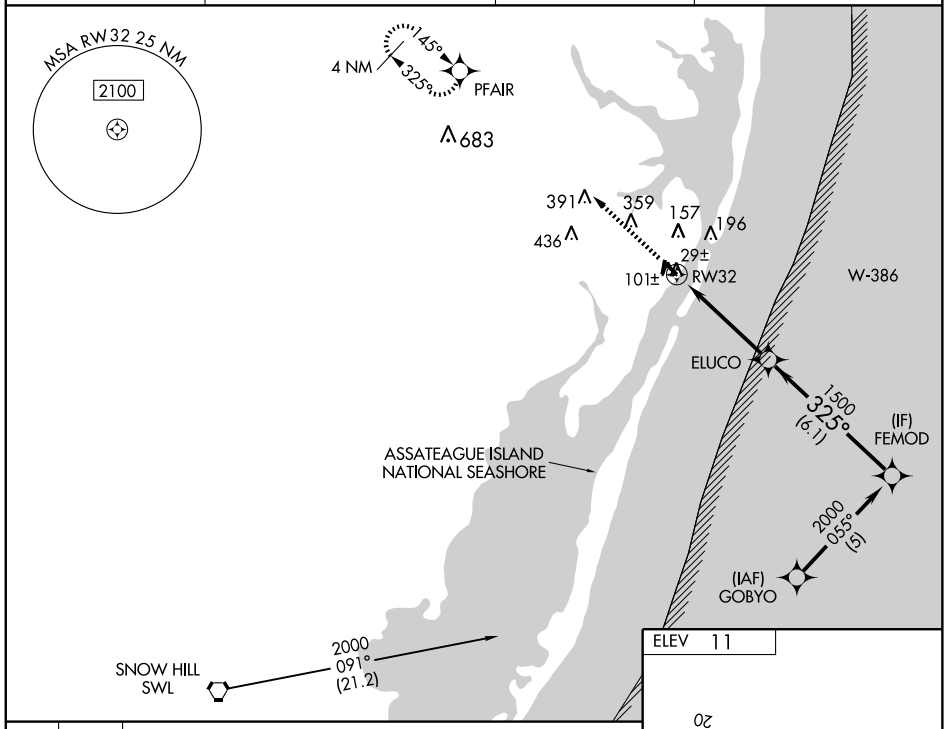
RNAV (GPS) RWY 32

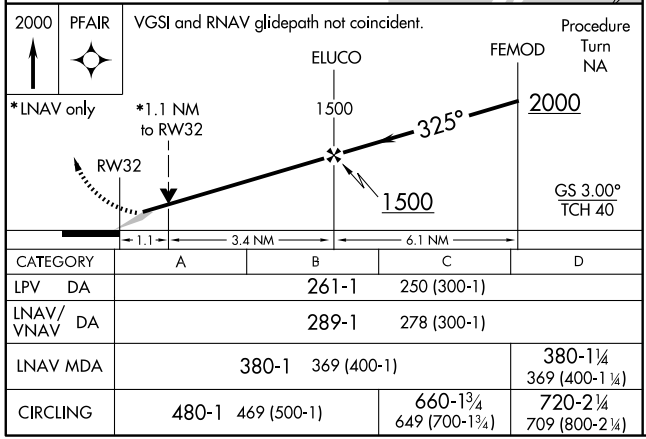
OCEAN CITY MUNI (OXB)

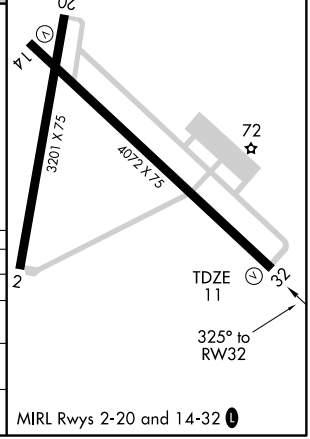
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	**127.95 314.0**	**121.75**	**123.05** (CTAF) L







CATEGORY	A	B	C	D
LPV DA		261-1	250 (300-1)	
LNAV/VNAV DA		289-1	278 (300-1)	
LNAV MDA	380-1	369 (400-1)		380-1¼ 369 (400-1¼)
CIRCLING	480-1 469 (500-1)		660-1¾ 649 (700-1¾)	720-2¼ 709 (800-2¼)

MIRL Rwys 2-20 and 14-32 L

NE-3. 14 JAN 2010 to 11 FEB 2010

OCEAN CITY, MARYLAND

AL-5284 (FAA)

VORTAC SBY	APP CRS	Rwy Idg	N/A
111.2	108°	TDZE	N/A
Chan 49		Apt Elev	11

VOR-A

OCEAN CITY MUNI (OXB)

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 via SBY R-094 to CBEAV Int/11.7 DME and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L

1048

WATERLOO
112.6 ATR
Chan 73

2000
191°
(29.4)

R-202

R-191

10 NM

IAF
SALISBURY
111.2 SBY
Chan 49

CBEAV
SBY 11.7

094°
274°

R-094

2000 NoPT
108°
(7.4)

R-108

1500
108°
(6)

108°
1 min
288°

391
436
359
157
196

R-4006

LEWES INT
SBY 7.4

KEYEL
SBY 18.2

(IAF)
CODNI INT
SBY 13.4

R-025

R-034

W-386

2000 NoPT
025°
(17.3)

MSA SBY 25 NM
180°
2100
090°
1700

IAF
SNOW HILL
112.4 SWL
Chan 71

ELEV 11

108° 4.8 NM
from FAF

20

14

3201 X 75

4072 X 75

72

2

32

MIRL Rwys 2-20 and 14-32 L

One Minute
Holding Pattern

CODNI INT
SBY 13.4

1800

288°
108°

1500

108°

KEYEL
SBY 18.2

4.8 NM

2000
SBY R-094
111.2

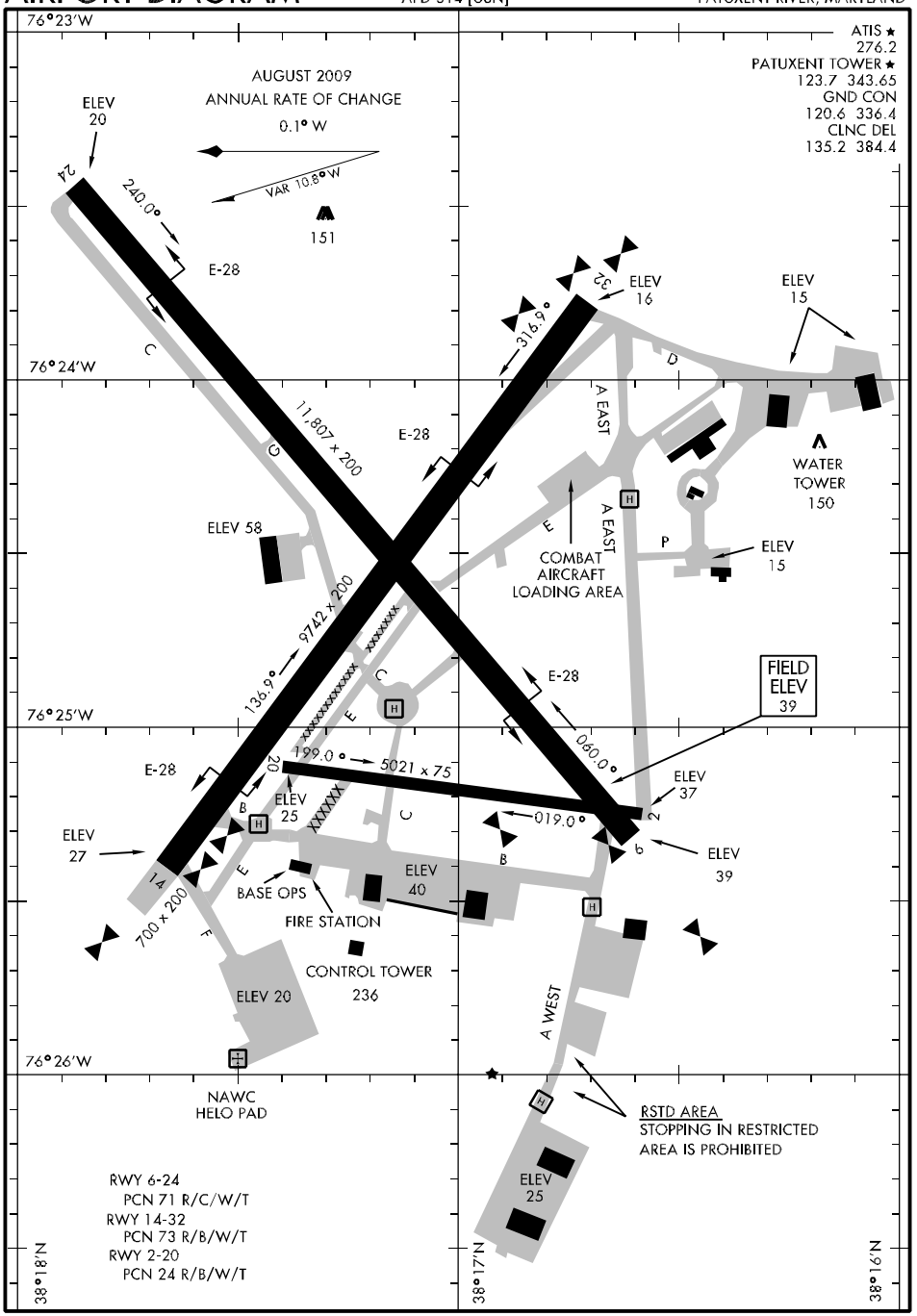
CBEAV

CATEGORY	A	B	C	D
CIRCLING	860-1 849 (900-1)	860-1¼ 849 (900-1¼)	860-2½ 849 (900-2½)	860-2¾ 849 (900-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3. 14 JAN 2010 to 11 FEB 2010



NE-3, 14 JAN 2010 to 11 FEB 2010

HI-TACAN RWY 6

VORTAC PXT	APCH CRS	Rwy ldg 11,807
117.6	065°	TDZE 39
Chan 123		Arpt Elev 39

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

* When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾.
** When ALS inop, increase vis to ½ mile.

ALSF-1

MISSED APPROACH: Climb to 2500 direct PXT VORTAC, then via PXT R-050 to SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	

*** For LOCAL USE ONLY 15,000 or as assigned.

†12,000 or as assigned.

††10,000 or as assigned.

MSA PXT 25 NM
170°
2000
1600
025°

20 NM

† (IAF) SOUCI PXT 21

PXT 21

R-050

Max holding alt 16,000

050°

230°

PXT 11 Arc

PXT to BYNAM 2500 245° (11)

2500

546

SPRIG PXT 11 7000

399

R-4007

177

242

PATUXENT 117.6 PXT Chan 123

BYNAM PXT 11

MUBLE PXT 5

USUYA PXT 11

R-4002

R4006

510

515

181

††(IAF) MODEE PXT 19

065°

245°

R-245

PXT 19

PXT 11 Arc

2500

HELEM PXT 13 7000

Max holding alt 16,000

150°

330°

PXT 25

***(IAF) ADDAM PXT 25

R-150

559

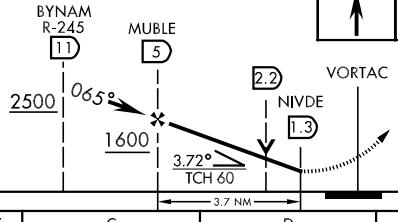
540

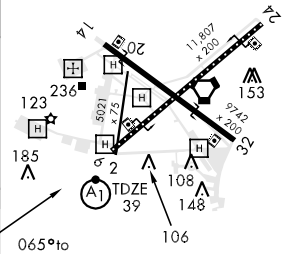
Max holding alt 16,000

EMERG SAFE ALT 100 NM 6100

ELEV 39

2500 | PXT | SPRIG PXT R-050 11





CATEGORY	C	D	E
S-6 *	500-¾ 461 (500-¾)	500-1 461 (500-1)	500-1¼ 461 (500-1¼)
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)
S-PAR 6 **	139-¼	100 (100-¼)	GS 3.0°

HIRL all Rwys

NE-3, 14 JAN 2010 to 11 FEB 2010

HI-TACAN RWY 14

VORTAC PXT	APCH CRS	Rwy ldg	9472
117.6	127°	TDZE	27
Chan 123		Arpt Elev	39

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

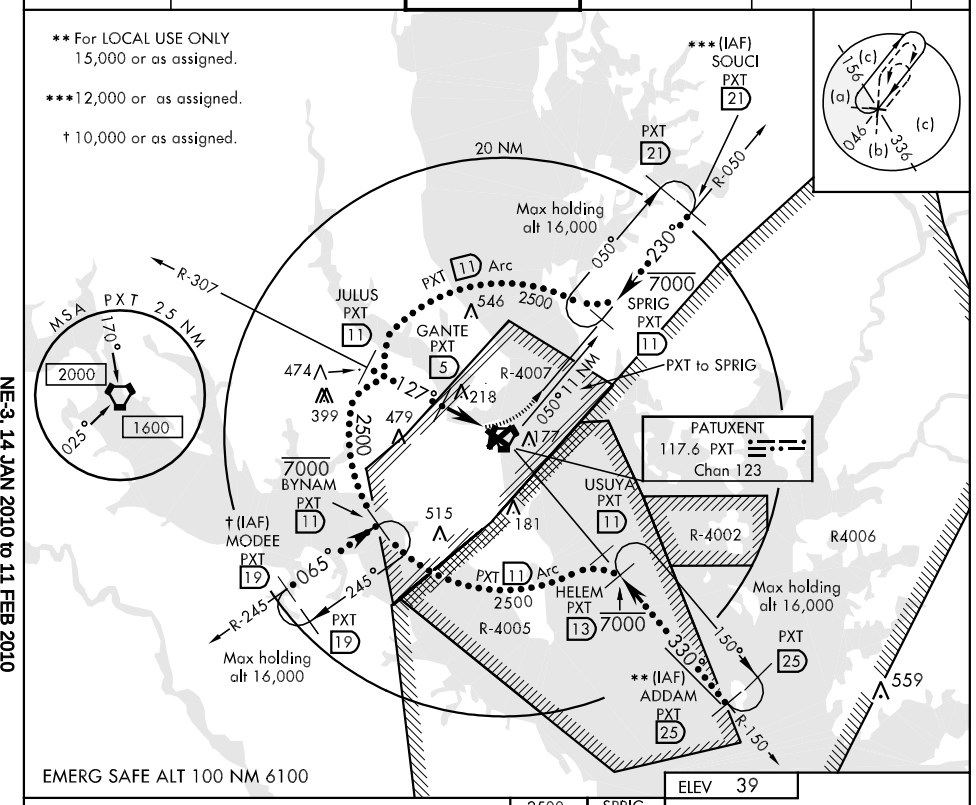
MISSED APPROACH: Climbing left turn to 2500, intercept the PXT R-050 to SPRIG and hold.

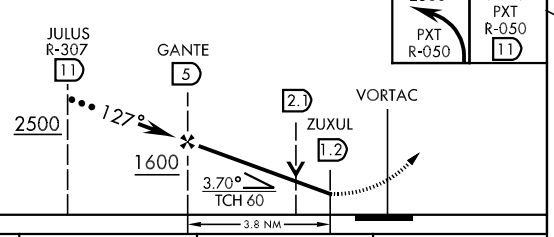
ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	

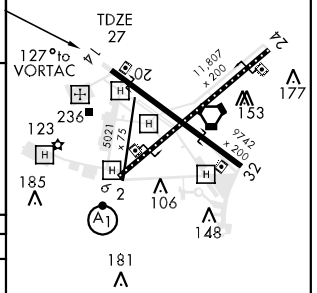
** For LOCAL USE ONLY
15,000 or as assigned.

***12,000 or as assigned.

† 10,000 or as assigned.







CATEGORY	C	D	E
S-14	480-1¼ 453 (500-1¼)	480-1½ 453	(500-1½)
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)
S-PAR 14	127-½	100 (100-½)	GS 3.0°

HIRL Rwy 14-32, 6-24

HI-TACAN RWY 24

VORTAC PXT	APCH CRS	Rwy ldg 11,807	JAL-314 [USN]	PATUXENT RIVER NAS (TRAPNELL FIELD)	(KNHK)
117.6 Chan 123	230°	TDZE 20 Arpt Elev 39			

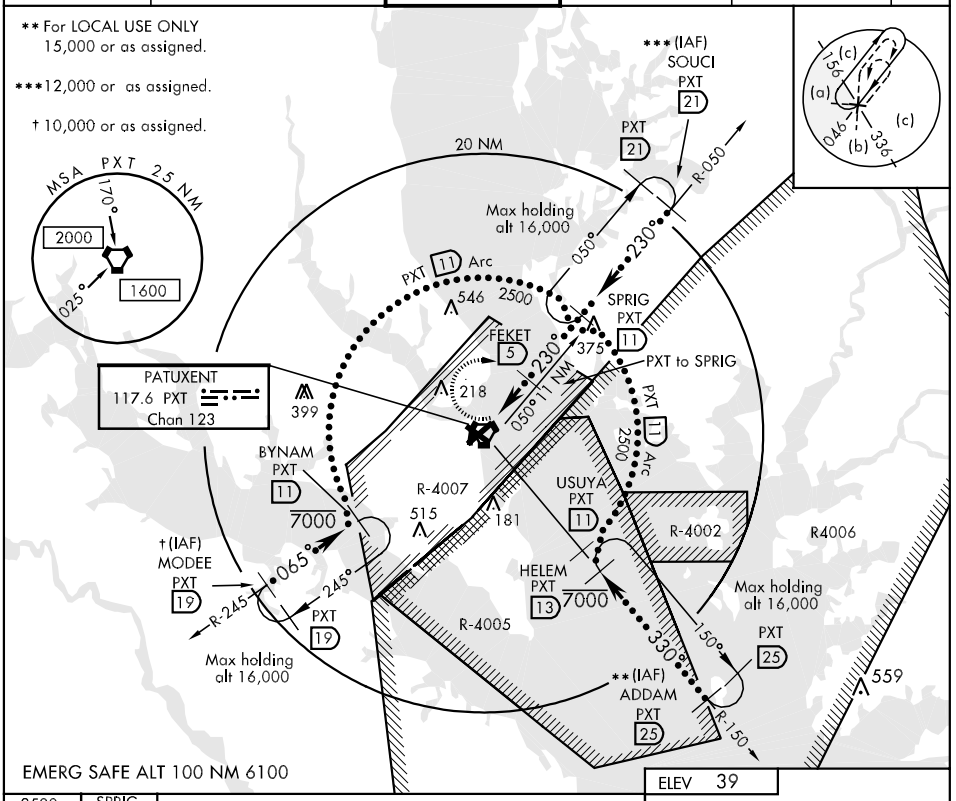
MISSED APPROACH: Climing right turn to 2500, intercept PXT R-050 to SPRIG and hold.

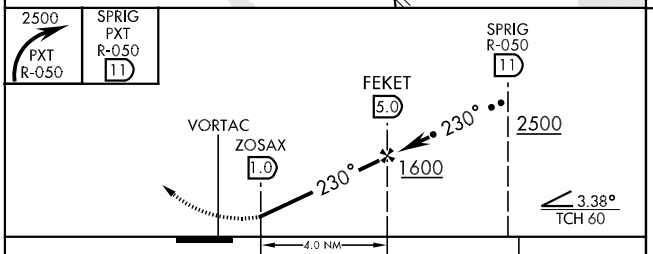
ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	

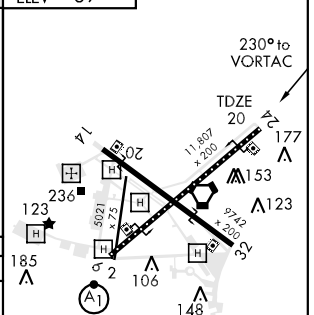
** For LOCAL USE ONLY
15,000 or as assigned.

***12,000 or as assigned.

† 10,000 or as assigned.







CATEGORY	C	D	E
S-24	440-1¼ 420 (500-1¼)		440-1½ 420 (500-1½)
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)
S-PAR 24	120-½ 100 (100-½) GS 3.0°		

HIRL Rwy 14-32, 6-24

HI-TACAN RWY 32

VORTAC PXT	APCH CRS	Rwy ldg	9742
117.6	330°	TDZE	18
Chan 123		Arpt Elev	39

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

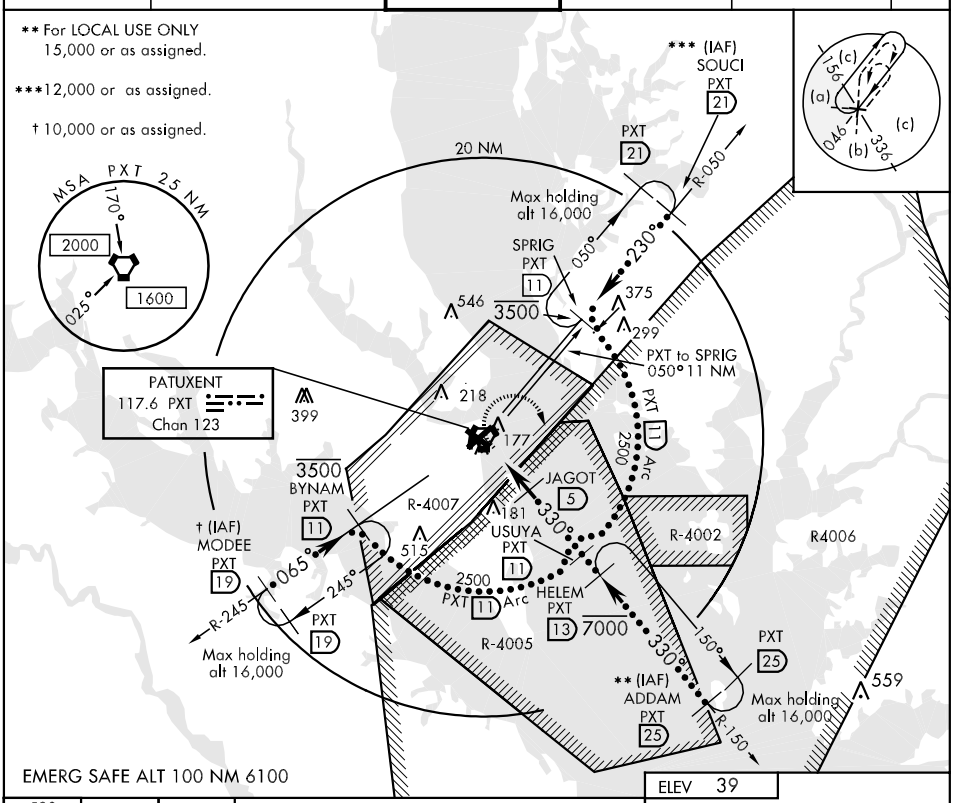
MISSED APPROACH: Climb to 500, then climbing right turn to 2500, intercept PXT R-150 to HELEM and hold.

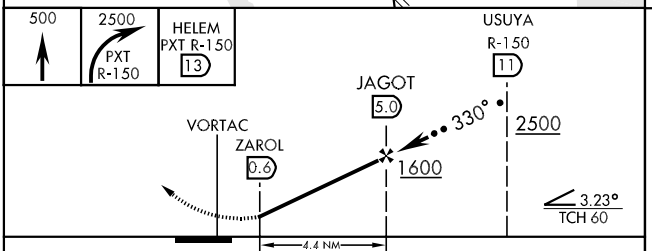
ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	

** For LOCAL USE ONLY
15,000 or as assigned.

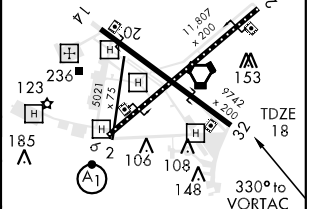
***12,000 or as assigned.

† 10,000 or as assigned.





ELEV 39



CATEGORY	C	D	E
S-32	400-1 382 (400-1)	400-1¼ 382 (400-1¼)	
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)
S-PAR 32	268-1	250 (300-1) GS 3.0°	

HIRL Rwy 14-32, 6-24

NDB/DME RWY 6

NDB NHK	APCH CRS	Rwy ldg 11,807
400	066°	TDZE 39
		Arpt Elev 39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

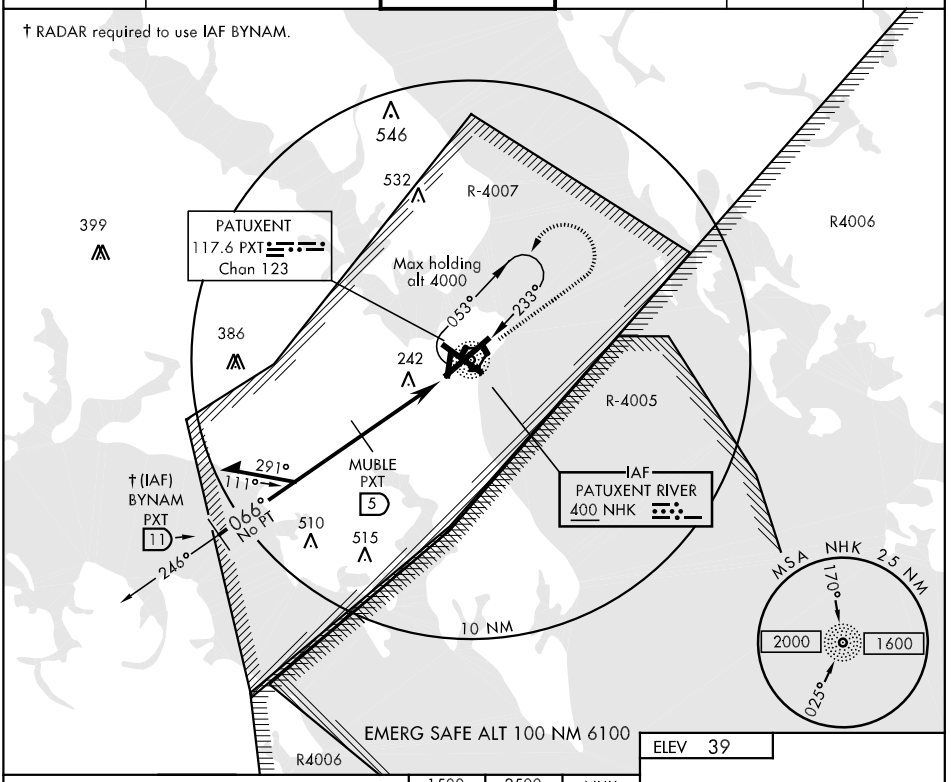
▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

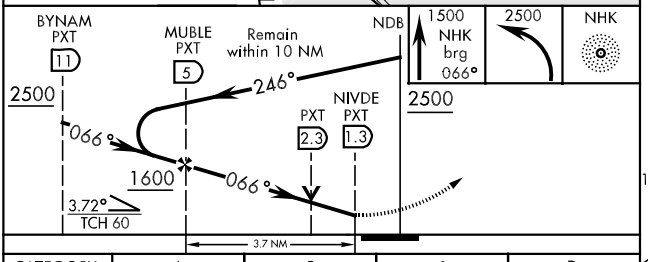
ALSF-1

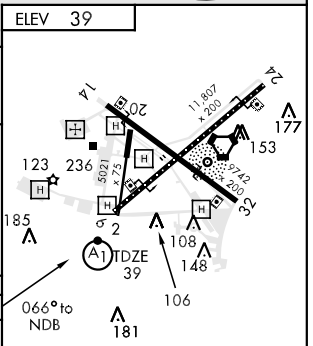
MISSED APPROACH: Climb to 1500 via NHK 066° bearing, then climbing left turn to 2500 direct NHK NDB and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	

† RADAR required to use IAF BYNAM.







CATEGORY	A	B	C	D
S-6 *	560-½ 521	(600-½)	560-1 521 (600-1)	560-1¼ 521 (600-1¼)
CIRCLING	560-1 521	(600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)
S-PAR 6 **	139-¼ 100		(100-¼) GS 3.0°	

HIRL Rwy 14-32, 6-24

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

RNAV (GPS) RWY 6

APCH CRS	Rwy ldg	11,807
059°	TDZE	39
	Arpt Elev	39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** When ALS inop, increase vis CAT ABCD to 1¾ miles.
*** When ALS inop, increase vis to ½ mile.

ALSF-1

MISSED APPROACH: Climb to 2500 direct SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	

For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.

546

050° 230° SPRIG

399

R-4007

R4006

386

RW06

242

ITIBE

2500

240° (11.8) PXT to WETUT

(FAF) YAUNS

059°

1600

059° (5.9)

510

515

(IAF) WETUT

Max holding alt 8000

059° 239°

6 NM

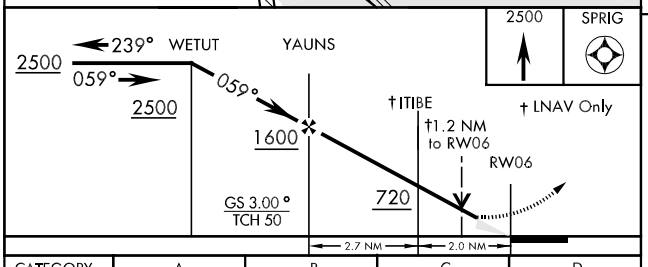
MSA RW6 25 NM

2000

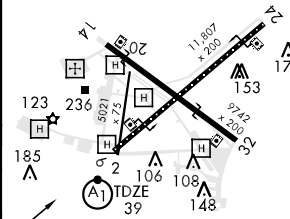
R-4005

PATUXENT 117.6 PXT Chan 123

EMERG SAFE ALT 100 NM 6100



ELEV 39



HIRL Rwy 14-32, 6-24

CATEGORY	A	B	C	D
LNAV MDA*	460-½ 421 (500-½)		460-¾ 421 (500-¾)	460-1 421 (500-1)
LNAV/ ** VNAV DA	540-1¼ 501 (600-1¼)			
CIRCLING	540-1¾ 501 (600-1¾)	560-1¾ 521 (600-1¾)		600-2 561 (600-2)
S-PAR 6***	139-¼ 100 (100-¼) GS 3.00°			

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 14

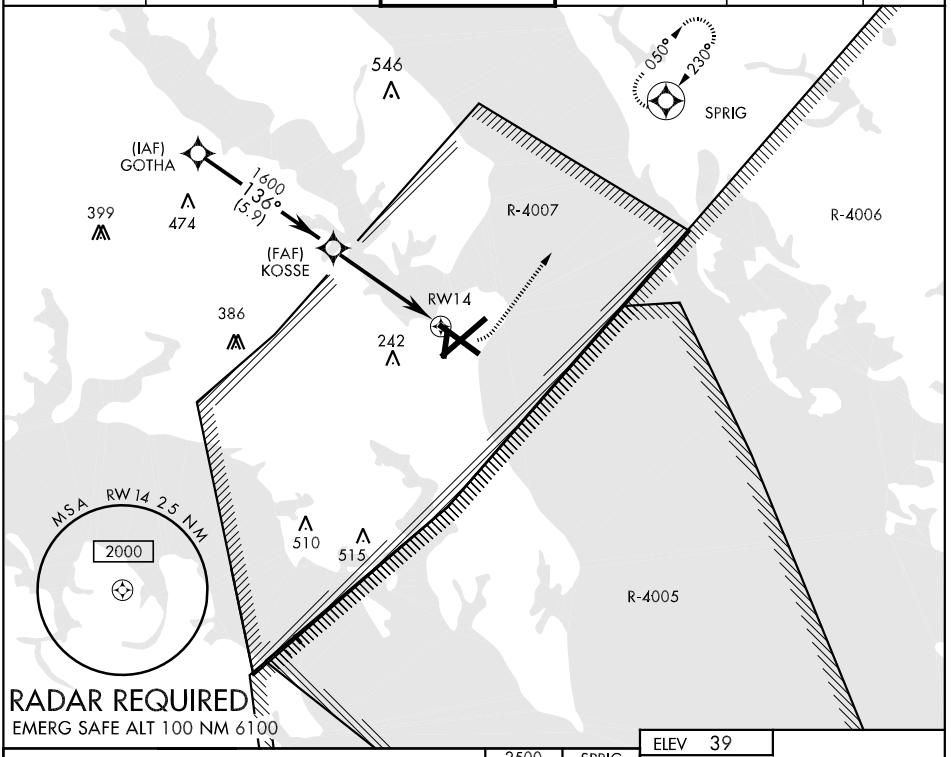
APCH CRS	Rwy Idg	9742
136°	TDZE	27
	Arpt Elev	39

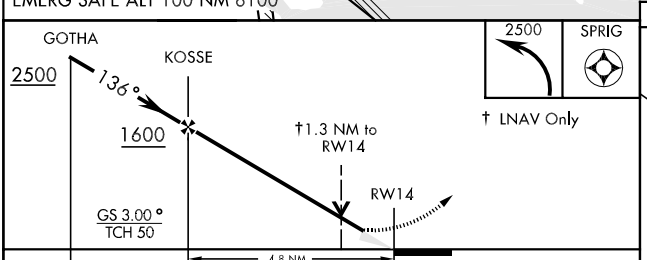
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

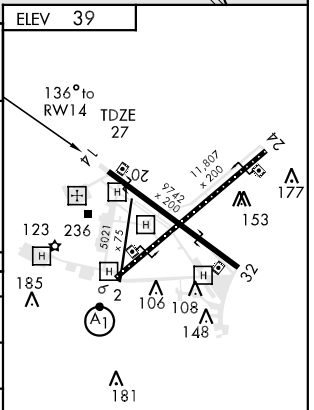
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	







CATEGORY	A	B	C	D
LNAV/ VNAV DA	400-1 373 (400-1)			400-1¼ 373 (400-1¼)
LNAV MDA	500-1 473 (500-1)		500-1¼ 473 (500-1¼)	500-1½ 473 (500-1½)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)
S-PAR 14	127-¼ 100 (100-½) GS 3.00°			

RNAV (GPS) RWY 24

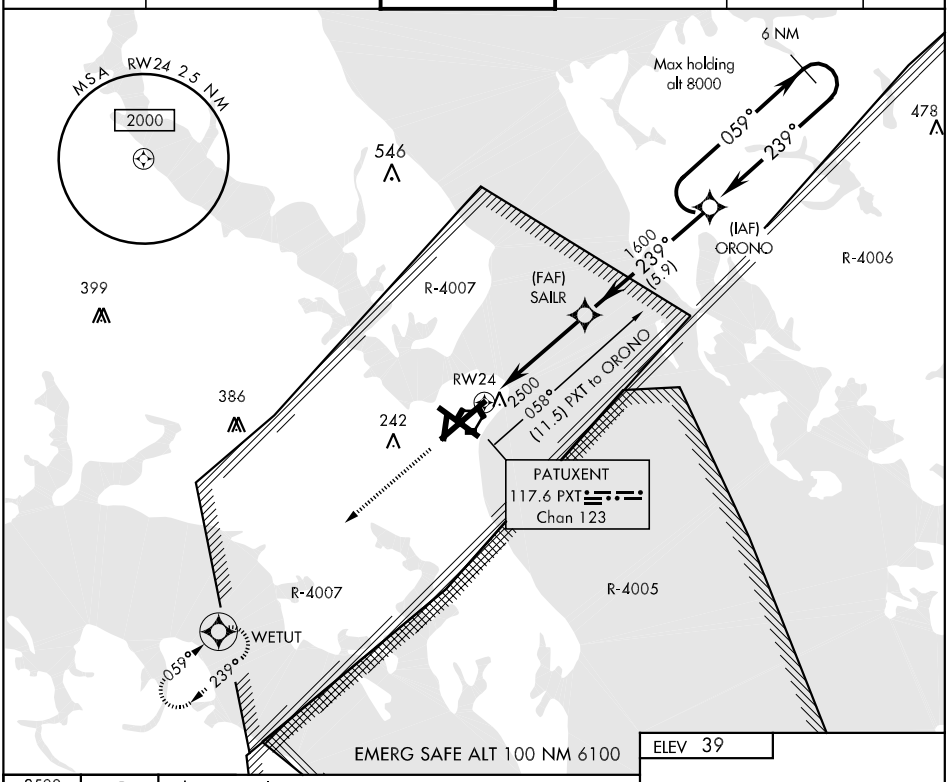
APCH CRS	Rwy ldg	11,807
239°	TDZE	20
	Arpt Elev	39

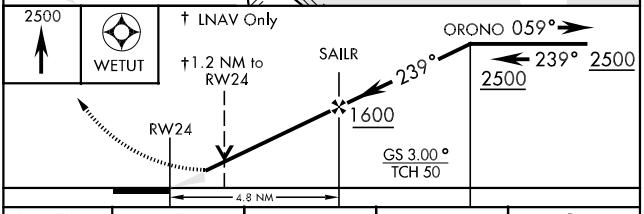
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

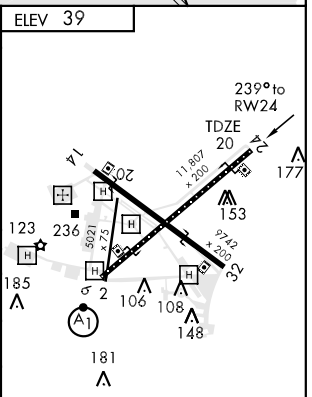
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct WETUT and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	







CATEGORY	A	B	C	D
LNAV/ VNAV DA	340-1 320 (400-1)			340-1¼ 320 (400-1¼)
LNAV MDA	440-1 420 (500-1)		440-1¼ 420 (500-1¼)	
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)
S-PAR 24	120-½ 100 (100-½) GS 3.0°			

HIRL Rwy 14-32, 6-24

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 32

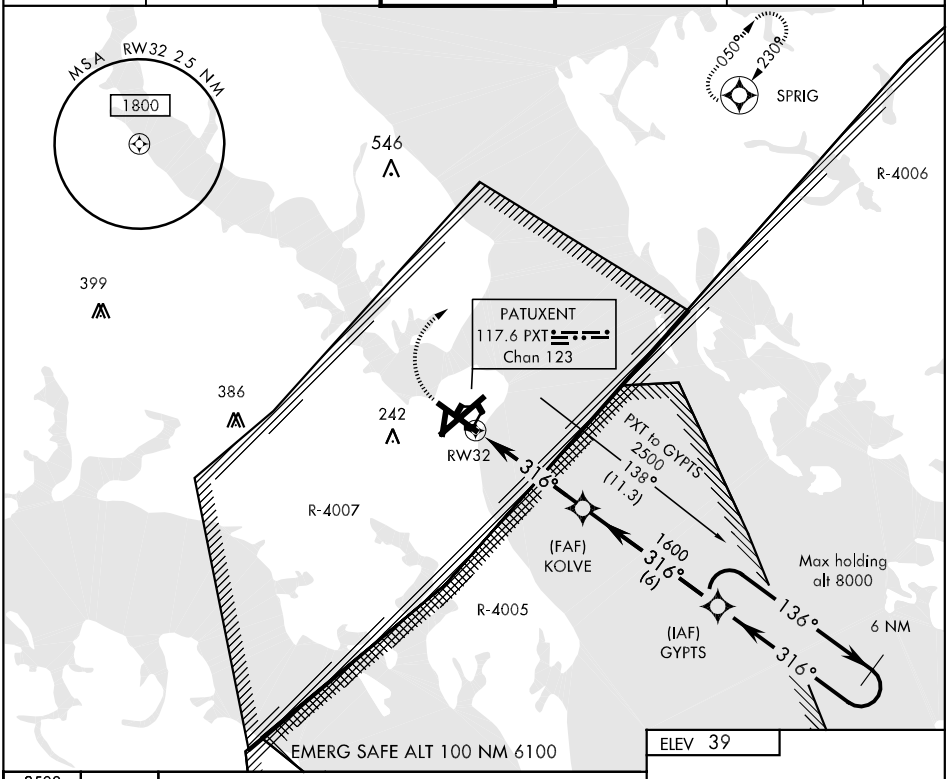
APCH CRS	Rwy ldg	9742
316°	TDZE	18
	Arpt Elev	39

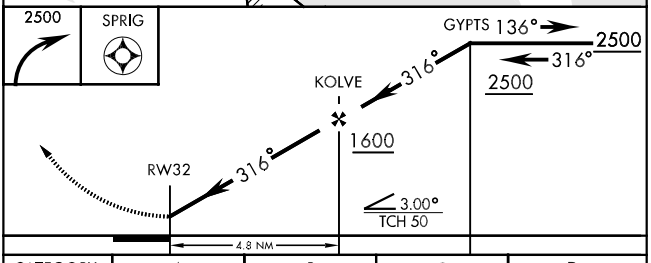
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

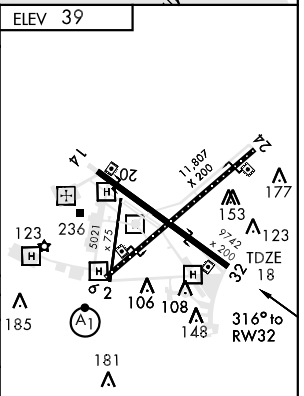
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	



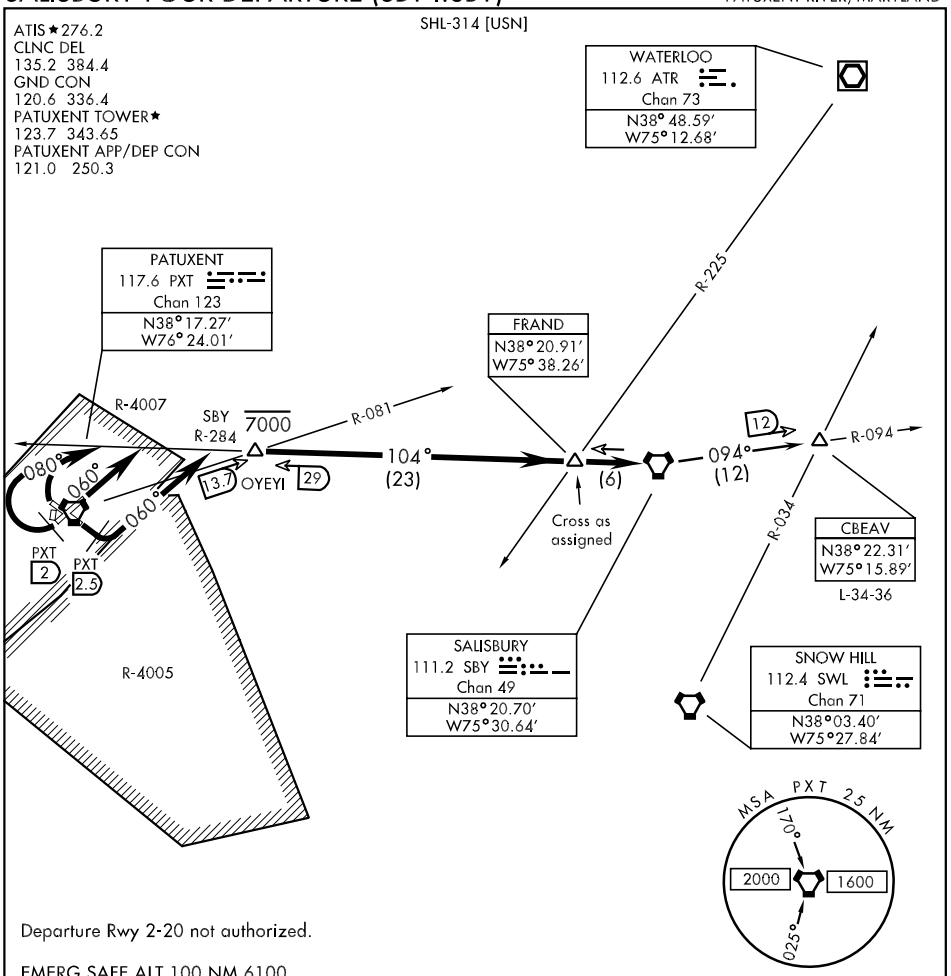




HIRL Rwy 14-32, 6-24

CATEGORY	A	B	C	D
LNAV MDA	420-1 402 (500-1)		420-1¼ 402 (500-1¼)	
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)
S-PAR 32	268-1 250 (300-1) GS 3.0°			

SALISBURY-FOUR DEPARTURE (SBY4.SBY)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb to 6000 via heading 060°, thence...

TAKE-OFF RWY 14: Climbing left turn to 6000 via heading 060° within PXT VORTAC 2.5 DME, thence...

TAKE-OFF RWY 24: Climb on heading 240° to PXT 2 DME, then climbing right turn to 6000 via heading 080°, thence...

TAKE-OFF RWY 32: Climbing right turn to 6000 via heading 080°, thence...

Intercept SBY VORTAC R-284, then via SBY R-284 to SBY. Cross FRAND as assigned. Then via assigned route or transition..

CBEAV TRANSITION (SBY4.CBEAV): Via SBY R-094 to CBEAV.

SALISBURY-FOUR DEPARTURE (SBY4.SBY)

PATUXENT RIVER, MARYLAND

SWABY-SIX DEPARTURE (SWABY6.SWABY)

ATIS ★276.2
CLNC DEL
135.2 384.4
GND CON
120.6 336.4
PATUXENT TOWER★
123.7 343.65
PATUXENT APP/DEP CON
121.0 250.3

SHL-314 [USN]

Rwy	Knots	60	120	180	240	300	360
ⓐ	V/V(fpm)	600	1200	1800	2400	3000	3600

ATC Climb Rate to 15,000.
ⓐ EDDYS trns only

Departure Rwy 2-20 not authorized.

Minimum filing alt 10,000'.

NOTTINGHAM
113.7 OTT
Chan 84
N38° 42.35'
W76° 44.69'

PATUXENT
117.6 PXT
Chan 123
N38° 17.27'
W76° 24.01'

CASANOVA
116.3 CSN
Chan 110
N38° 38.47'
W77° 51.93'
L-29-34-36, H-10

R-4007
180°
210°
3
250°
JUMIX
13
7000
ZIRAT
13
R-4005
R-131
311°
(78)
R-223
203°
25
R-101
281°
(78)

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81'
W78°09.18'
L-36, H-10

UNNAC
SWABY
N37°52.88'
W76° 31.12'
V286
227°
(44)
(28)
206°
R-047
R-026
STEIN
L-35-36
R-323
21
UCINE

HOPEWELL
112.0 HPW
Chan 57
N37°19.73'
W77°06.96'
L-34-36, H-10-12

J61
184°
(70)
R-211
30
OTT
R-184
EDDYS
H-10

CAPE CHARLES
112.2 CCV
Chan 59
N37°20.85'
W75°59.86'

HARCUM
108.8 HCM
Chan 25
N37°26.92'
W76° 42.68'
L-34-36, H-10-12

NORFOLK
116.9 ORF
Chan 116
N36°53.52'
W76°12.02'

MSA PXT 25 NM
170°
2000
1600
025°

ATC BRIEF
REQUIRED
135.2 384.4

TACAN REQUIRED

EMERG SAFE ALT 100 NM 6100

Chart not to scale

SWABY-SIX DEPARTURE (SWABY6.SWABY)

PATUXENT RIVER, MARYLAND

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb to 3000 via heading 060°, at PXT VORTAC 3 DME turn left direct PXT, thence. . .

TAKE-OFF RWY 14: Climbing right turn to 3000 via heading 250° within PXT 2.5 DME, intercept PXT R-223, thence. . .

TAKE-OFF RWY 24: Climbing left turn to 3000 via heading 210°, intercept PXT R-223, thence. . .

TAKE-OFF RWY 32: Climbing left turn to 3000 via heading 180°, intercept PXT R-223, thence. . .

Via R-223 to JUMIX, PXT R-223/13 DME, then arc CCW SW of PXT via 13 mile arc to ZIRAT, PXT R-203/13 DME, then via PXT R-203 to SWABY, PXT R-203/25 DME, then via assigned transition or expect radar vectors to join assigned route. Cross ZIRAT at or below 7000.

CASANOVA TRANSITION (SWABY6.CSN): Via CSN VORTAC R-131 to CSN.

EDDYS TRANSITION (SWABY6.EDDYS): Via PXT R-203 to UCINE, then via OTT R-184 to EDDYS. Cross SWABY at or above 15,000.

GORDONSVILLE TRANSITION (SWABY6.GVE): Via GVE VORTAC R-101 to GVE.

HARCUM TRANSITION (SWABY6.HCM): Via HCM VORTAC R-026 to HCM.

HOPEWELL TRANSITION (SWABY6.HPW): Via HPW VORTAC R-047 to HPW.

STEIN TRANSITION (SWABY6.STEIN): Via PXT R-203 to UNNAC, then via CCV VORTAC R-323 to STEIN.

NE-3, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 6

VORTAC PXT	APCH CRS	Rwy Idg 11,807
117.6	065°	TDZE 39
Chan 123		Arpt Elev 39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

* When ALS inop increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

ALSF-1

MISSED APPROACH: Climb to 2500 direct PXT VORTAC, then via R-050 to SPRIG and hold.

ATIS *	PATUXENT APP/DEP CON	PATUXENT TOWER *	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	

MSA PXT 2.5 NM
170°
2000
1600
025°
399

PXT 11 Arc
2500

546

IAF
PATUXENT
117.6 PXT
Chan 123

PXT 15
050°
230°
R-050
260
Max holding alt 8000 Min holding alt 2500
(IAF) SPRIG PXT 11
368

PXT 11 Arc

386

242

R-4007

R-4005

R4006

PXT to BYNAM
245° 11 NM

065°

MUBLE
PXT
5

(IAF)
BYNAM
PXT 11

Max holding alt 8000 Min holding alt 2500

510

515

065°

245°

R-245

PXT 15

10 NM
2500

PXT 11 Arc

USUYA
PXT 11

Max holding alt 8000 Min holding alt 2500

†(IAF)
HELEM
PXT 13

150°
330°
R-150

PXT 17

EMERG SAFE ALT 100 NM 6100

† (IAF) HELEM for local use only.

ELEV 39

BYNAM
PXT R-245
11

2500

065°

MUBLE
5

2.2

NIVDE
1.3

VORTAC

1600

3.72°
TCH 60

3.7 NM

2500 | PXT | SPRIG PXT R-050 11

CATEGORY	A	B	C	D
S-6 *	500-½	461 (500-½)	500-¾ 461 (500-¾)	500-1 461 (500-1)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)
S-PAR 6 **	139-¼	100	(100-¼) GS 3.0°	

14
20
11,807 x 200
24
177
153
123
236
5021 x 75
9742 x 300
185
6
2
106
108
148
TDZE 39
181
065° to VORTAC

HIRL Rwy 14-32, 6-24

NE-3, 14 JAN 2010 to 11 FEB 2010

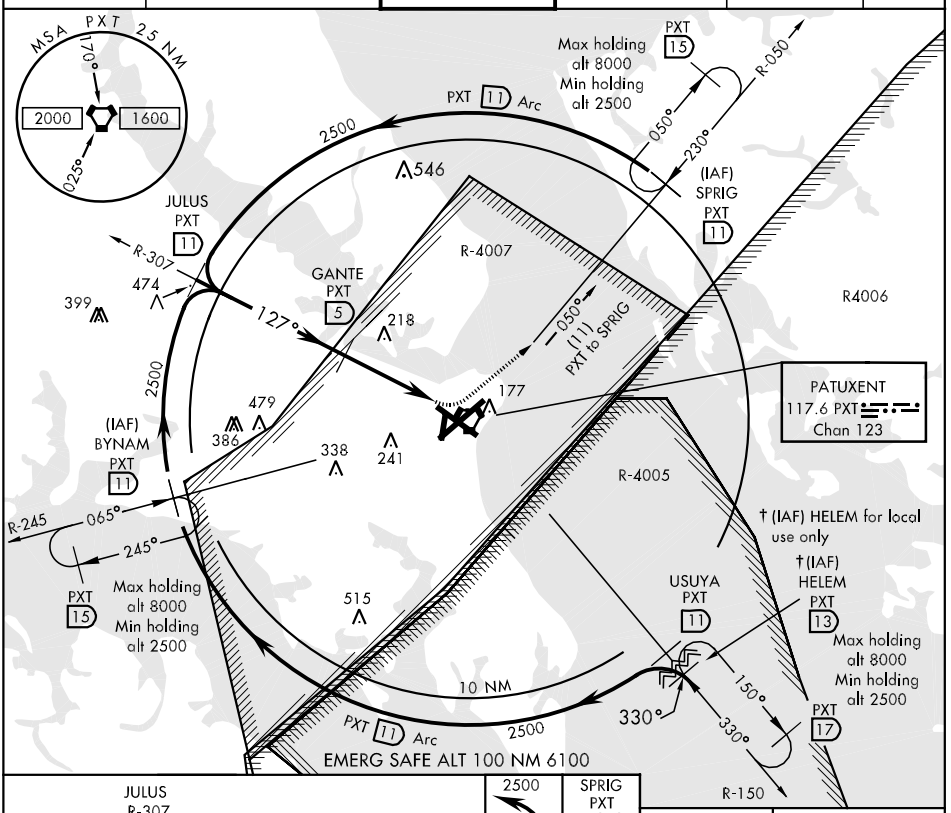
TACAN RWY 14

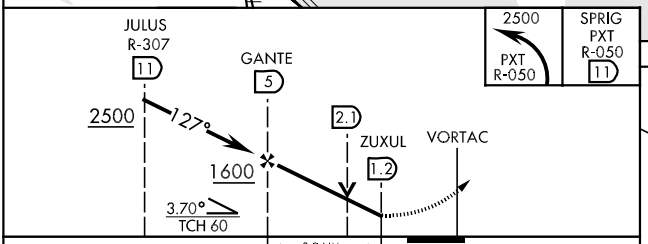
VORTAC PXT	APCH CRS	Rwy Idg	9742
117.6	127°	TDZE	27
Chan 123		Arpt Elev	39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

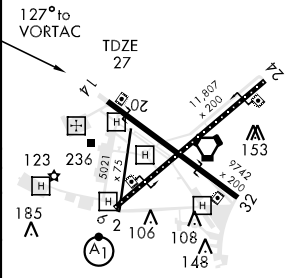
MISSED APPROACH: Climbing left turn to 2500 via PXT R-050 to SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	





ELEV 39



HIRL Rwy 14-32, 6-24

CATEGORY	A	B	C	D
S-14	480-1 453 (500-1)		480-1¼ 453 (500-1¼)	480-1½ 453 (500-1½)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)
S-PAR 14	127-½	100	(100-½) GS 3.0°	

TACAN RWY 32

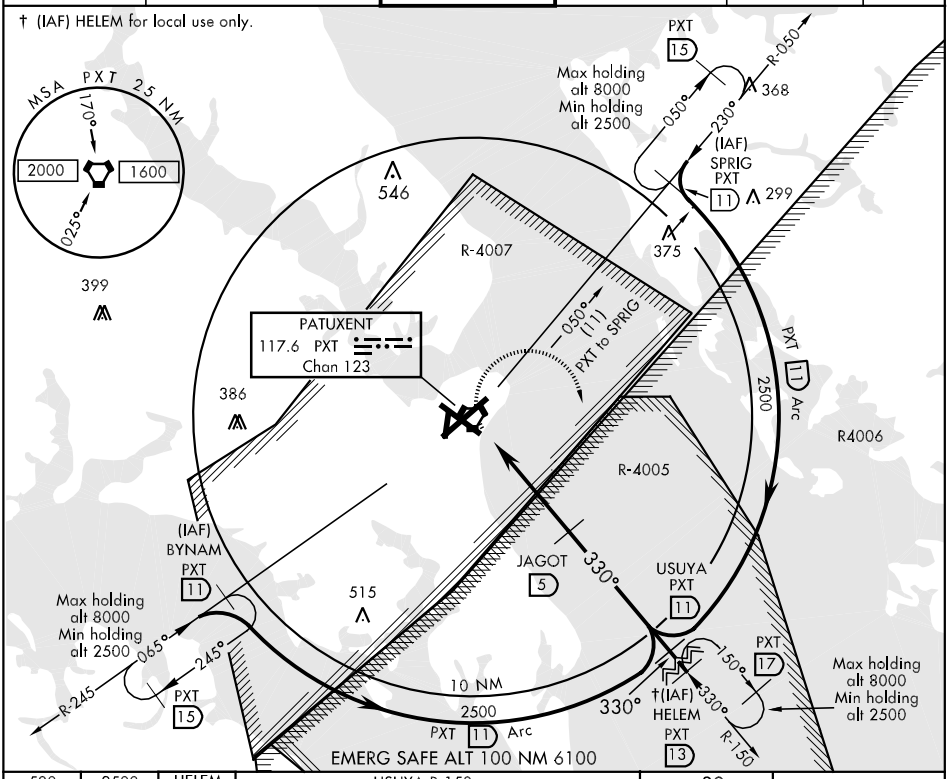
VORTAC PXT	APCH CRS	Rwy Idg	9742
117.6	330°	TDZE	18
Chan 123		Arpt Elev	39

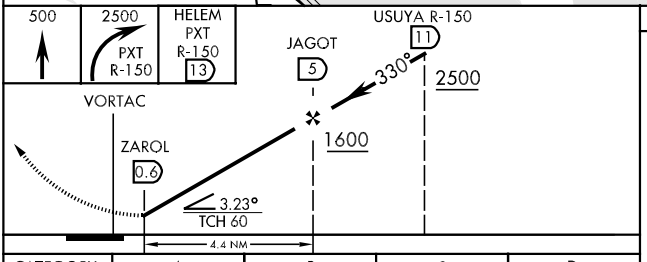
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

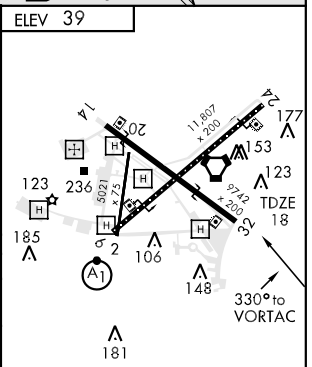
MISSED APPROACH: Climb to 500, then climbing right turn to 2500 to intercept the PXT R-150 to HELEM and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	

† (IAF) HELEM for local use only.







CATEGORY	A	B	C	D
S-32	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)
S-PAR 32	268-1 250 (300-1) GS 3.0°			

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VOR/DME or TACAN RWY 24

VORTAC PXT	APCH CRS	Rwy ldg	11,807
117.6	230°	TDZE	20
Chan 123		Arpt Elev	39

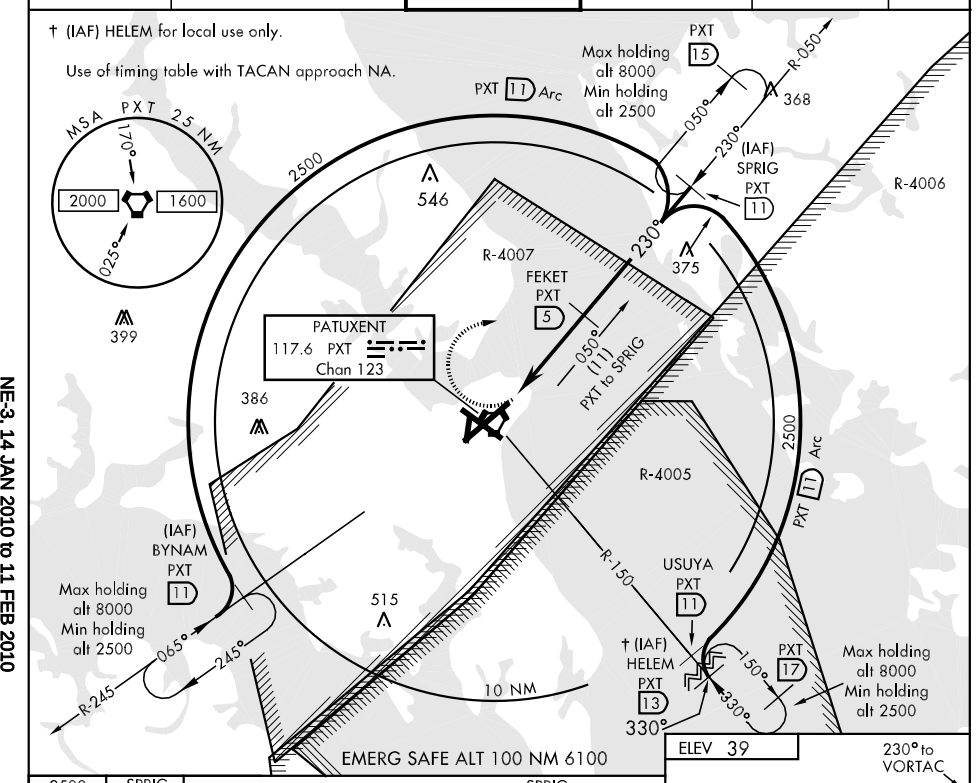
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

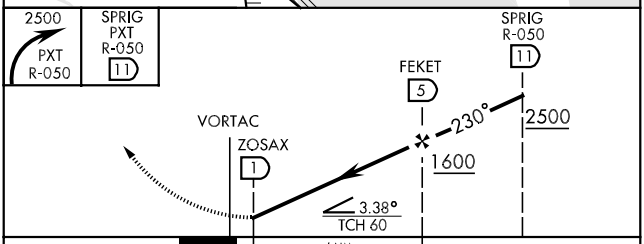
MISSED APPROACH: Climbing right turn to 2500, intercept the R-050 to SPRIG and hold.

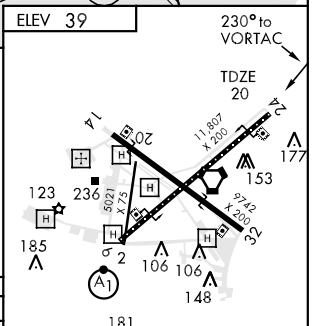
ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	121.0 250.3	123.7 343.65	120.6 336.4	135.2 384.4	

† (IAF) HELEM for local use only.

Use of timing table with TACAN approach NA.







HIRL Rwy 14-32, 6-24

CATEGORY	A	B	C	D
S-24	440-1 420 (500-1)		440-1¼ 420 (500-1¼)	
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)
S-PAR 24	120-½ 100 (100-½) GS 3.0 °			

FAF to MAP 4.0 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

RIDGELY, MARYLAND

AL-10248 (FAA)

RNAV (GPS) RWY 12

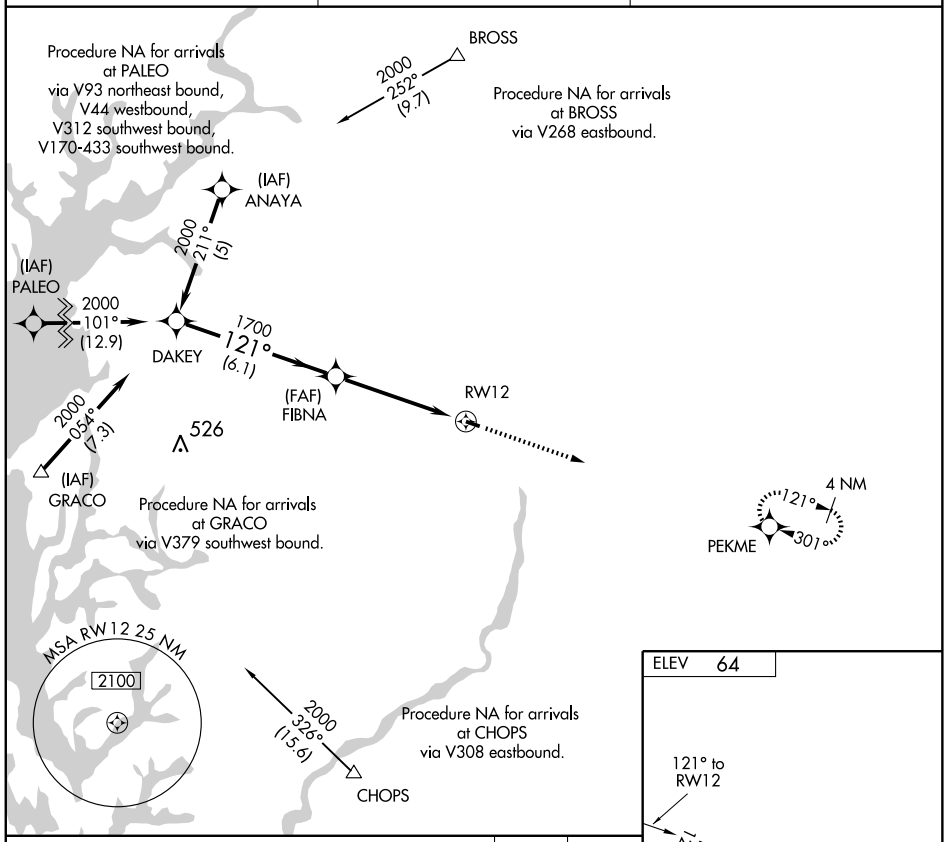
RIDGELY AIRPARK (RJD)

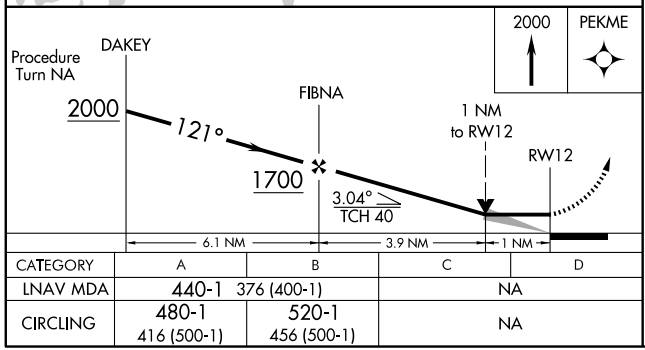
APP CRS	Rwy Idg	3214
121°	TDZE	64
	Apt Elev	64

If local altimeter setting not received, procedure NA.
Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

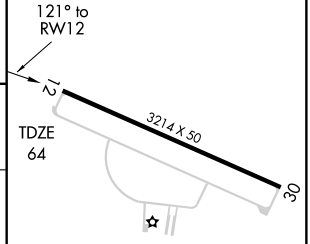
MISSED APPROACH: Climb to 2000 direct PEKME WP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.225	124.55 317.425	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1 376 (400-1)		NA	
CIRCLING	480-1 416 (500-1)	520-1 456 (500-1)	NA	



LIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3214
301°	TDZE	64
	Apt Elev	64

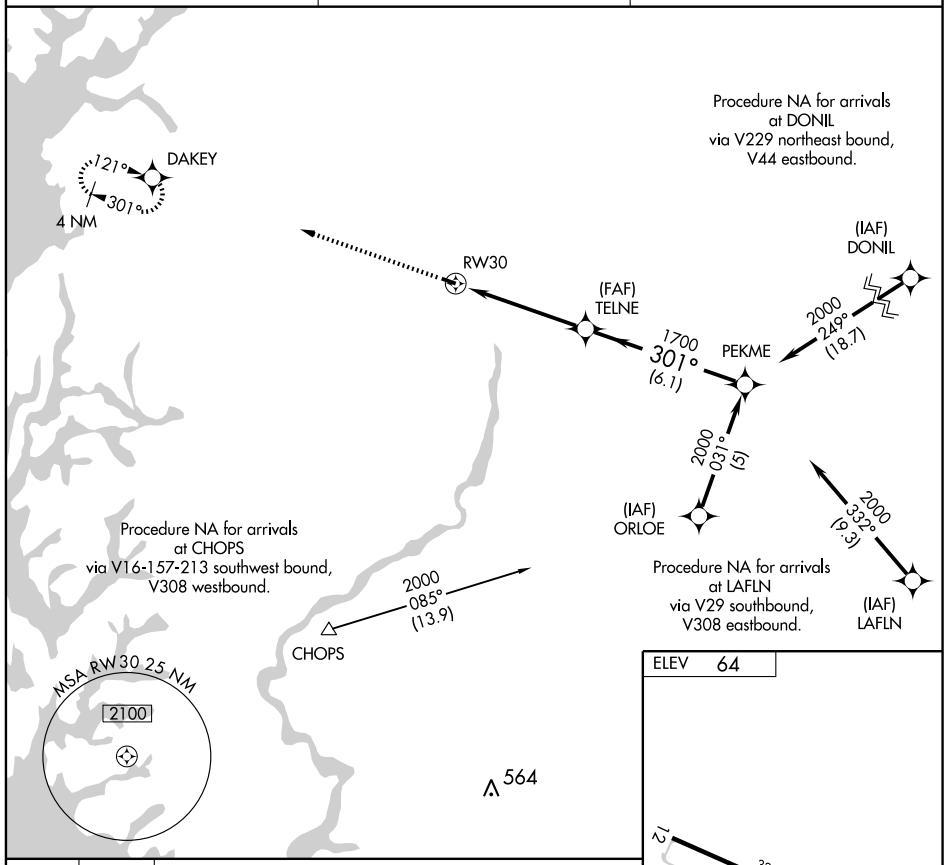
RNAV (GPS) RWY 30
RIDGELY AIRPARK (RJD)

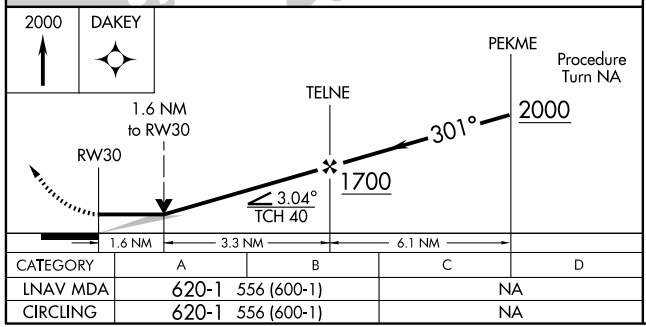
V
A NA

If local altimeter setting not received, procedure NA.
Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

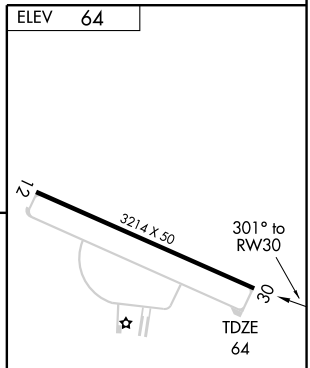
MISSED APPROACH: Climb to 2000 direct DAKEY WP and hold.

AWOS-3	DOVER APP CON	UNICOM
120.225	132.425 257.875	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-1 556 (600-1)		NA	
CIRCLING	620-1 556 (600-1)		NA	



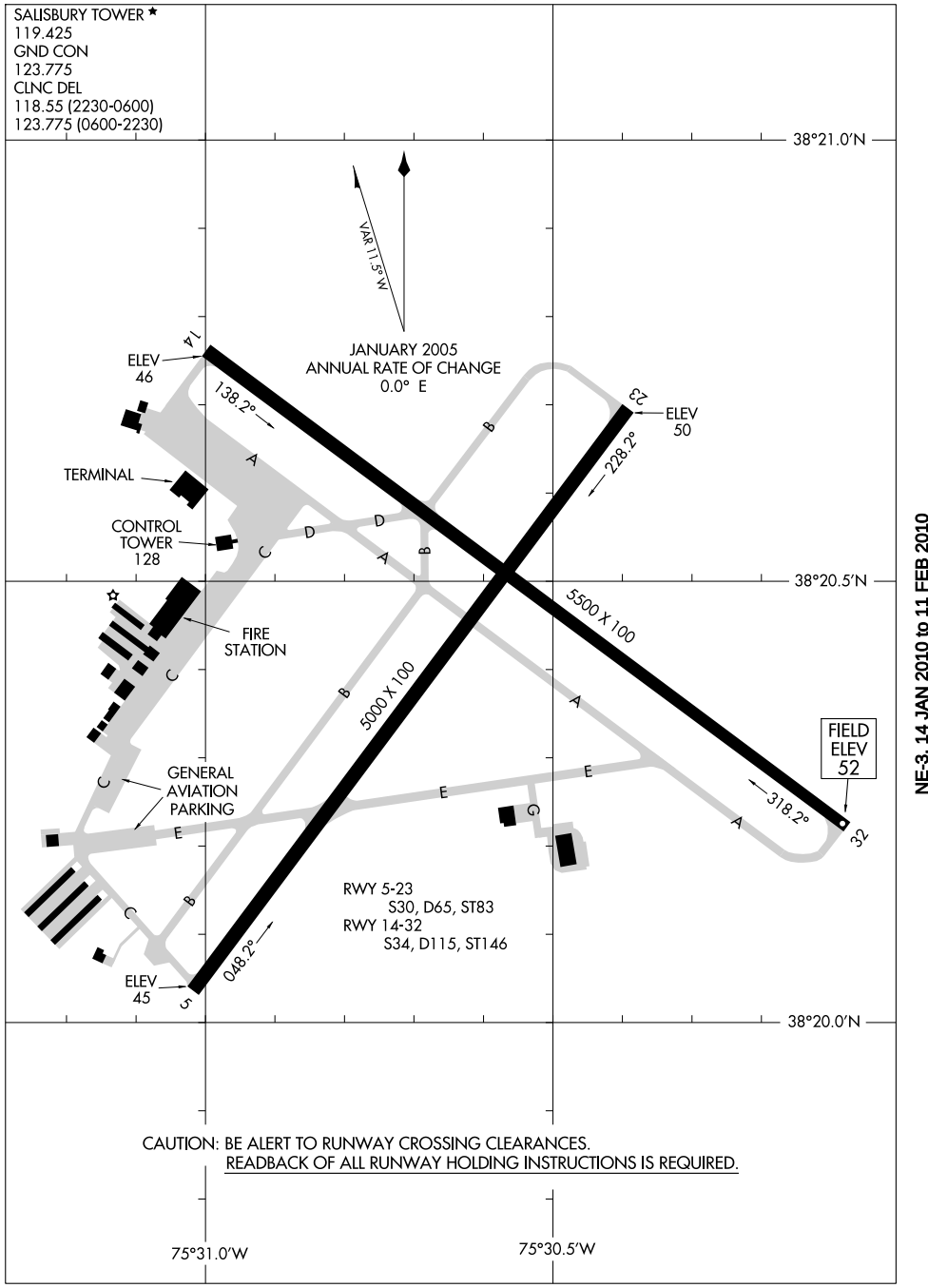
LIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

NE-3. 14 JAN 2010 to 11 FEB 2010

07242

AIRPORT DIAGRAM

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
SALISBURY, MARYLAND
AL-977 (FAA)



NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-SBY	APP CRS	Rwy Idg	5500
108.7	319°	TDZE	52
		Apt Elev	52

ILS or LOC RWY 32

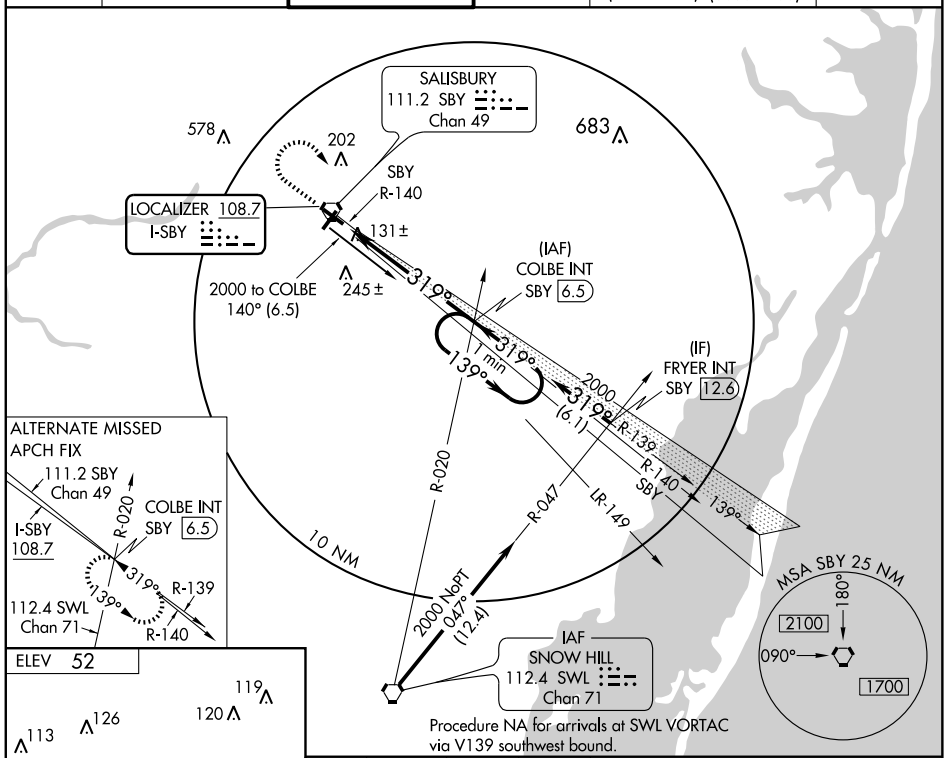
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

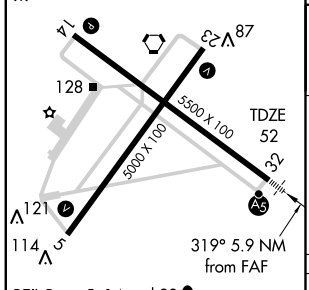
When local altimeter setting not received, use Georgetown altimeter setting and increase DA 52 feet and all MDA 60 feet, and increase S-LOC 32 Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 170° and SBY VORTAC R-140 to COLBE INT/SBY 6.5 DME and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5

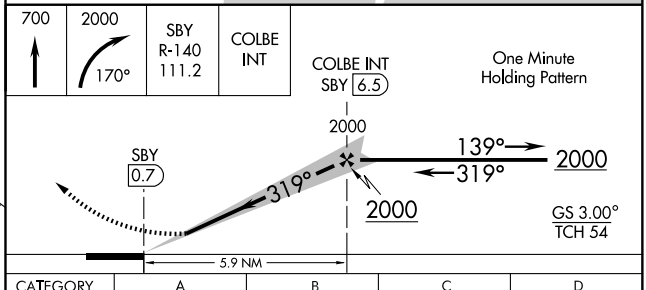




REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 32	252-½ 200 (200-½)			
S-LOC 32	400-½ 348 (400-½)			400-¾ 348 (400-¾)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
049°	TDZE	48
	Apt Elev	52

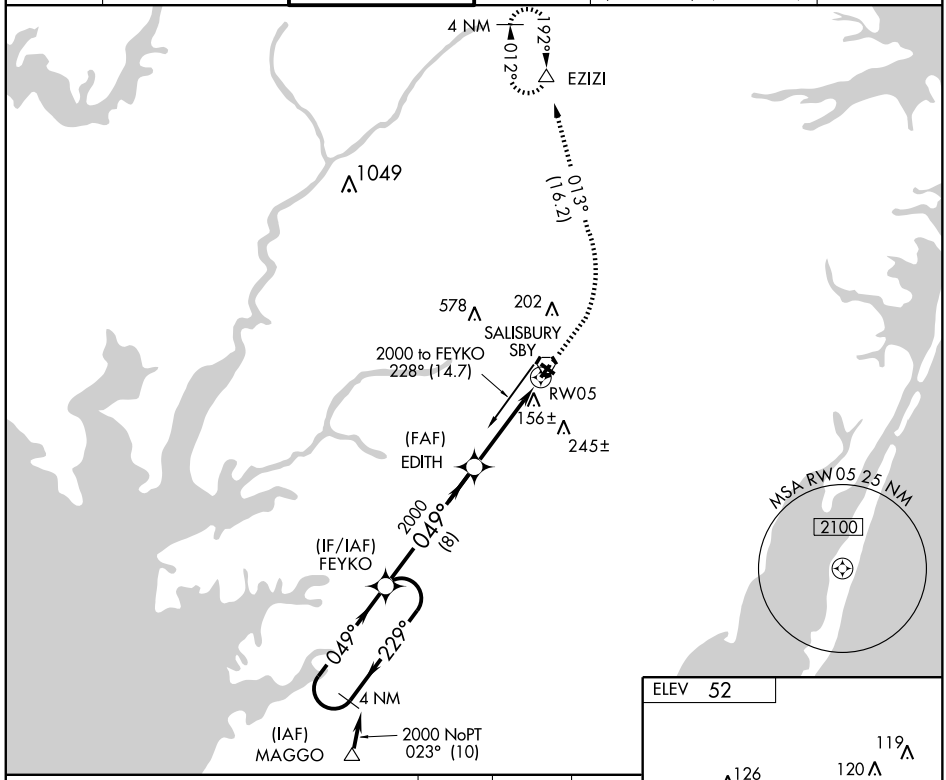
RNAV (GPS) RWY 5

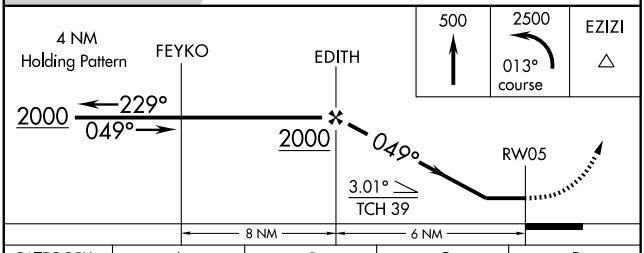
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

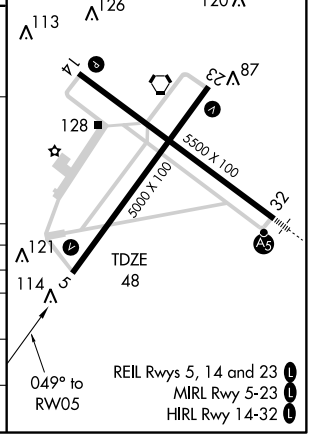
NA — GPS or RNP - 0.3 required. DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 2500 via course 013° to EZIZI and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 (2230-0600) 123.775 (0600-2230)	122.95 A5







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV	420-1 372 (400-1)			420-1¼ 372 (400-1¼)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 14

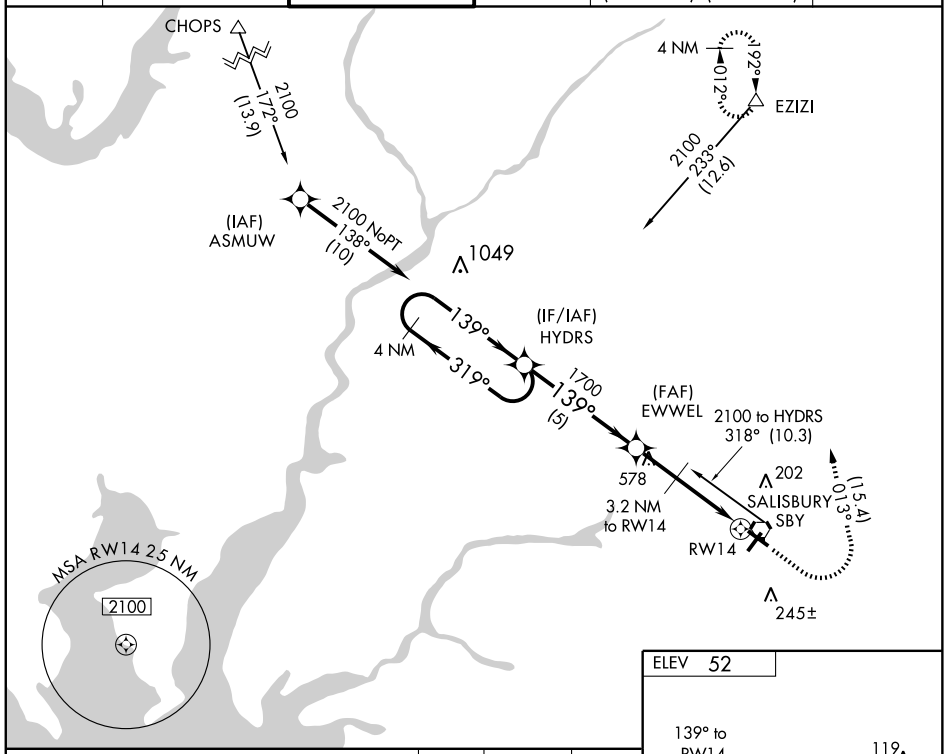
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

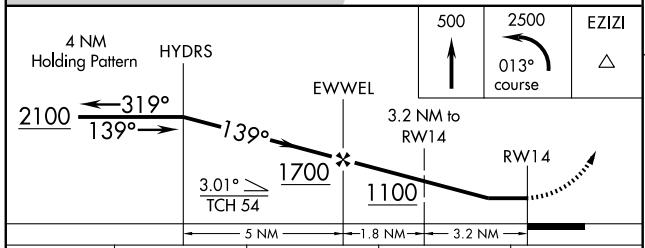
APP CRS	Rwy Idg	5500
139°	TDZE	49
	Apt Elev	52

GPS or RNP - 0.3 required.
NA
DME/DME RNP - 0.3 NA.

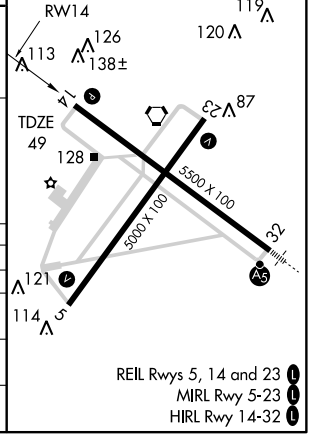
MISSED APPROACH: Climb to 500, then climbing left turn to 2500 via course 013° to EZIZI and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 (2230-0600) 123.775 (0600-2230)	122.95 A5





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV	400-1 351 (400-1)			400-1¼ 351 (400-1¼)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)



REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
229°	TDZE	50
	Apt Elev	52

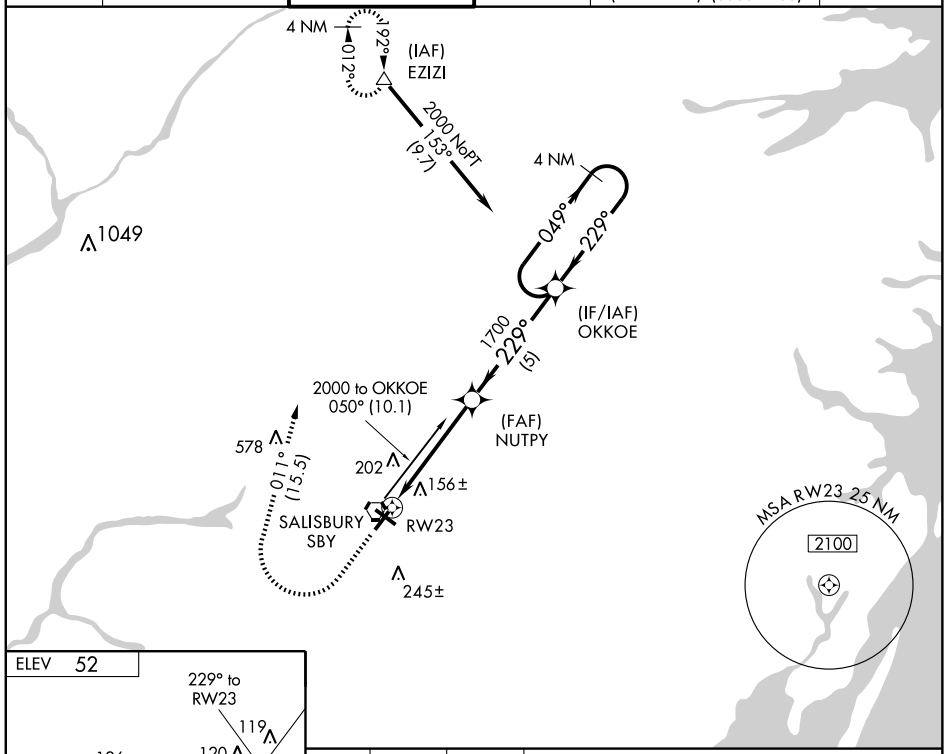
RNAV (GPS) RWY 23

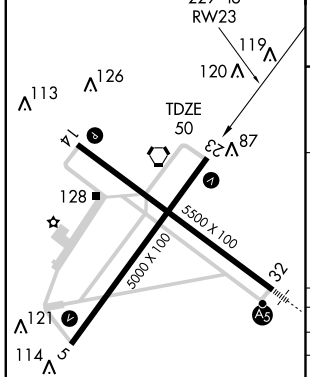
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

GPS or RNP - 0.3 required.
NA DME/DME RNP - 0.3 NA.

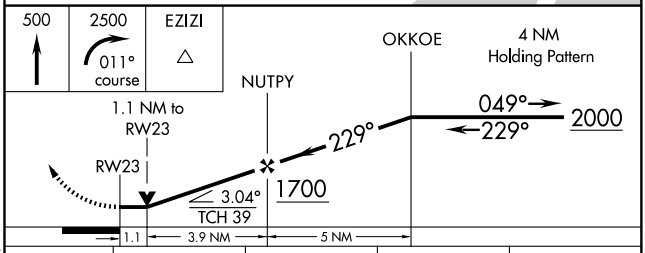
MISSED APPROACH: Climb to 500, then climbing right turn to 2500 via course 011° to EZIZI and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A/S





REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV	420-1 370 (400-1)			420-1¼ 370 (400-1¼)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 48912	319°	TDZE	52
W32A		Apt Elev	52

RNAV (GPS) RWY 32

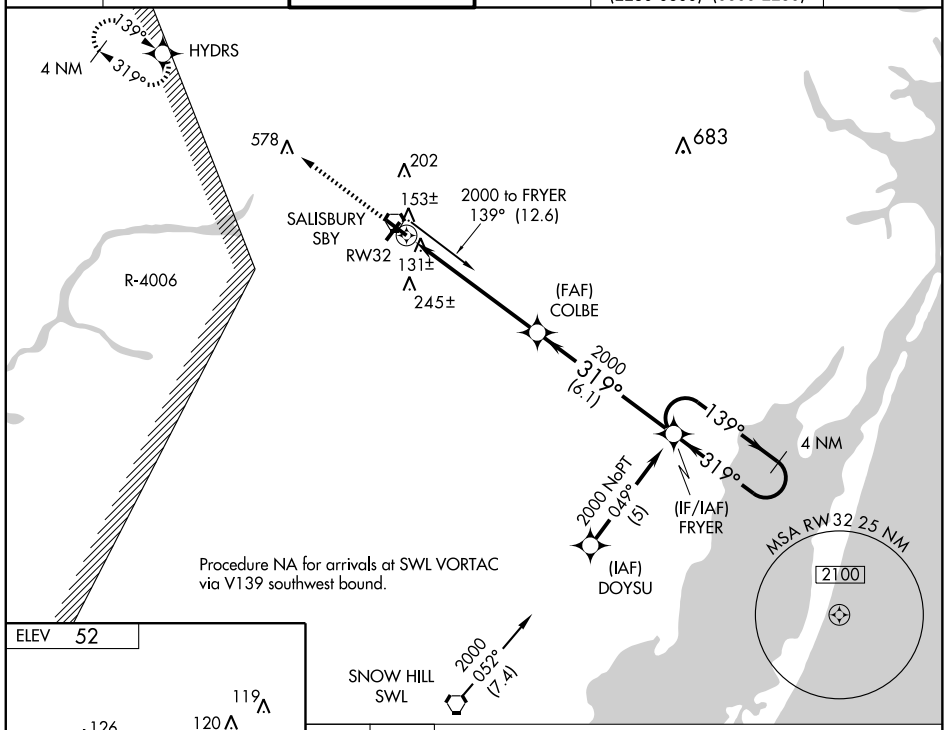
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

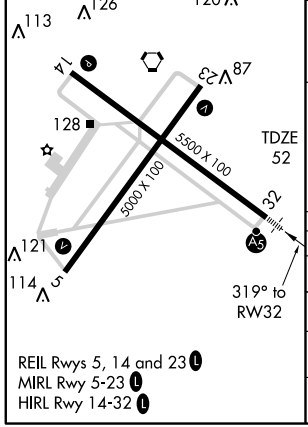
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP - 0.3 NA. When local altimeter setting not received, use Gerogetown altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. VDP and Baro-VNAV NA when using Georgetown altimeter setting.

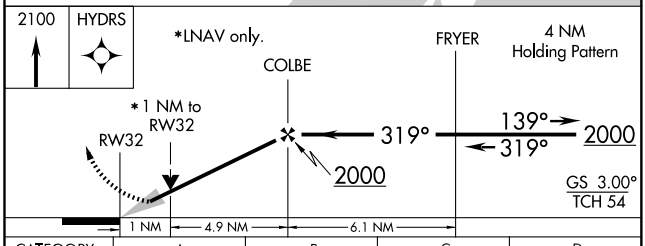
MALSR

MISSED APPROACH: Climb to 2100 direct HYDRS and hold.

ASOS	PATUXENT APP CON★	SALISBURY TOWER★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 (2230-0600) 123.775 (0600-2230)	122.95 A5







CATEGORY	A	B	C	D
LPV DA	252-½ 200 (200-½)			
LNAV/VNAV DA	399-¾ 347 (400-¾)			
LNAV MDA	420-½ 368 (400-½)			420-1 368 (400-1)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3. 14 JAN 2010 to 11 FEB 2010

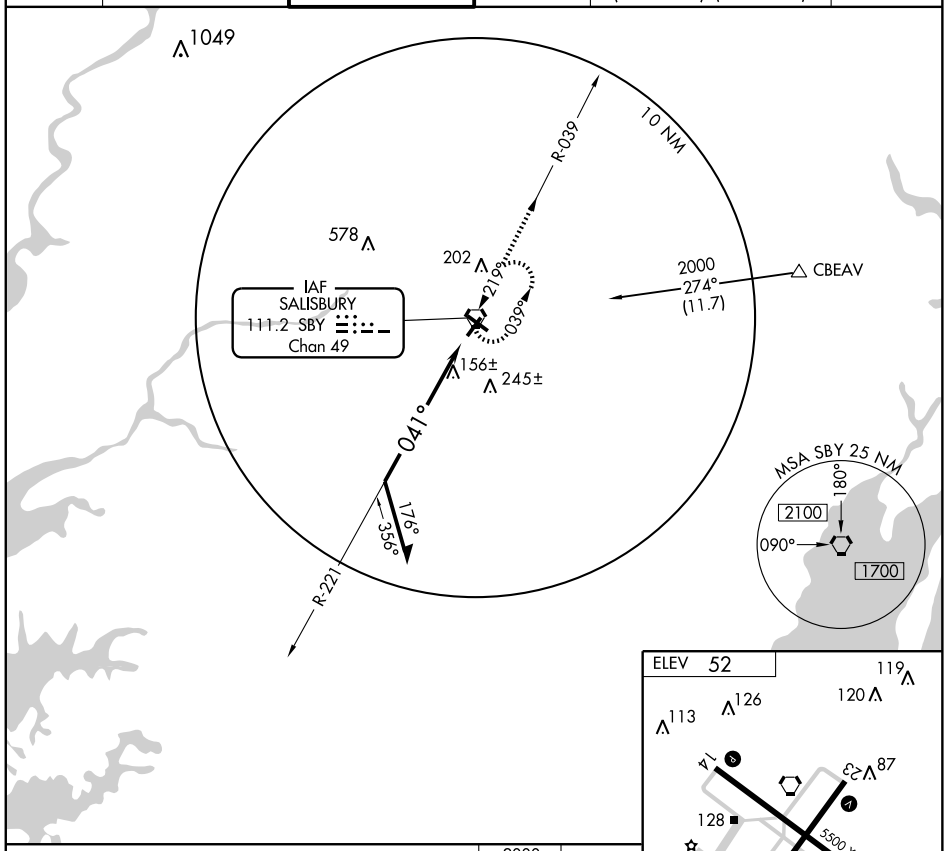
VORTAC SBY	APP CRS	Rwy Idg	5000
111.2	041°	TDZE	48
Chan 49		Apt Elev	52

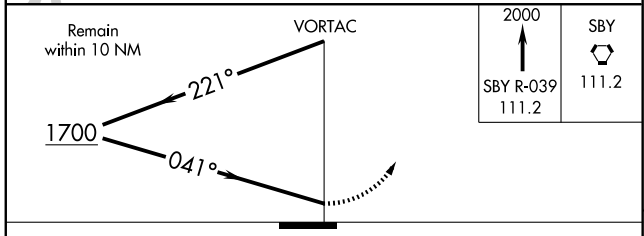
VOR RWY 5

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

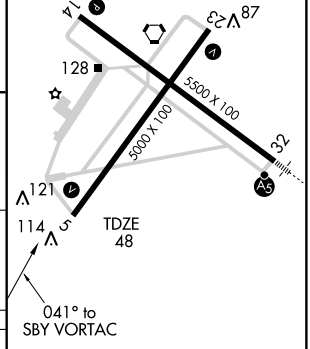
MISSED APPROACH: Climb to 2000 via SBY R-039 then direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5





2000	SBY
SBY R-039 111.2	111.2



CATEGORY	A	B	C	D
S-5	460-1 412 (500-1)		460-1¼ 412 (500-1¼)	
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC SBY	APP CRS	Rwy Idg	5000
111.2	243°	TDZE	50
Chan 49		Apt Elev	52

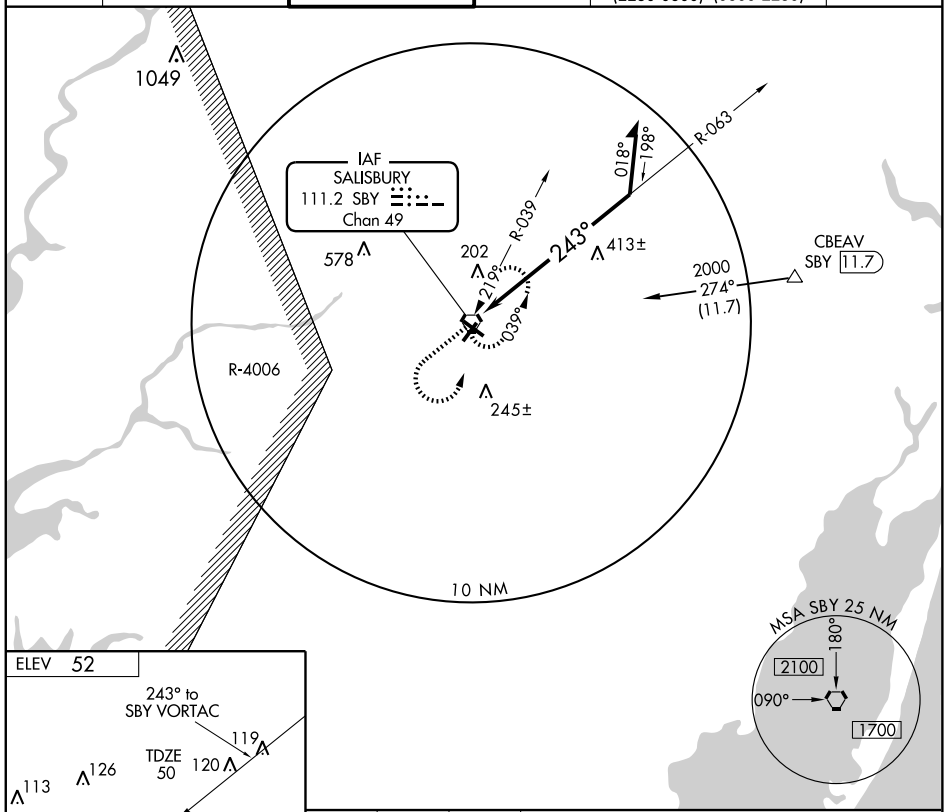
VOR RWY 23

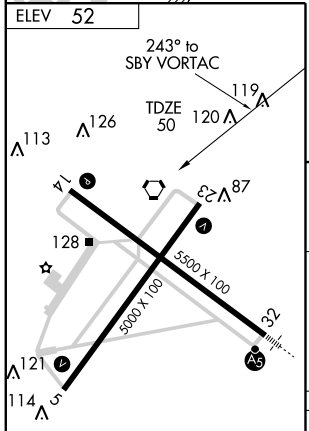
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Georgetown altimeter setting and increase all MDA 60 feet. VDP NA when using Gerogetown altimeter setting.

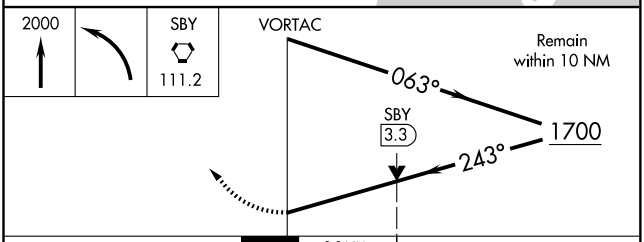
MISSED APPROACH: Climb to 2000 then left turn direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5





REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
S-23	1100-1¼ 1050 (1100-1¼)	1100-1½ 1050 (1100-1½)	1100-3	1050 (1100-3)
CIRCLING	1100-1¼ 1048 (1100-1¼)	1100-1½ 1048 (1100-1½)	1100-3	1048 (1100-3)

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC SBY	APP CRS	Rwy Idg 5500
111.2	325°	TDZE 52
Chan 49		Apt Elev 52

VOR RWY 32

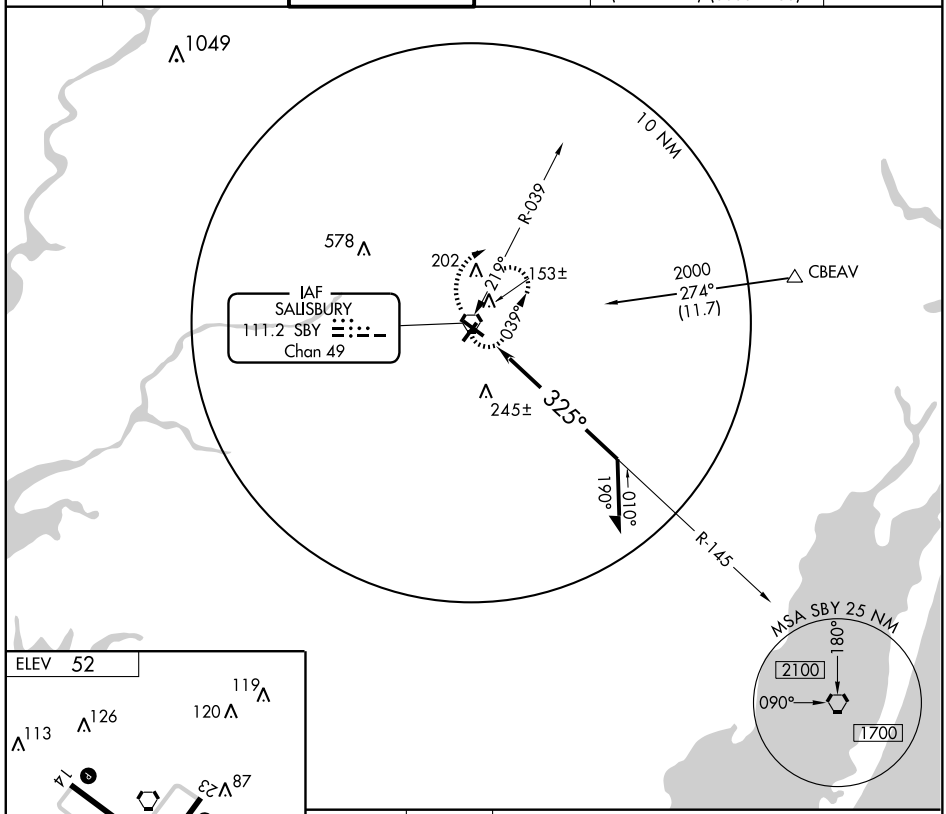
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

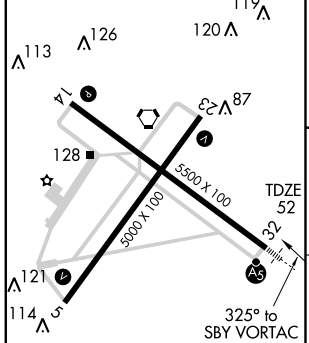
CAT D S-32 visibility increased ¼ mile for inoperative MALSR.

MALSR

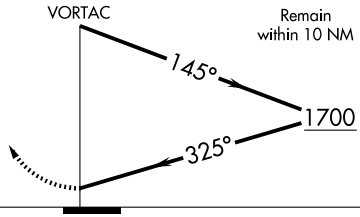
MISSED APPROACH: Climbing right turn to 2000 via SBY R-039 then direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95





2000	SBY
SBY R-039	111.2
111.2	



CATEGORY	A	B	C	D
S-32	460-½ 408 (500-½)		460-¾ 408 (500-¾)	460-1 408 (500-1)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 11

STEVENSVILLE/BAY BRIDGE (W29)

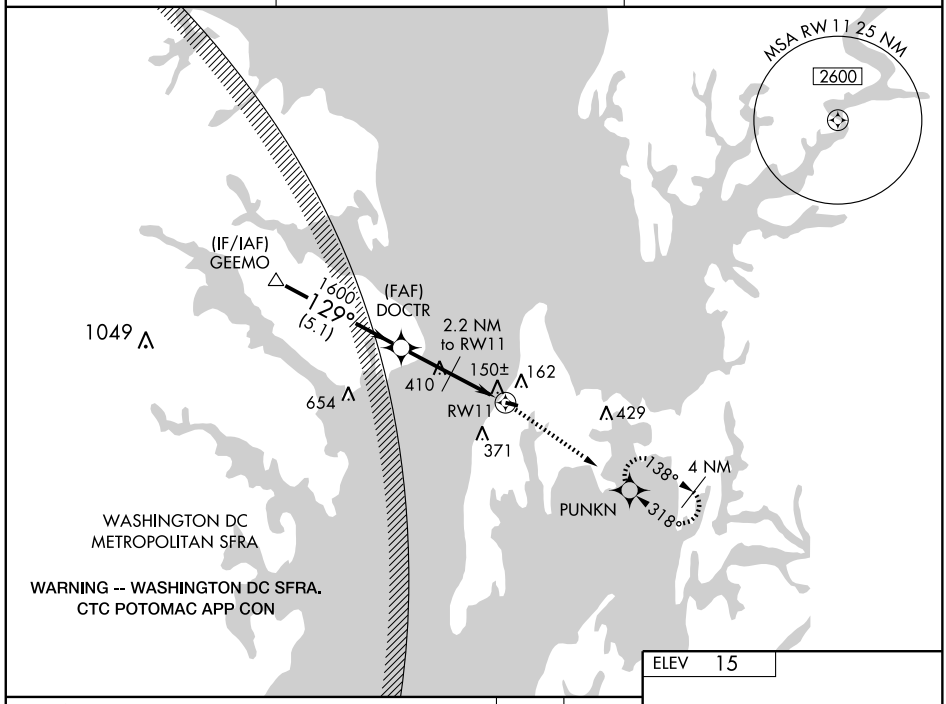
APP CRS	Rwy Idg	2903
129°	TDZE	15
	Apt Elev	15

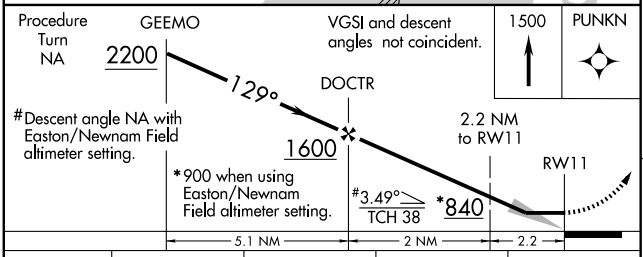
NA

Obtain local altimeter setting on CTAF; when not received, use Easton/Newnam Field altimeter setting.
DME/DME RNP-0.3 NA.

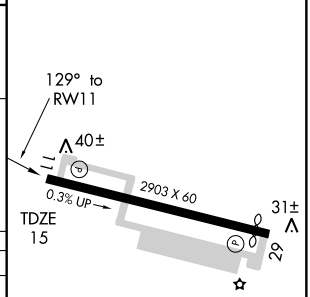
MISSED APPROACH: Climb to 1500 direct PUNKN WP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.575	119.0 282.275	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	400-1 385 (400-1)		NA	
CIRCLING	460-1 445 (500-1)	480-1 465 (500-1)	NA	
EASTON/NEWNAM FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	460-1 445 (500-1)		NA	
CIRCLING	500-1 485 (500-1)		NA	



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2713
294°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 29

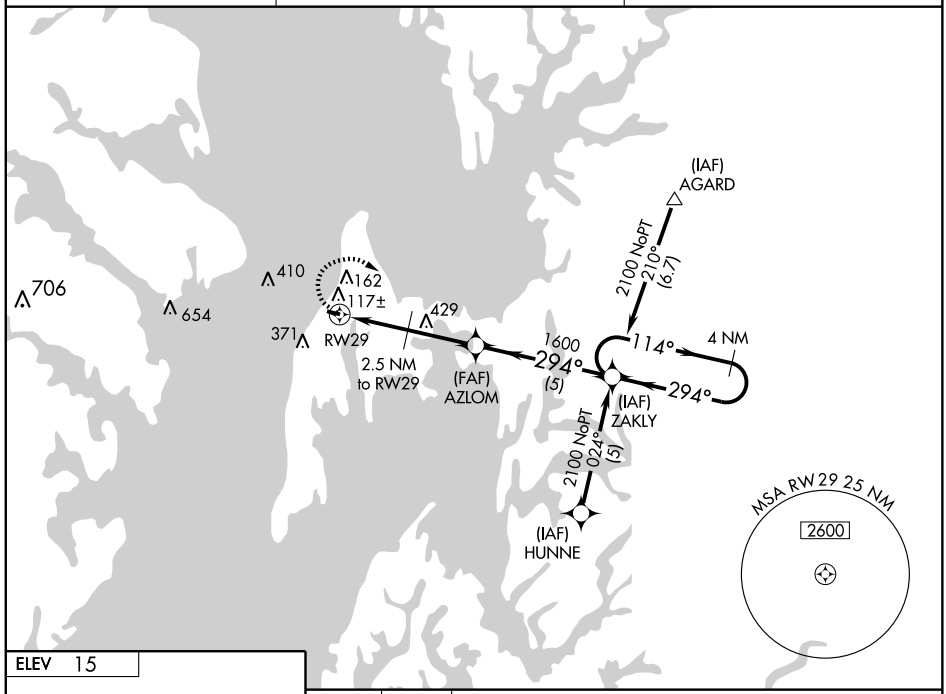
STEVENSVILLE/BAY BRIDGE (W29)

Obtain local altimeter setting on CTAF; when not received, use Easton/Newnam Field altimeter setting minimums. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

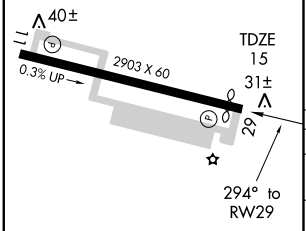
NA

MISSED APPROACH: Climbing right turn to 2100 direct ZAKLY WP and hold.

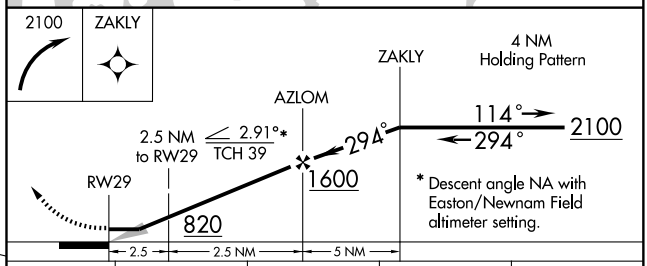
AWOS-3	POTOMAC APP CON	UNICOM
120.575	119.0 282.275	123.0 (CTAF) L



ELEV 15



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	380-1 365 (400-1)		NA	
CIRCLING	460-1 445 (500-1)	480-1 465 (500-1)	NA	
EASTON/NEWNAM FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	420-1 405 (500-1)		NA	
CIRCLING	500-1 485 (500-1)		NA	

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	1510
136°	TDZE	799
	Apt Elev	799

RNAV (GPS) RWY 14

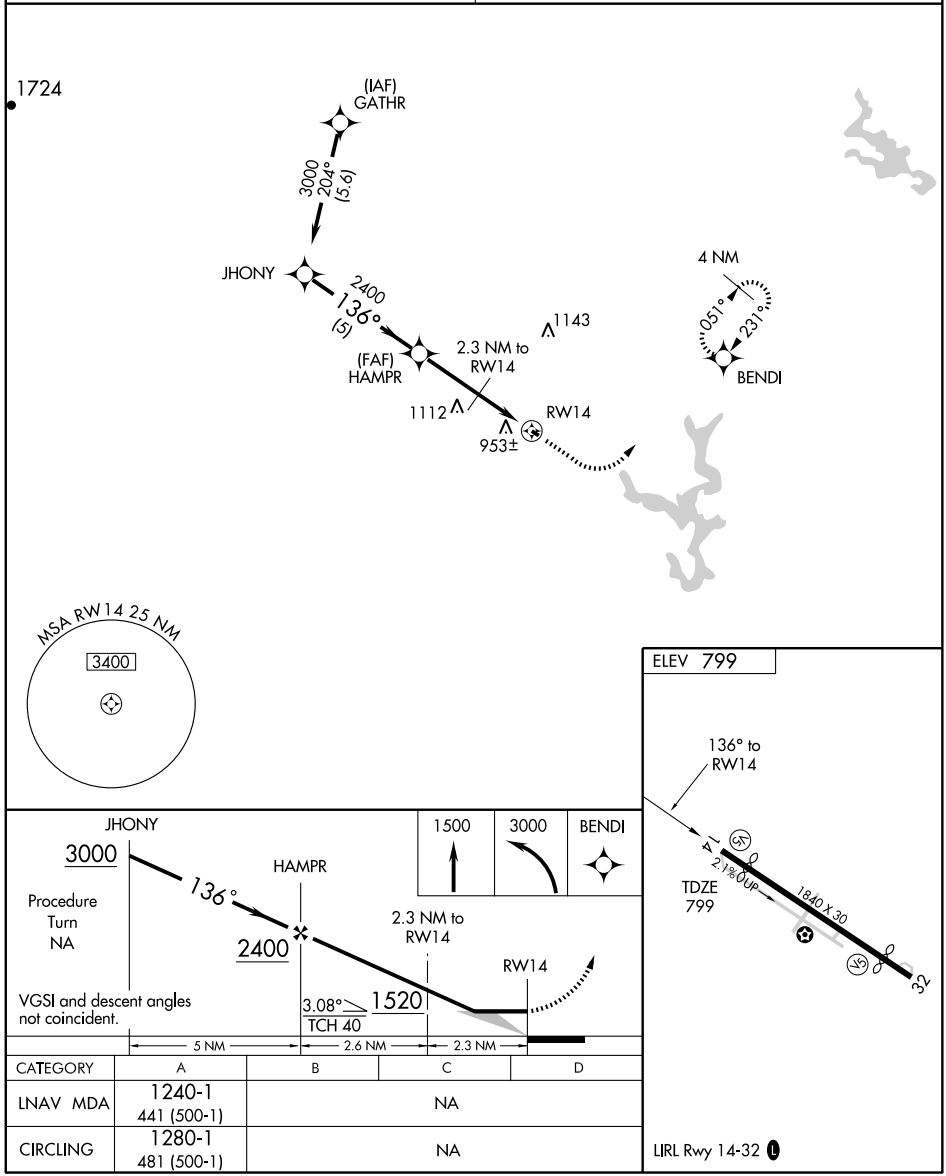
WESTMINSTER / CLEARVIEW AIRPARK (2W2)

T
A NA

Use Carroll County Rgnl/Jack B. Poage Field altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct BENDI WP and hold.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1240-1 441 (500-1)	NA		
CIRCLING	1280-1 481 (500-1)	NA		

LIRL Rwy 14-32 L

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC EMI 117.9 Chan 126	APP CRS 235°	Rwy Idg N/A TDZE N/A Apt Elev 799

VOR-A

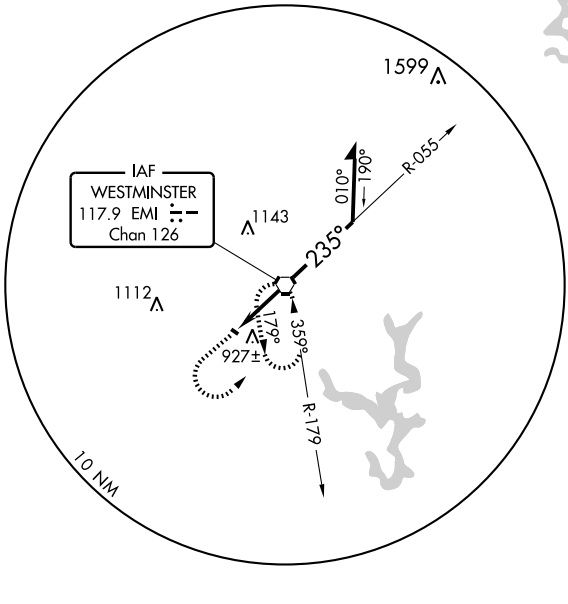
WESTMINSTER/ CLEARVIEW AIRPARK (2W2)

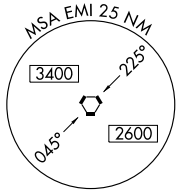
T
NA

Use Carroll County Rgnl/Jack B. Poage Field altimeter setting.

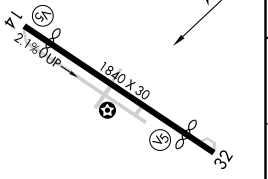
MISSED APPROACH: Climb to 1500, then climbing left turn to 2600 direct EMI VORTAC and hold.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L

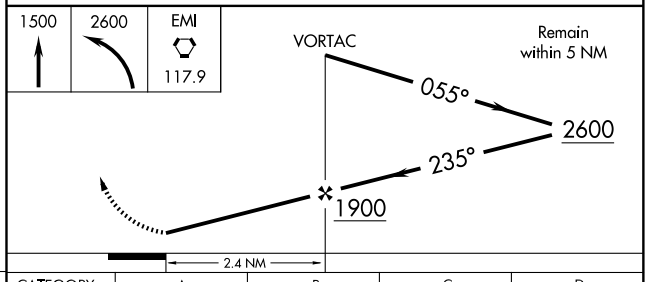




ELEV 799



LIRL Rwy 14-32 L



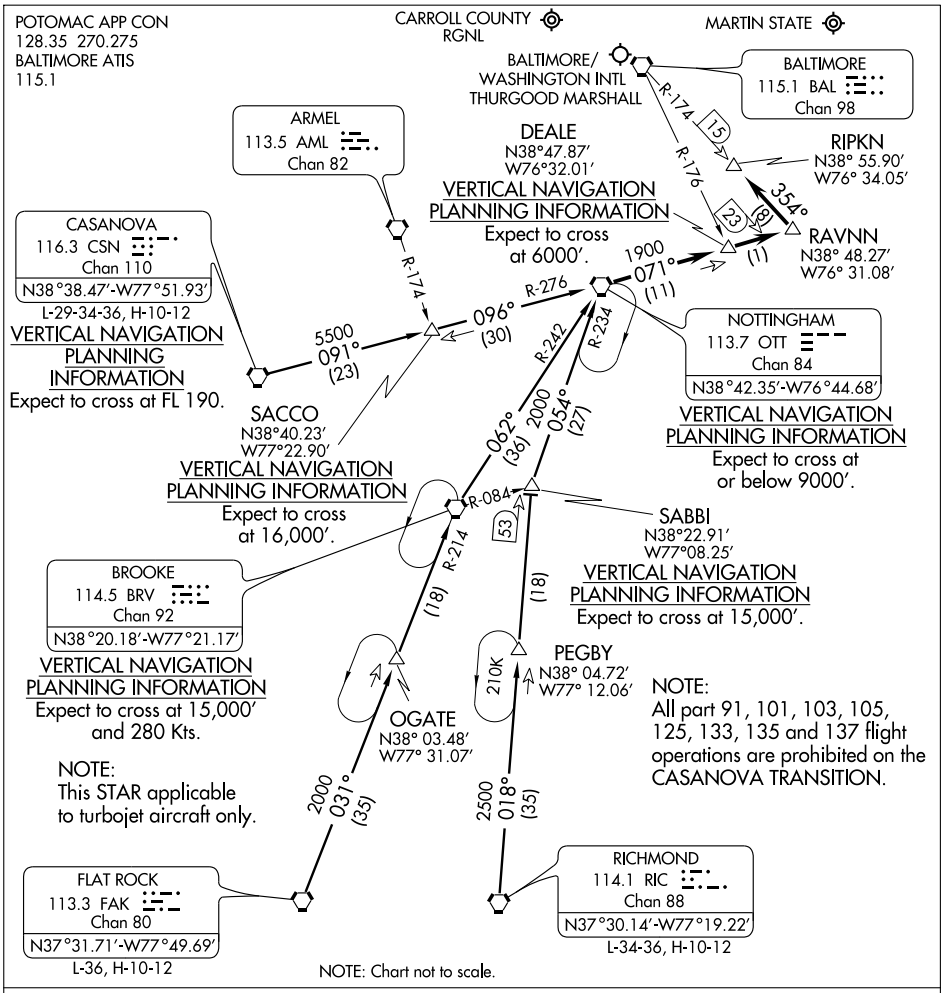
FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

CATEGORY	A	B	C	D
CIRCLING	1280-1 481 (500-1)	NA		

NE-3, 14 JAN 2010 to 11 FEB 2010

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .

FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

WAAS	APP CRS	Rwy Idg	5100
CH 65607	159°	TDZE	789
W16A		Apt Elev	789

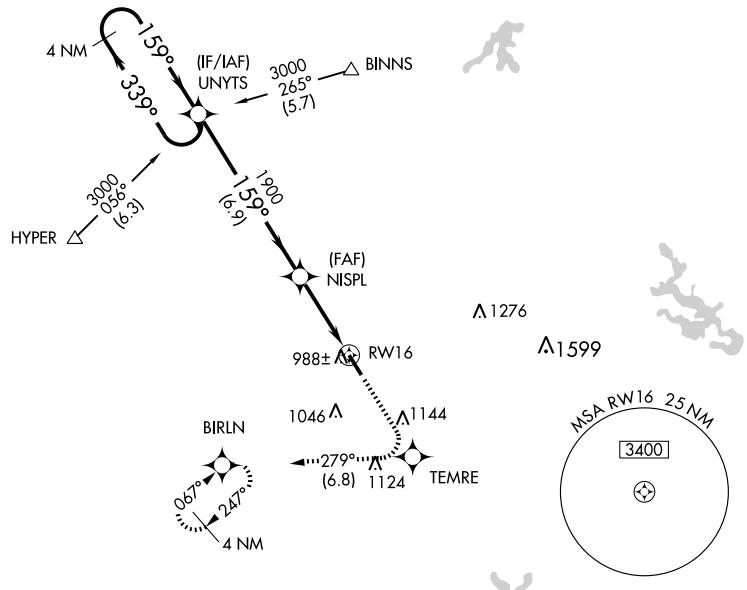
WESTMINSTER/
CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

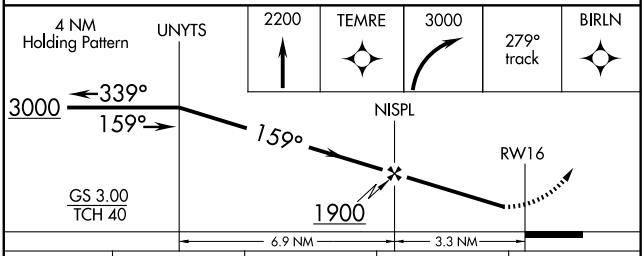
RNAV (GPS) RWY 16

DME/DME RNP - 0.3 NA.

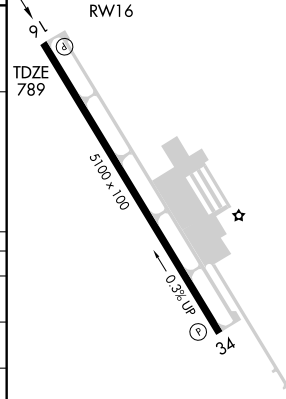
MISSED APPROACH: Climb to 2200 direct TEMRE then climbing right turn to 3000 via 279° track to BIRLN and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1130-1¼ 341 (400-1¼)			NA
LNAV/VNAV DA	NA			
LNAV MDA	1240-1 451 (500-1)		1240-1¼ 451 (500-1¼)	NA
CIRCLING	1300-1¼ 511 (600-1¼)		1300-1½ 511 (600-1½)	NA



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5100
339°	TDZE	788
	Apt Elev	789

RNAV (GPS) RWY 34

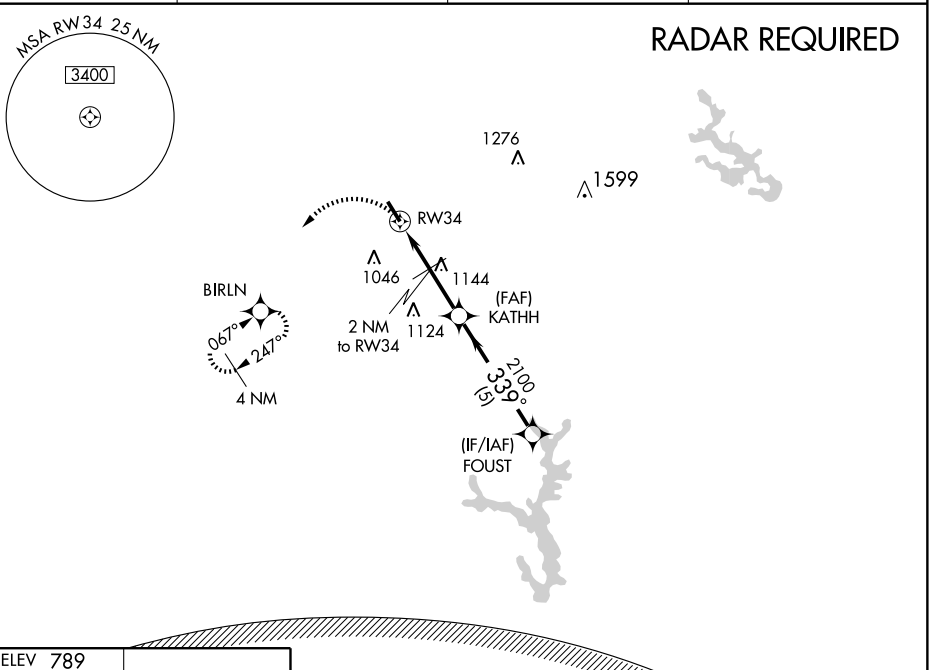
WESTMINSTER/CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

GPS or RNP - 0.3 required.
NA DME/DME RNP - 0.3 NA.

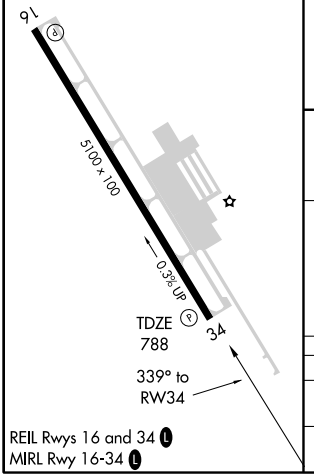
MISSED APPROACH: Climbing leftt turn to 3000 direct BIRLN WP and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L

RADAR REQUIRED



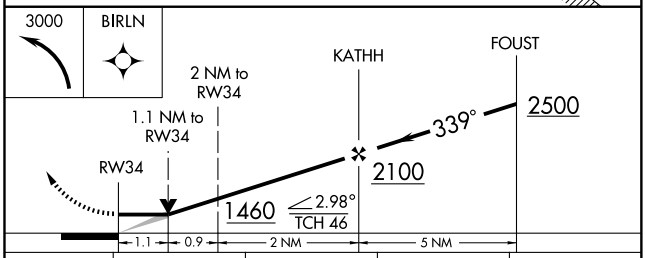
ELEV 789



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

WASHINGTON DC
METROPOLITAN SFRA

WARNING -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON



CATEGORY	A	B	C	D
LNAV MDA	1160 - 1 372 (400-1)			NA
CIRCLING	1240 - 1 451 (500-1)		1240 - 1½ 451 (500-1½)	NA

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC EMI 117.9 Chan 126	APP CRS 358°	Rwy Idg 5100 TDZE 788 Apt Elev 789

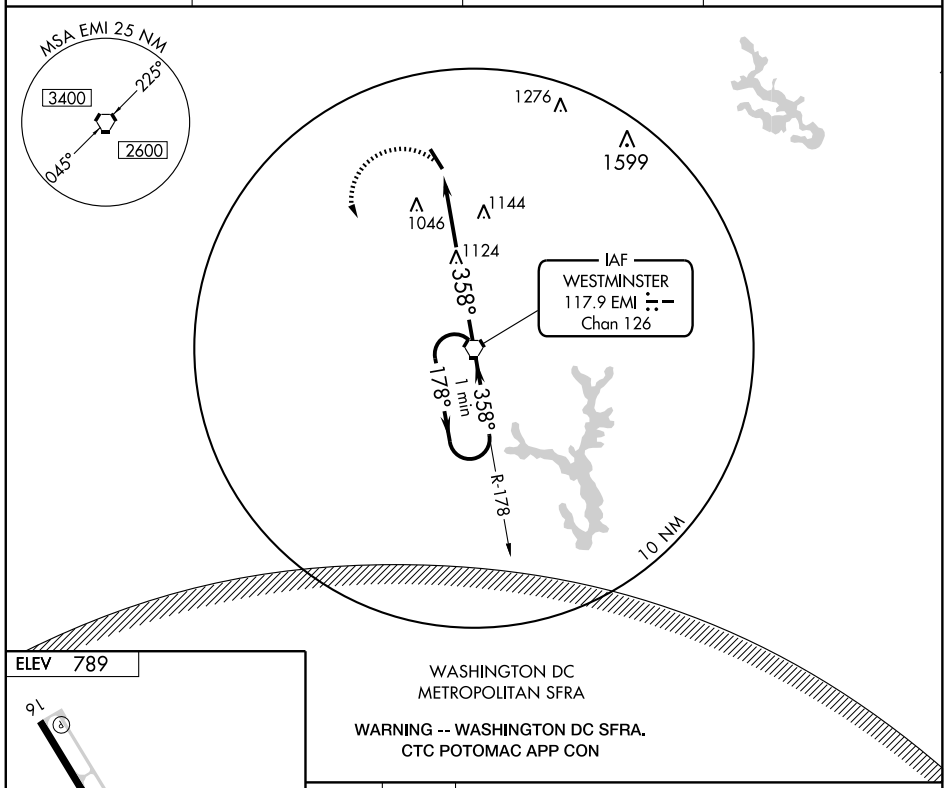
WESTMINSTER/
CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

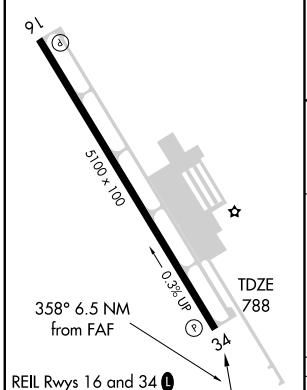
VOR RWY 34

NA

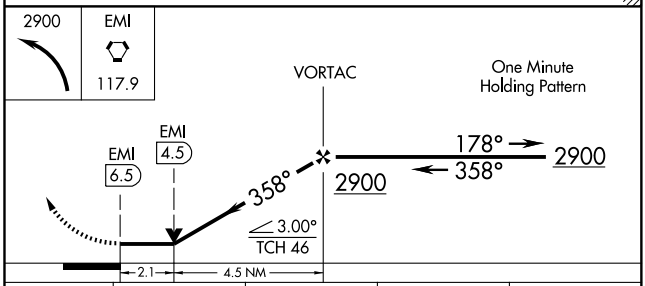
MISSED APPROACH: Climbing left turn to 2900 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L





FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-34	1480-1	692 (700-1)	1480-2 692 (700-2)	NA
CIRCLING	1480-1	691 (700-1)	1480-2 691 (700-2)	NA

NE-3. 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[3]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[36]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME — ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .... **RNAV (GPS) Rwy 28**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[1]
ILS Rwy 22L[1]
ILS Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 15R[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL .... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **LOC Rwy 8[123]**
VOR or GPS-A[4]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

NAME ALTERNATE MINIMUMS

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[12]**
VOR Rwy 2[3]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]NA when local weather not available.
[3]Categories A,B, 1200-2; Category C,D, 1200-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME or GPS Rwy 17[3]

[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**
NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**
Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD ... **RNAV (GPS) Rwy 18**
NA when local weather not available.

PAWTUCKET, RI

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B
NA when local weather not available.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29
ILS, Category D, 700-2.

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]
[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34
NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31
NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

VINEYARD HAVEN, MA

MARTHA'S VINEYARD .... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[34]
VOR Rwy 20[35]
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[5]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

NAME ALTERNATE MINIMUMS

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Rwy 10**

Categories A,B, 900-2; Category C, 900-2¾.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR or TACAN Rwy 6[4]
VOR or TACAN Rwy 15[5]
VOR or TACAN Rwy 24[6]
VOR or TACAN Rwy 33[6]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

BANGOR, ME

Amdt. 4B, SEP 25, 2008 (FAA)

ELEV **192**

BANGOR INTL

RADAR- 124.5 239.3 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33		AB	**580**/24	417	(400-½)
			C	**580**/40	417	(400-¾)
			DE	**580**/50	417	(400-1)
	15		AB	**700**/24	508	(600-½)
			CD	**700**/50	508	(600-1)
			E	**700**/60	508	(600-1¼)
CIRCLING			AB	**700**-1	508	(600-1)
			C	**700**-1½	508	(600-1½)
			DE	**760**-2	568	(600-2)

Circling not authorized Northeast of Rwy 15-33.
For inoperative SSALR, S-15 and S-33 increase visibility Cat E ½ mile.

BRUNSWICK NAS (KNHZ), ME (09351 USN)

ELEV 72

RADAR - (E) 118.15 121.2 233.9 263.6 346.8 302.0 312.4 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	1R[2]	3.0°/49/1031	ABCDE	161-¼	100	(100-¼)
	19L[2]	3.0°/51/980	ABCDE	171-¼	100	(100-¼)

[1]No-NOTAM preventive maint TUE 1300-1700Z++. [2]When ALS inop, increase vis to ½ mile.

PORTSMOUTH, NH Amdt 1, AUG 27, 2009 (FAA) ELEV 100

PORTSMOUTH INTL AT PEASE

RADAR- 125.05 269.4 NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	34	3.0°/64/1221	ABCDE	**284**/24	200	(200-½)
ASR	34		ABC	**560**/40	476	(500-¾)
			D	**560**/50	476	(500-1)
			E	**560**/60	476	(500-1¼)
	16		ABC	**520**/40	420	(500-¾)
			DE	**520**/50	420	(500-1)
CIR			AB	**560**-1¼	460	(500-1¼)
			C	**560**-1½	460	(500-1½)
			D	**680**-2	580	(600-2)
			E	**720**-2¼	620	(700-2¼)

Circling NA east of Rwy 16/34.
For inoperative MALSR increase PAR S-34 Cat E visibility to RVR 4000, ASR S-34 Cat E visibility to 1¾.
For inoperative MALSR increase ASR S-16 Cat D visibility to RVR 5000 and Cat E to 1½.
Lost Communications (All Rwys): As directed by ATC on inital contact.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading at 250' per NM to 400 feet before turning.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right. **Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL. **Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 33L, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BRUNSWICK NAS (KNHZ)

BRUNSWICK, ME 09295

Rwy 1L, CAUTION: Cross DER at or above 30' AGL/102' MSL.

Rwy 1R, CAUTION: Cross DER at or above 10' AGL/82' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)

AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK

NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 300-1½ with a min. climb of 471' per NM to 6600, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA

GARDNER MUNI

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA

WALTER J. KOLADZA

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME

GREENVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT

HARTFORD-BRAINARD

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.

NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

HAVERHILL, NH

DEAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 800-2. **Rwy 35,** 300-1.

LYNDONVILLE, VT

CALEDONIA COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA

MANSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI

TAKE-OFF MINIMUMS: **Rwy 29,** 700-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 700-1 or std. with a min. climb of 290' per NM to 1300.

MONTAGUE, MA

TURNERS FALLS

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 14,** 300-1 or std. with a min. climb of 340' per NM until 200. **Rwy 20,** 300-1 or std. with a min. climb of 240' per NM until 100. **Rwy 32,** 400-1 or std. with a min. climb of 420' per NM until 500.

NEWPORT, RI
NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.
NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT
NEWPORT STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.
DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME
CENTRAL MAINE AIRPORT OF NORRIDGEWOCK
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.
DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI
QUONSET STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA
NORTHAMPTON
TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA
NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.
NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

PLYMOUTH, MA

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from departure end of runway, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from departure end of runway, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI

NOTE: **Rwy 7,** trees beginning 133' from departure end of runway, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from departure end of runway, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from departure end of runway, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course.

Rwy 32, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 260' per NM until passing 1000.

Rwys 10, 28 NA.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 300-2 or std. with a min. climb of 260' per NM to 700. **Rwy 33,** 1200-3 or std. with a min. climb of 250' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1700 before proceeding on course. **Rwy 15,** climb runway heading to 1400 before proceeding on course. **Rwy 20,** climb runway heading to 2200 before proceeding on course. **Rwy 33,** climb runway heading to 1500 before proceeding on course.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400. RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL.**Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 700-3 or std. w/ min. climb of 326' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before proceeding on course. **Rwy 33,** Climb heading 328° to 1000 before proceeding on course.

NOTES: **Rwy 1,** Trees beginning 887' from departure end of runway, 493'left of centerline, up to 100' AGL/239' MSL. Trees beginning 1846' from departure end of runway, on centerline, up to 100' AGL/265' MSL. **Rwy 6,** Trees beginning 21' from departure end of runway, 464' left of centerline, up to 100' AGL/184' MSL. Trees beginning 1335' from departure end of runway, on centerline, up to 100' AGL/289' MSL. **Rwy 15,** Vehicle on road 453' from departure end of runway, 615' left of centerline, 15' AGL/186' MSL. Trees beginning 2341' from departure end of runway, 767' right of centerline, up to 76' AGL/244' MSL. Vehicle on road 409' from departure end of runway, 591' left of centerline, 15' AGL/186' MSL. Trees beginning 1520' from departure end of runway, 429' right of centerline, up to 77' AGL/219' MSL. **Rwy 19,** Aircraft 1843' from departure end of runway, 223' right of centerline, 40' AGL/269' MSL. Light pole 2843' from departure end of runway, 223' right of centerline, up to 88' AGL/222' MSL. **Rwy 24,** obstruction light fence 1240' from departure end of runway, 784' left of centerline, 50' AGL/215' MSL. Trees beginning 3389' from departure end of runway, 599' left of centerline, up to 100' AGL/ 267' MSL trees beginning 2346' from departure end of runway, 489' right of centerline, up to 70' AGL/273' MSL. **Rwy 33,** Trees beginning 1590' from departure end of runway, on centerline up to 100' AGL/256' MSL. Obstruction light tower 2.4 NM from departure end of runway, 3534' left of centerline 117' AGL/774' MSL. Trees beginning 1618' from departure end of runway, 580' right of centerline, up to 100' AGL/252' MSL. Trees beginning 3125' from departure end of runway, 308' right of centerline, up to 100' AGL/256' MSL.

WISCASSET, ME

WISCASSET

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 240' per NM to 600.

WORCESTER, MA

WORCESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 29,** 300-2 or std. with a min. climb of 250' per NM to 1300. **Rwy 33,** 700-2 or std. with a min. climb of 320' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb runway heading to 1300 before proceeding on course. **Rwy 33,** climb runway heading to 2000 before proceeding on course.

LOC I-LEW	APP CRS	Rwy Idg	5001
108.9	041°	TDZE	270
		Apt Elev	288

ILS or LOC RWY 4

AUBURN-LEWISTON MUNI (LEW)

ADF REQUIRED. For inoperative MALSR increase S-ILS 4 visibilty to 1¼ all Cats, and increase S-LOC 4 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2300 direct LE LOM and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5	124.05	122.8 (CTAF) L

ALTERNATE MISSED APRCH

246° 066° R-246° MOYER AUG 10

ADF REQUIRED

AUGUSTA 111.4 AUG Chan 51

2500 246° (31.8)

1001 950 643 752 1360 972 2049 2534

LOCALIZER 108.9 I-LEW

LOM/IAF LEWIE 240 LE

041° 1 min 221° 221° 10 NM

MSA LE 25 NM

3700 270° 2300 360°

KENNEBUNK 117.1 ENE Chan 118

2500 037° (34.4)

ELEV 288

REIL Rwy 22 L

HIRL Rwy 4-22 L

MIRL Rwy 17-35 L

22 17 35 1.2% UP 5001 X 100 2750 X 75 388 TDZE 270

041° 5.3 NM from FAF

One Minute Holding Pattern

LOM 2022

221° 041° 2300 GS 3.00° TCH 50

2200 2000* 041°

VGSI and ILS glidepath not coincident.

*LOC only

5.3 NM

900 2300 LE 240

CATEGORY	A	B	C	D
S-ILS 4		642-¾	372 (400-¾)	
S-LOC 4	860-¾	590 (600-¾)	860-1 590 (600-1)	860-1¼ 590 (600-1¼)
CIRCLING	860-1¼	572 (600-1¼)	920-1¾ 632 (700-1¾)	1060-2½ 772 (800-2½)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
041°	TDZE	270
	Apt Elev	288

RNAV (GPS) RWY 4

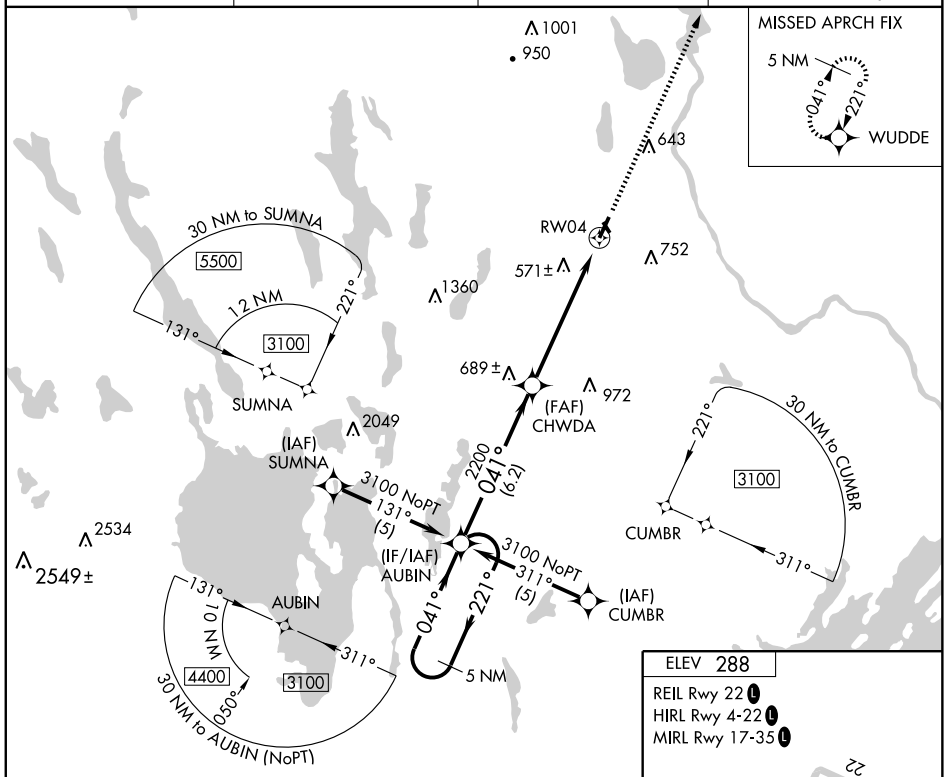
AUBURN-LEWISTON MUNI (LEW)

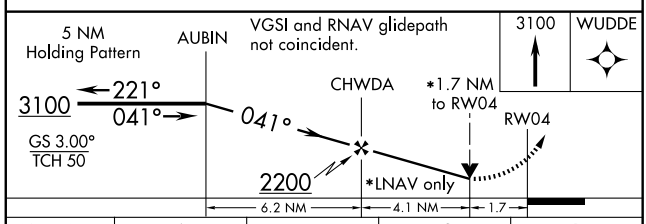
T Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. DME/DME RNP-0.3 NA.
A Circling to Rwy 17, 22, 35 NA at night.
W Visibility reduction by helicopters NA.

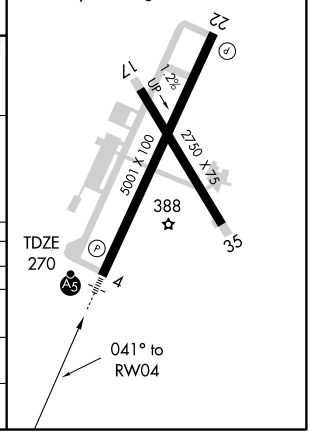
MALSR

MISSED APPROACH: Climb to 3100 direct WUDDE and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5	124.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	900-1¾ 630 (700-1¾)			
LNAV MDA	860-¾ 590 (600-¾)		860-1 590 (600-1)	860-1¼ 590 (600-1¼)
CIRCLING	900-2¼ 612 (700-2¼)		920-2¼ 632 (700-2¼)	1060-2½ 772 (800-2½)

NE-1. 14 JAN 2010 to 11 FEB 2010

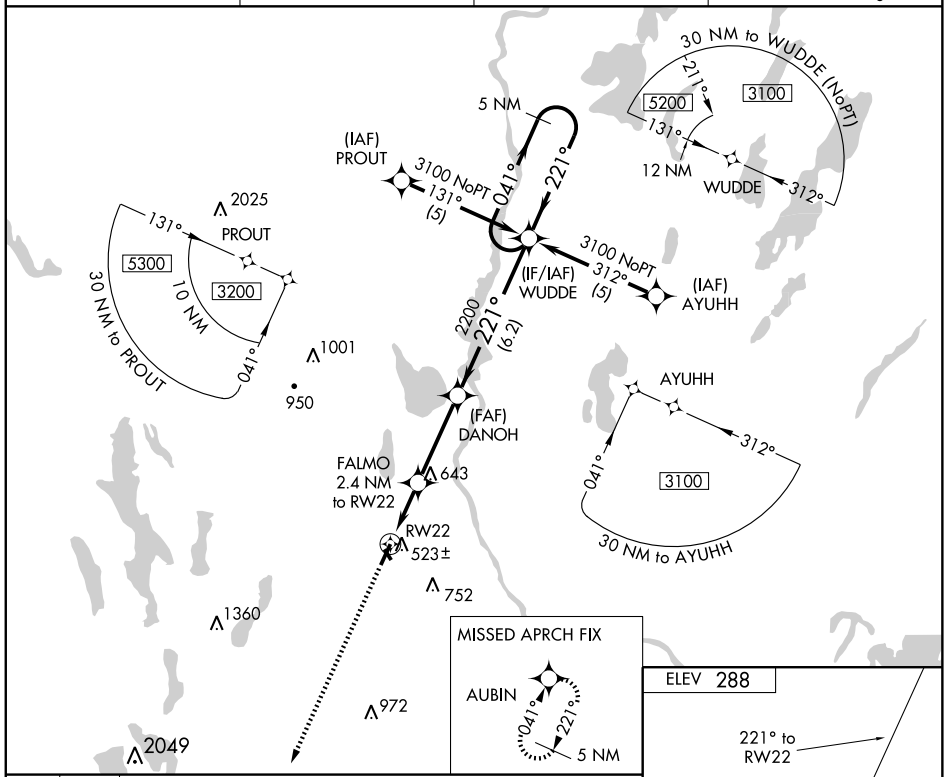
APP CRS	Rwy Idg	5001
221°	TDZE	270
	Apt Elev	288

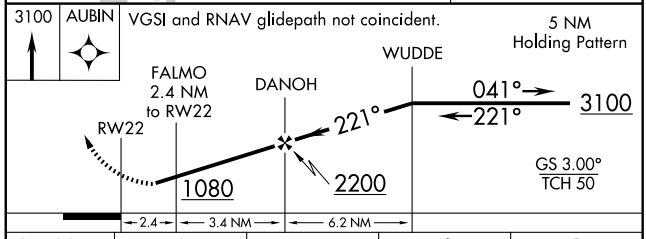
RNAV (GPS) RWY 22
AUBURN-LEWISTON MUNI (LEW)

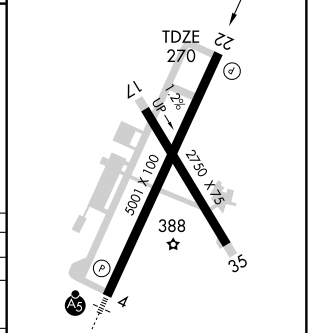
T Straight-in minimums NA at night. Circling to Rwy 17/35 at night.
A Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.
W Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct AUBIN and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5	124.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	860-2 590 (600-2)			
LNAV MDA	780-1 510 (500-1)		780-1½ 510 (500-1½)	
CIRCLING	860-2 572 (600-2)		920-2 632 (700-2)	1060-2½ 772 (800-2½)

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 17-35 L

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME AUG	APP CRS	Rwy Idg	N/A
111.4	250°	TDZE	N/A
Chan 51		Apt Elev	288

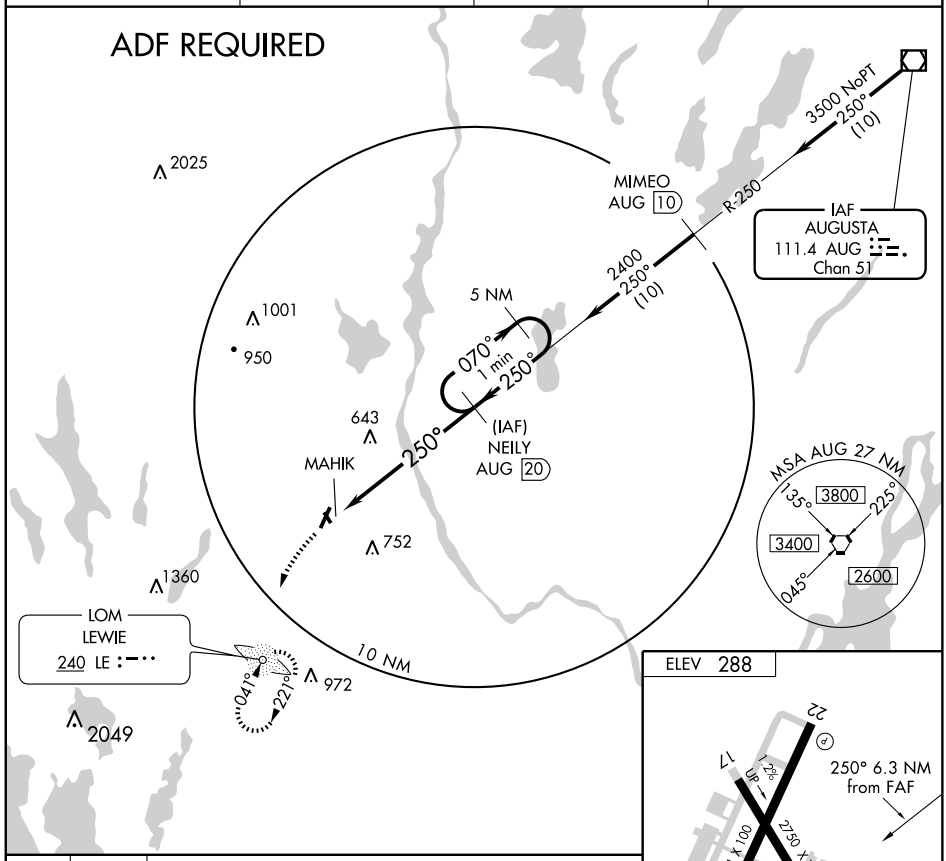
VOR/DME-A

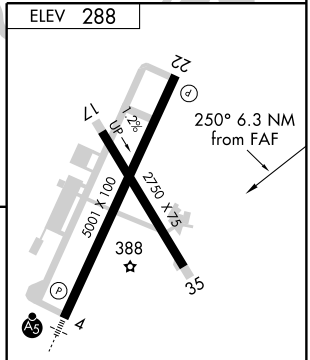
AUBURN-LEWISTON MUNI (LEW)

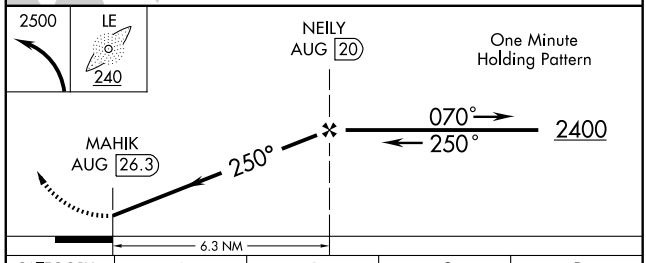
NA

MISSED APPROACH: Climbing left turn to 2500 direct LE LOM and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5	124.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1112 (1200-1¼)	1400-1½ 1112 (1200-1½)	1400-3 1112 (1200-3)	

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 17-35 L

APP CRS	Rwy Idg	5001
171°	TDZE	349
	Apt Elev	352

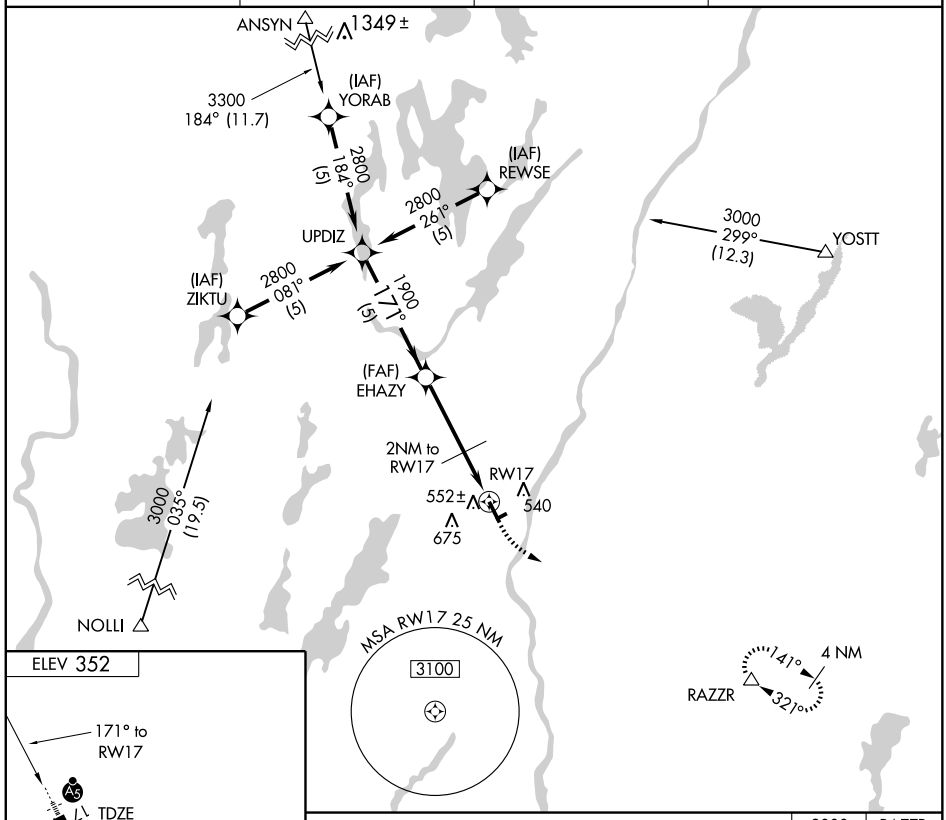
GPS RWY 17
AUGUSTA STATE (AUG)

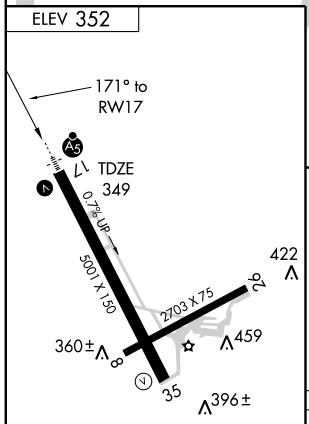
NA

MALSR

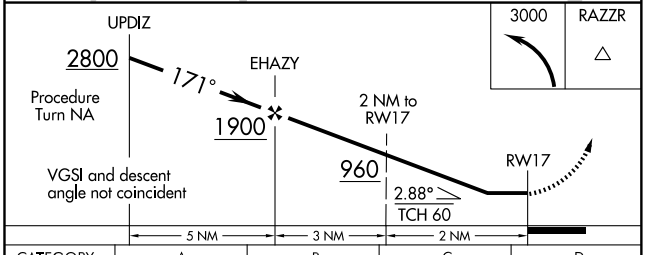
MISSED APPROACH: Climbing left turn to 3000 direct RAZZR WP and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L





MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L



CATEGORY	A	B	C	D
S-17	780-½ 431 (500-½)		780-¾ 431 (500-¾)	780-1 431 (500-1)
CIRCLING	920-1 568 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-AUG	APP CRS	Rwy Idg	5001
108.7	171°	TDZE	349
		Apt Elev	352

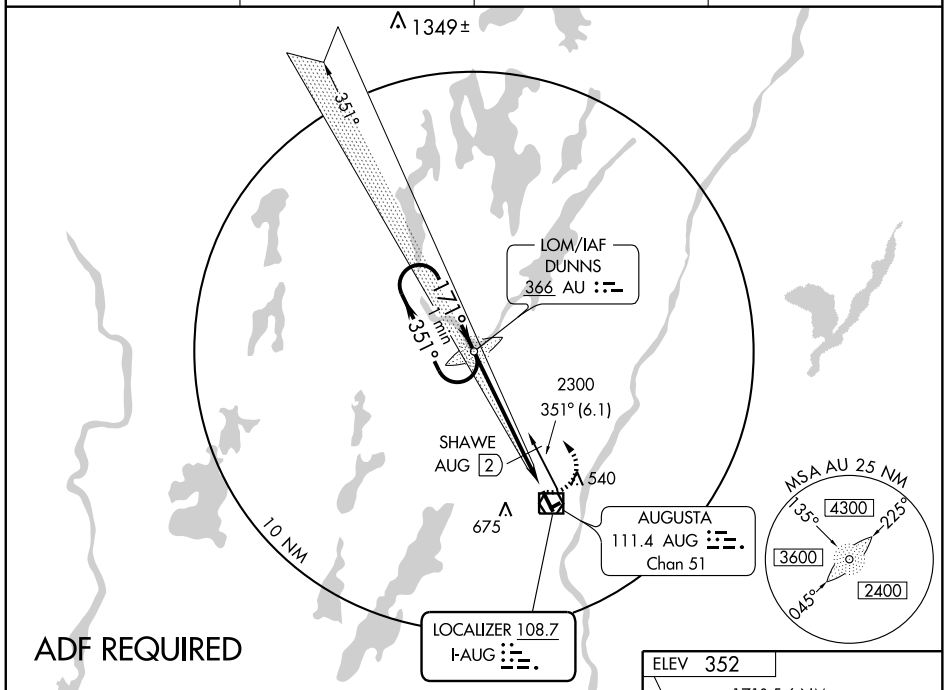
ILS or LOC RWY 17
AUGUSTA STATE (AUG)

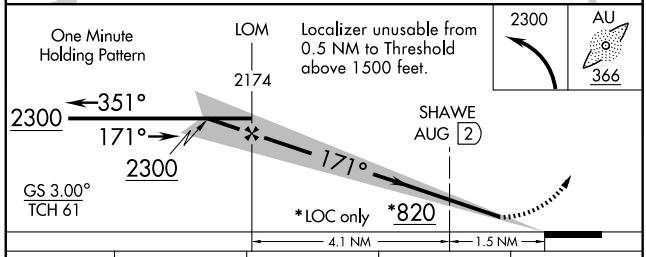
DME minimums Cat. D S-LOC 17 visibility increased to 1 mile for inoperative MALSR.
Glideslope unusable below 430 feet.

MALSR

MISSED APPROACH: Climbing left turn to 2300 direct AU LOM and hold.

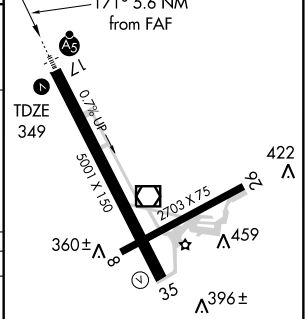
ASOS	PORTLAND APP CON*	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L





Localizer unusable from 0.5 NM to Threshold above 1500 feet.

2300 AU 366



CATEGORY	A	B	C	D
S-ILS 17	549-½	200 (200-½)		
S-LOC 17	820-½ 471 (500-½)		820-¾ 471 (500-¾)	820-1 471 (500-1)
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)
DME MINIMA				
S-LOC 17	680-½ 331 (400-½)			680-¾ 331 (400-¾)

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	352

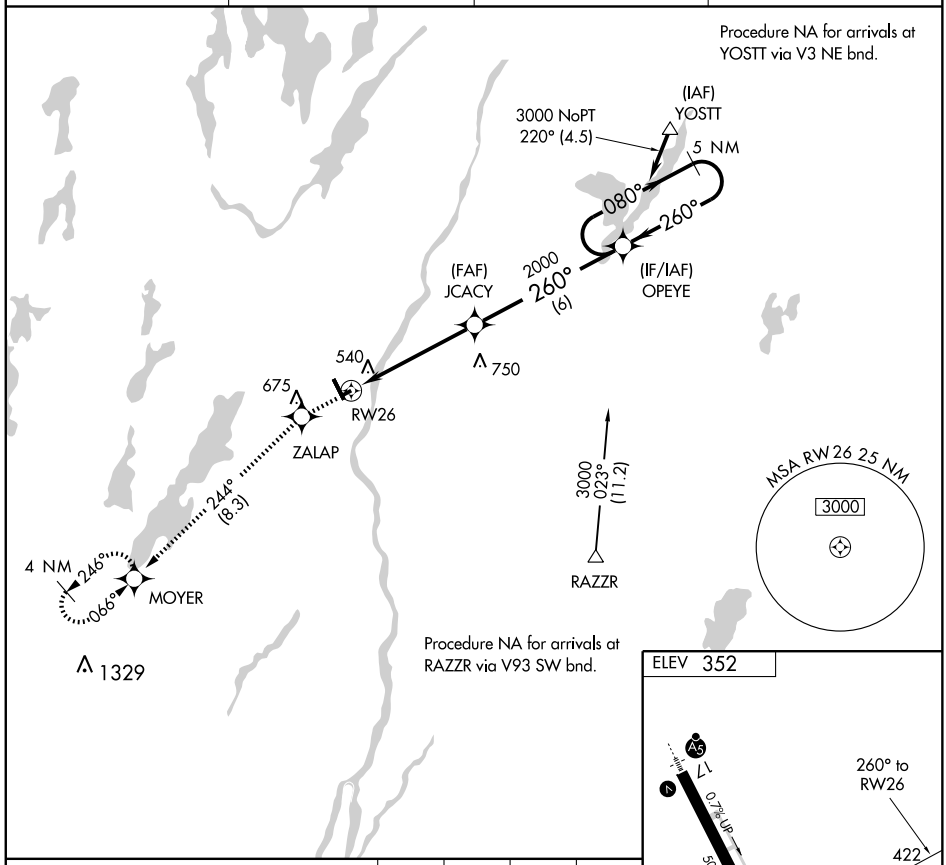
RNAV (GPS)-B
AUGUSTA STATE (AUG)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all MDAs 80 feet.

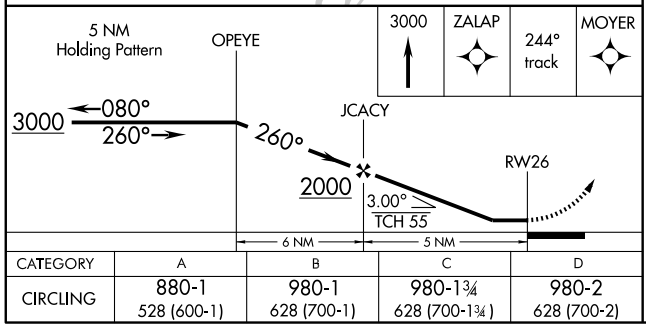
MISSED APPROACH: Climb to 3000 direct ZALAP and via 244° track to MOYER and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L

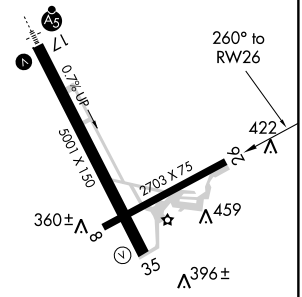
Procedure NA for arrivals at YOSTT via V3 NE bnd.



Procedure NA for arrivals at RAZZR via V93 SW bnd.



CATEGORY	A	B	C	D
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)



MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L

NE-1. 14 JAN 2010 to 11 FEB 2010

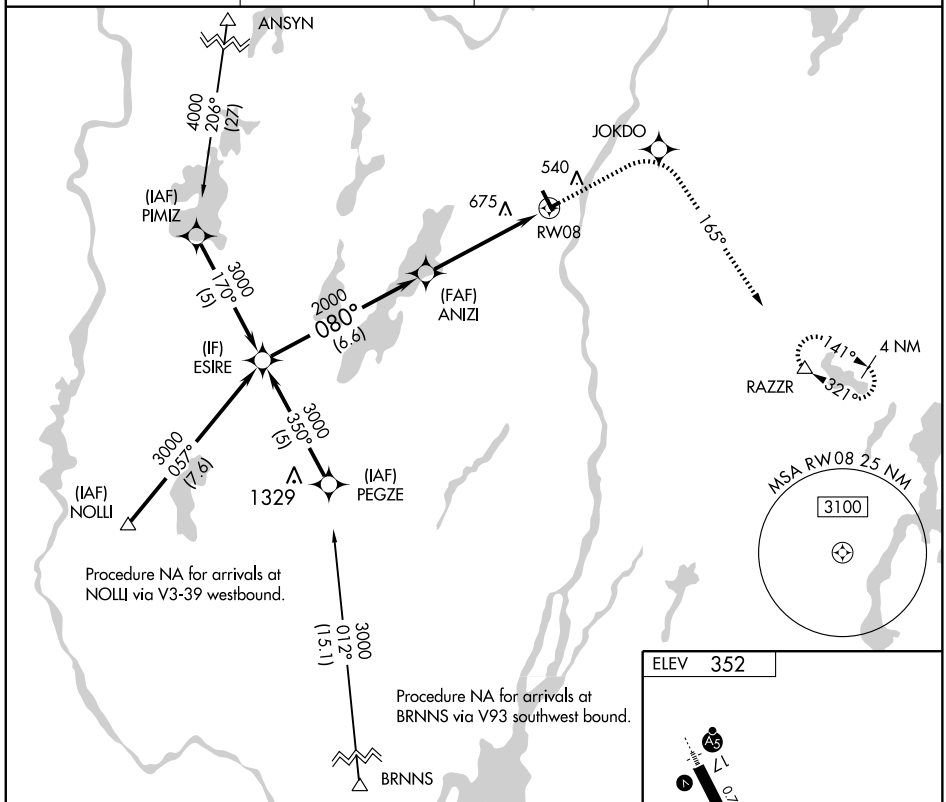
APP CRS	Rwy Idg	2703
080°	TDZE	352
	Apt Elev	352

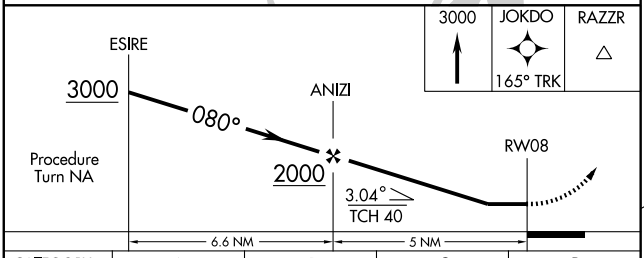
RNAV (GPS) RWY 8
AUGUSTA STATE (AUG)

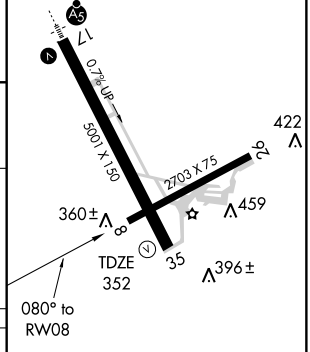
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JOKDO and via 165° track to RAZZR and hold.

ASOS	PORTLAND APP CON*	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 588 (600-1)		940-1½ 588 (600-1½)	940-1¾ 588 (600-1¾)
CIRCLING	940-1 588 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L

NE-1. 14 JAN 2010 to 11 FEB 2010

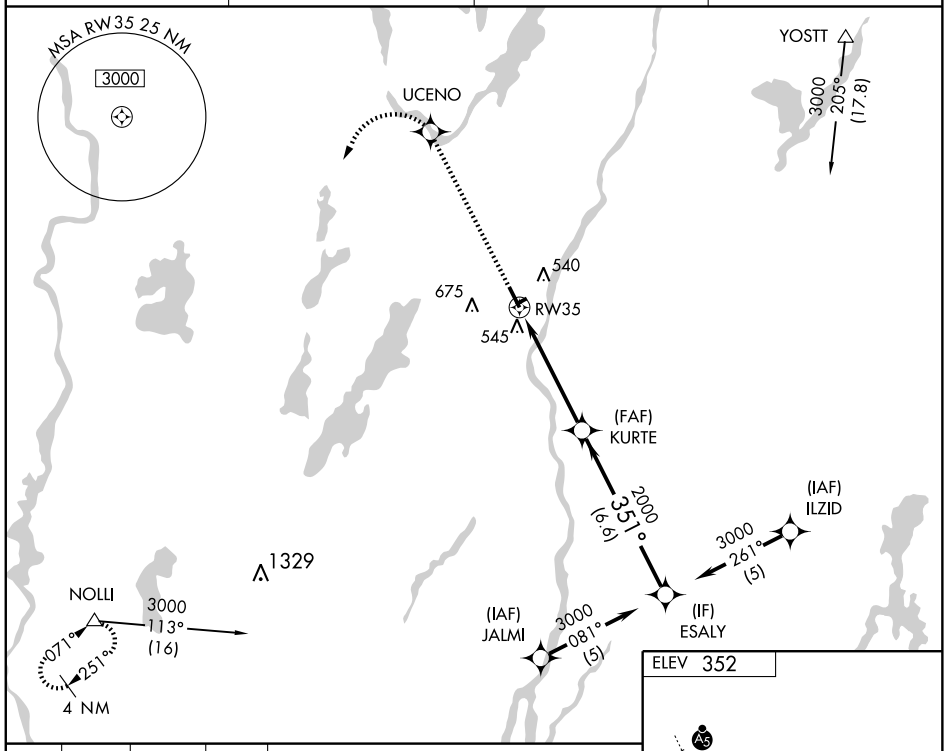
WAAS	APP CRS	Rwy Idg	5001
CH 62999	351°	TDZE	350
W35A		Apt Elev	352

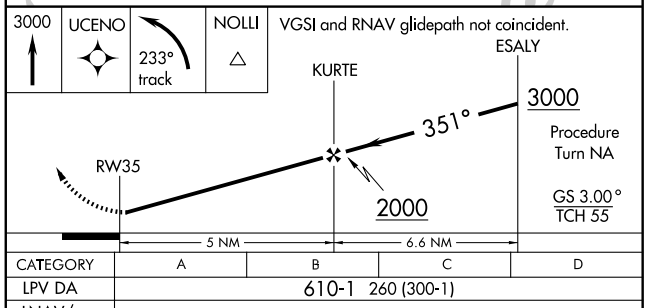
RNAV (GPS) RWY 35
AUGUSTA STATE (AUG)

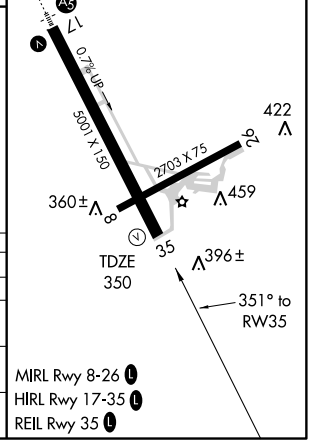
T A W Baro-VNAV NA below -16°C (4°F), DME/DME RNP-0.3 NA. If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all DAs 71 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct UCENO and left turn via 233° track to NOLLI and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	610-1 260 (300-1)			
LNAV/ VNAV DA	850-1¾ 500 (600-1¾)			
LNAV MDA	840-1 490 (500-1)		840-1¼ 490 (500-1¼)	840-1½ 490 (500-1½)
CIRCLING	880-1¾ 528 (600-1¾)	980-1¾ 628 (700-1¾)		980-2 628 (700-2)

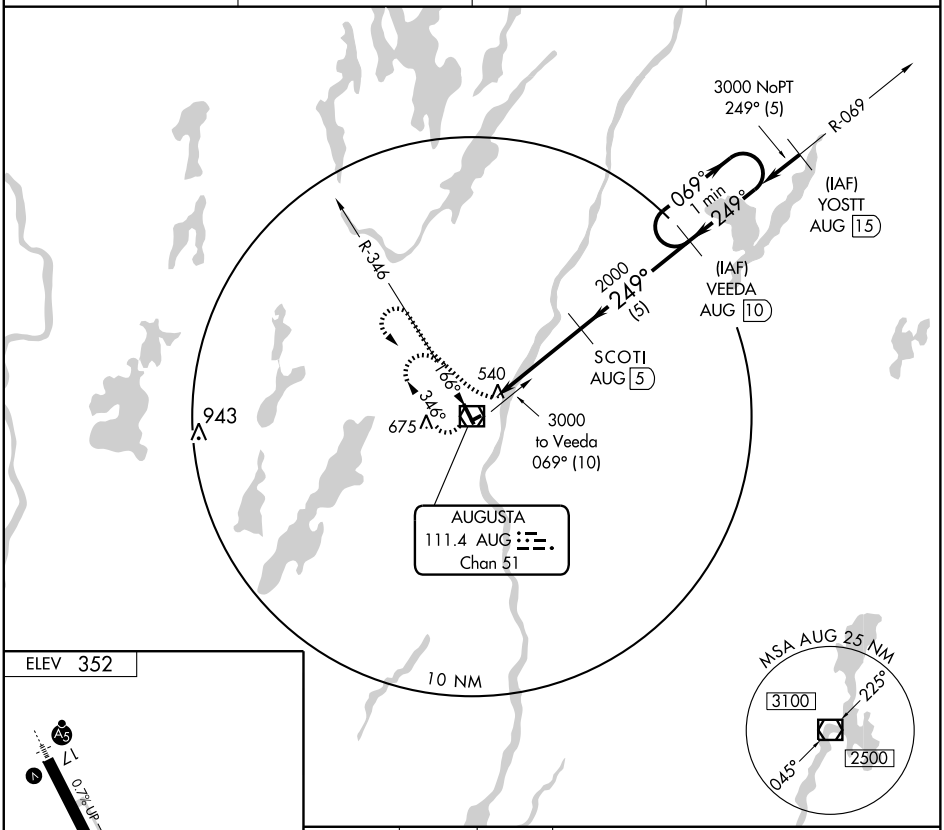
NE-1. 14 JAN 2010 to 11 FEB 2010

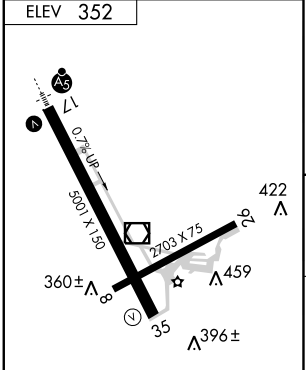
VOR/DME AUG	APP CRS	Rwy Idg	N/A
111.4	249°	TDZE	N/A
Chan 51		Apt Elev	352

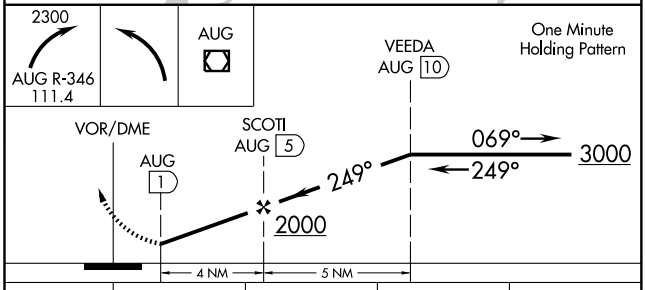
VOR/DME-A
AUGUSTA STATE (AUG)

MISSED APPROACH: Climbing right turn to 2300 via AUG R-346, then left turn direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

CATEGORY	A	B	C	D
CIRCLING	960-1 608 (700-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

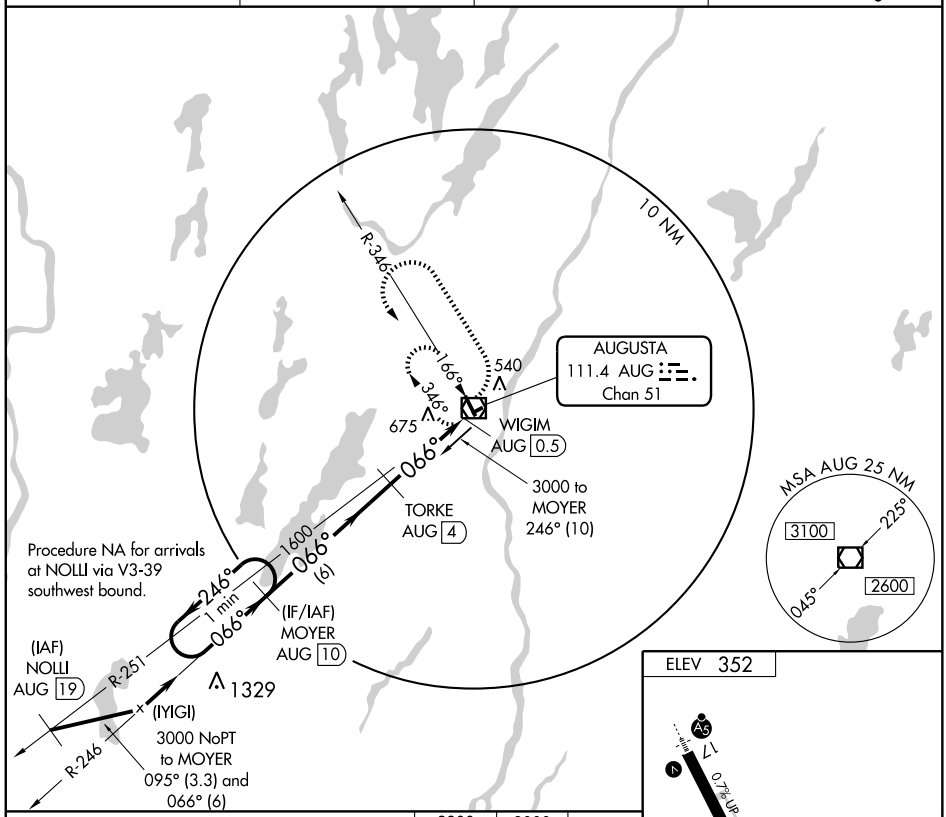
VOR/DME AUG	APP CRS	Rwy Idg	2703
111.4	066°	TDZE	352
Chan 51		Apt Elev	352

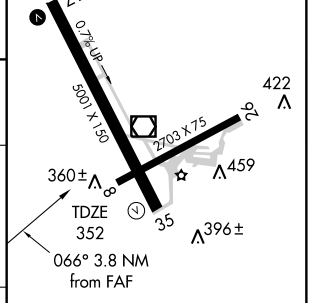
VOR/DME RWY 8
AUGUSTA STATE (AUG)

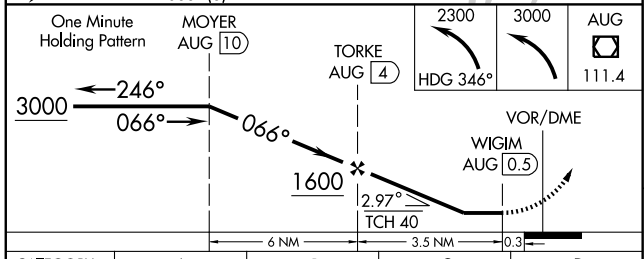
Visibility reduction by helicopters NA. When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet and S-8 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2300 via heading 346° then climbing left turn to 3000 direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-8	940-1	588 (600-1)	940-1½ 588 (600-1½)	940-1¾ 588 (600-1¾)
CIRCLING	940-1 588 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME AUG	APP CRS	Rwy Idg	5001
111.4	166°	TDZE	348
Chan 51		Apt Elev	352

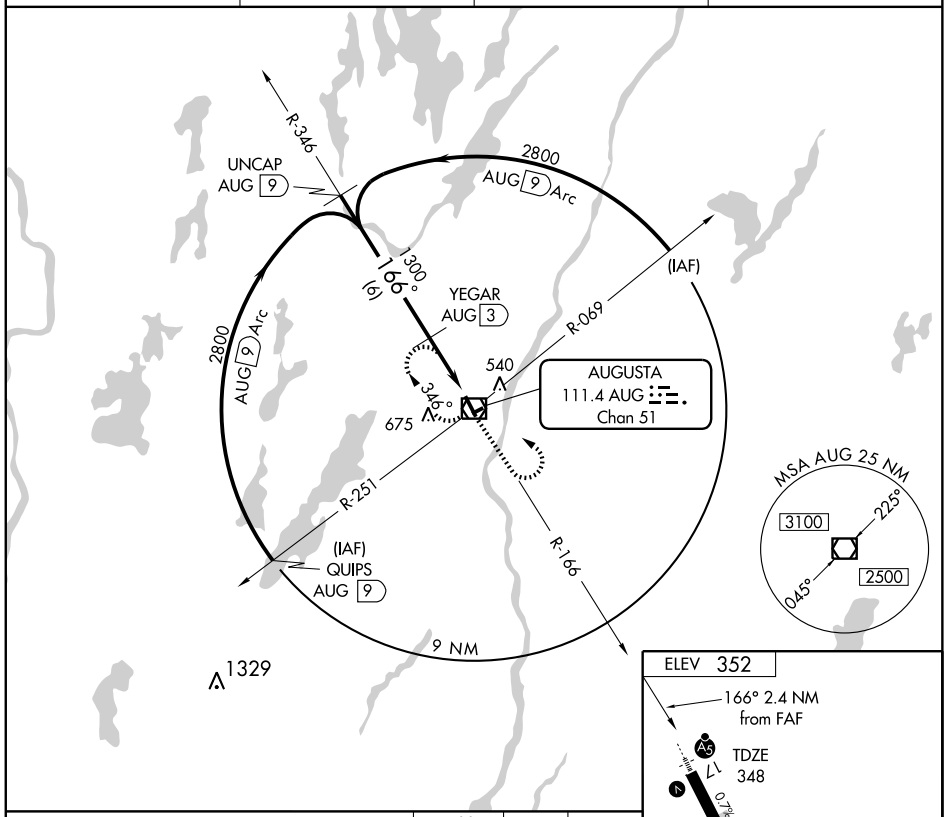
VOR/DME RWY 17
AUGUSTA STATE (AUG)

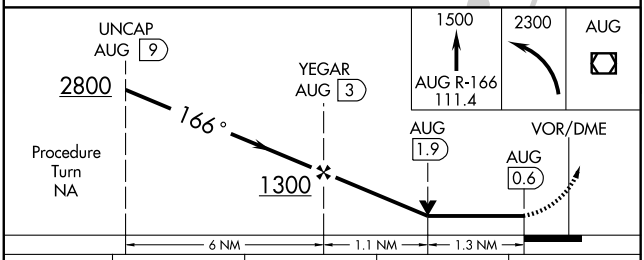
Cat. D S-17 visibility increased to 1¼ miles for inoperative MALSR.

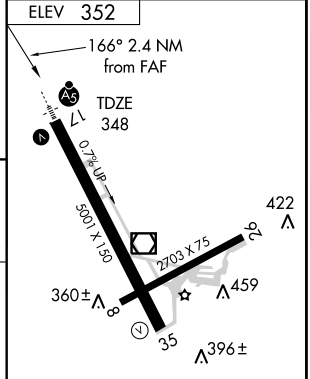
MALSR

MISSED APPROACH: Climb to 1500 via R-166, then climbing left turn to 2300 direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-17	760-½ 412 (500-½)		760- ¾ 412 (500-¾)	760-1 412 (500-1)
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

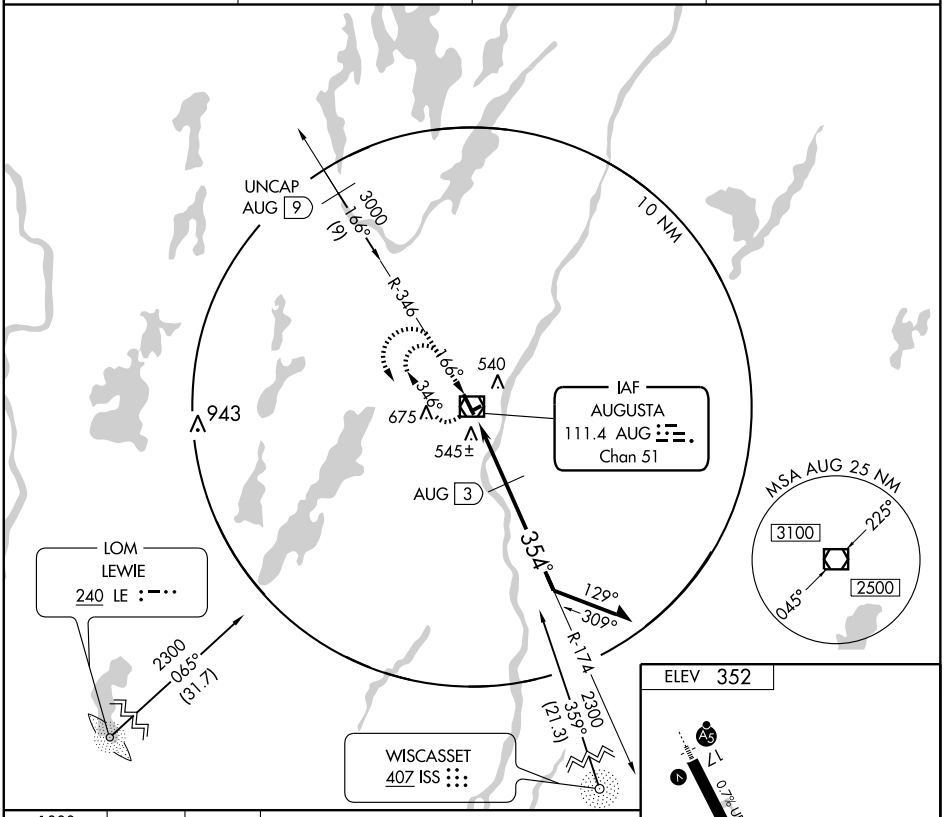
NE-1. 14 JAN 2010 to 11 FEB 2010

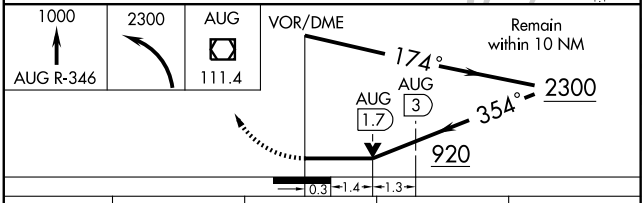
VOR/DME AUG	APP CRS	Rwy Idg	5001
111.4	354°	TDZE	351
Chan 51		Apt Elev	352

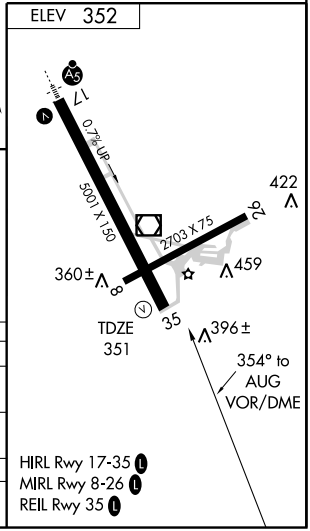
VOR RWY 35
AUGUSTA STATE (AUG)

MISSED APPROACH: Climb to 1000 via AUG R-346, then climbing left turn to 2300 direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	920-1 569 (600-1)		920-1½ 569 (600-1½)	920-1¾ 569 (600-1¾)
CIRCLING	920-1 568 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)
DME MINIMA				
S-35	800-1 449 (500-1)		800-1¼ 449 (500-1¼)	800-1½ 449 (500-1½)

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

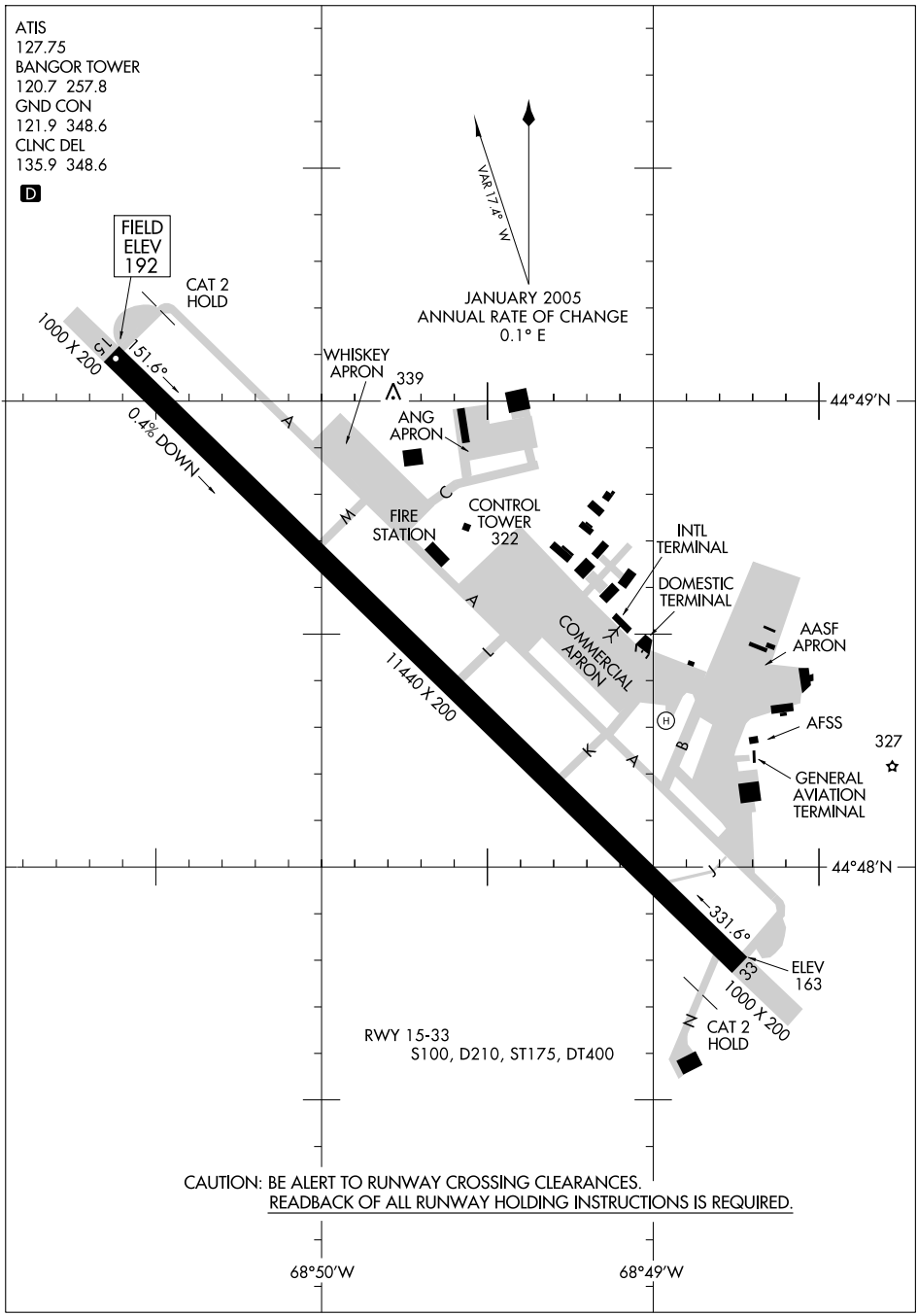
NE-1. 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-39 (FAA)

BANGOR INTL (BGR)
BANGOR, MAINE



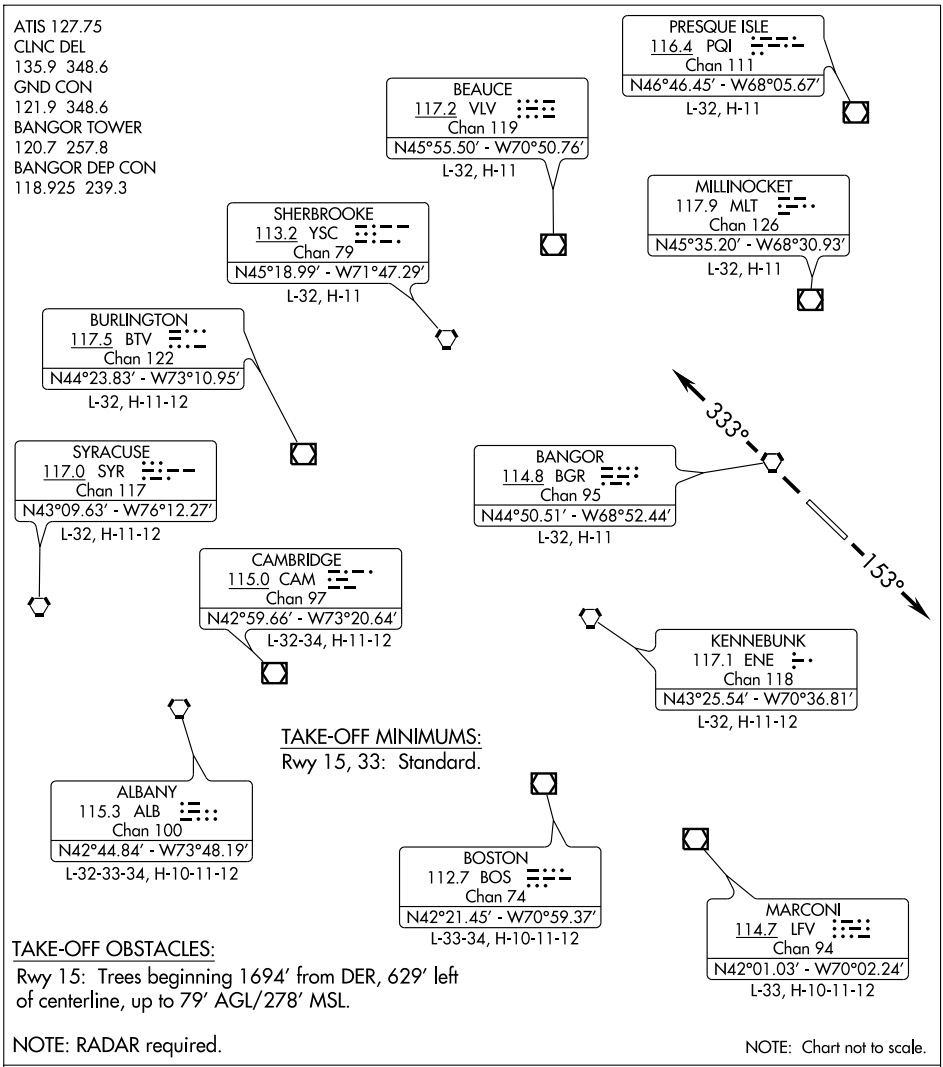
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1, 14 JAN 2010 to 11 FEB 2010

BANGOR ONE DEPARTURE

SL-39 (FAA)

BANGOR INTL (BGR)
BANGOR, MAINE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb heading 153°, or as assigned by ATC, Thence. . . .

TAKE-OFF RUNWAY 33: Climb heading 333°, or as assigned by ATC, Thence. . . .

. . . . Expect vectors to assigned route/navaid/fix. Maintain 10,000, or requested altitude if lower, or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

NE-1, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC/DME RWY 15

LOC/DME I-JVH	APCH CRS	Rwy ldg 11,440
109.5	153°	TDZE 192
Chan 32		Arpt Elev 192

JAL-39 [USAF]

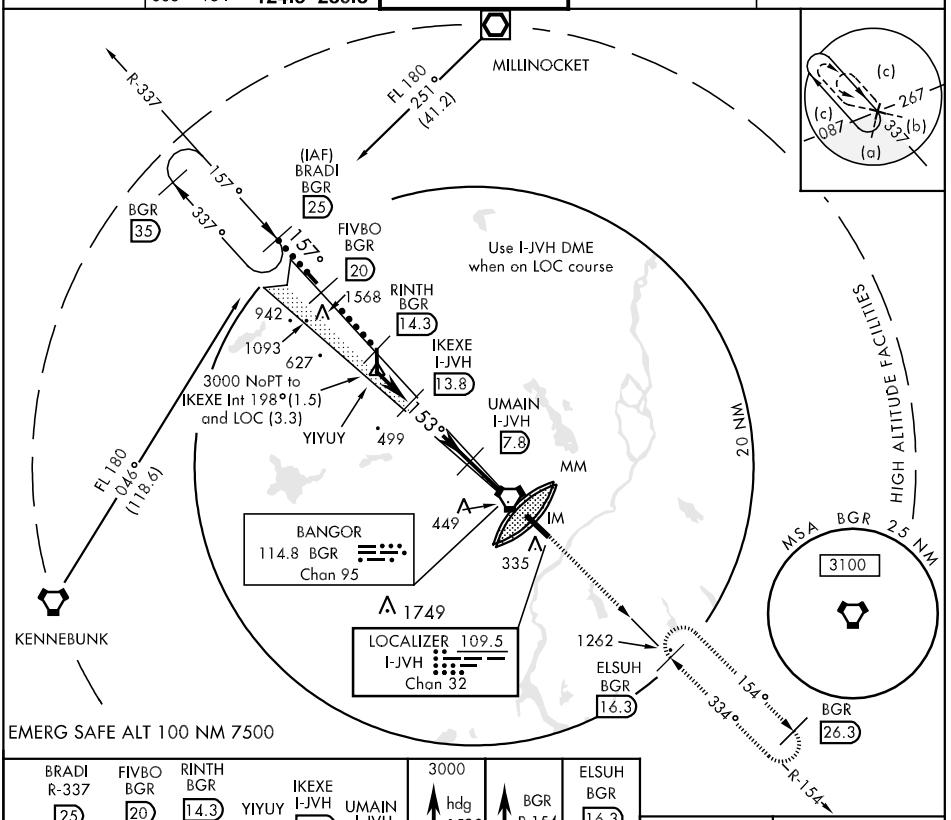
BANGOR INTL (KBGR)

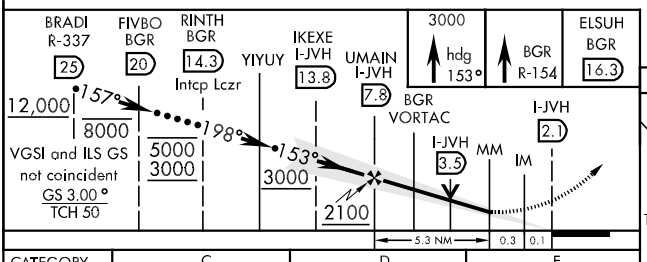
T * When ALS inop increase CAT C/D RVR to 40.
** When ALS inop increase CAT E vis to 1¾ miles.
*** Circling not authorized NE of Rwy 15-33.

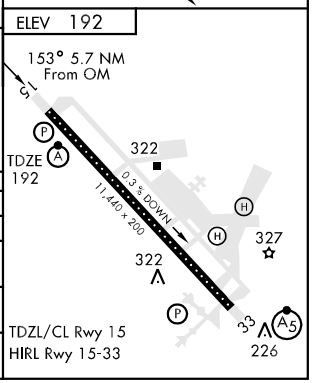
ALSF-2

MISSED APPROACH: Climb to 3000 via Heading 153° and BGR VORTAC R-154 to ELSUH (BGR-154/16.3 DME) and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	ASR
127.75	155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	120.7 257.8	121.9 348.6	







CATEGORY	C	D	E
S-ILS 15 *	392/18 200 (200-⅜)		392/24 200 (200-½)
S-LOC 15 **	700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING***	700-1½ 508 (600-1½)	760-2 568 (600-2)	
S-ASR 15	700/50 508 (600-1)		700/60 508 (600-1¼)

HI-VOR/DME or TACAN RWY 15

VORTAC BGR	APCH CRS	Rwy ldg 11,440
114.8	157°	TDZE 192
Chan 95		Arpt Elev 192

JAL-39 [USAF]

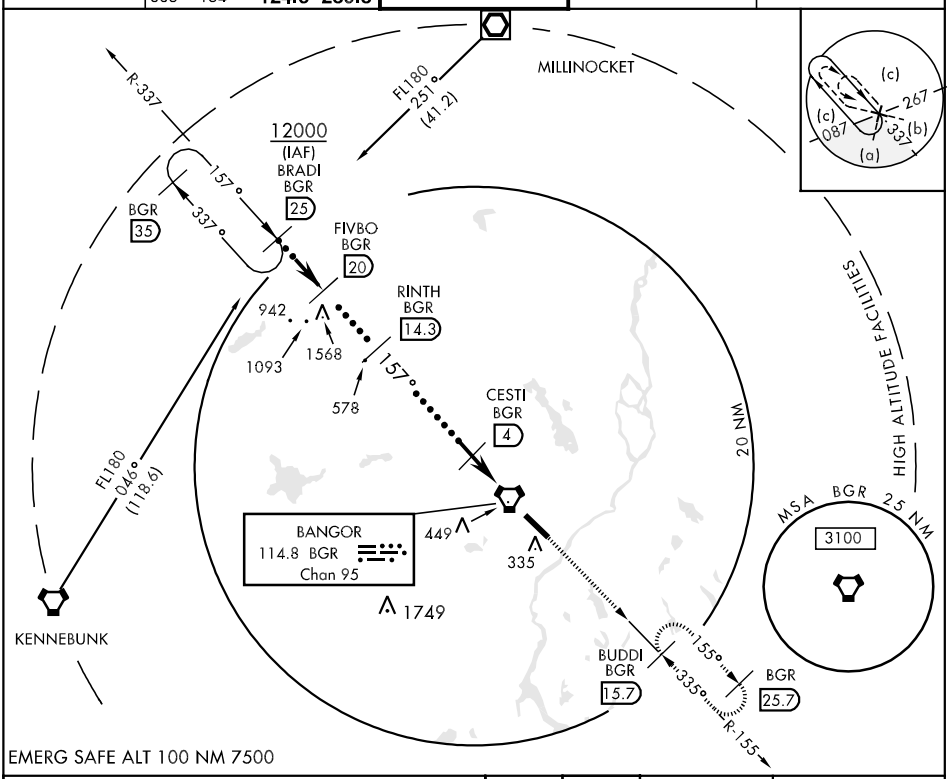
BANGOR INTL (KBGR)

▼ * When ALS inop increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized NE of Rwy 15-33.

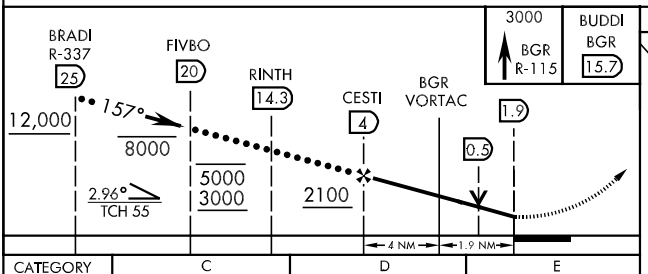
ALSF-2

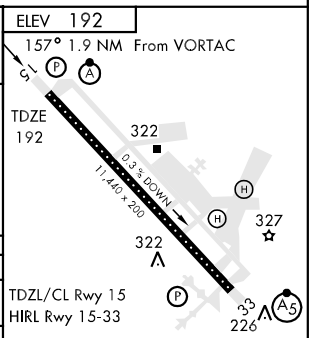
MISSED APPROACH: Climb to 3000 via BGR VORTAC R-155 to BUDDI (R-155/15.7 DME) and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	ASR
127.75	155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	120.7 257.8	121.9 348.6	



EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-VOR/DME, TAC 15 *	700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING **	700-1½ 508 (600-1½)	760-2 568 (600-1½)	
S-ASR 15	700/50 508 (600-1)		700/60 508 (600-1¼)

FAF to MAP 5.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:13	1:58	1:46

HI-VOR/DME or TACAN RWY 33

VORTAC BGR	APCH CRS	Rwy ldg 11,440
114.8	335°	TDZE 163
Chan 95		Arpt Elev 192

JAL-39 [USAF]

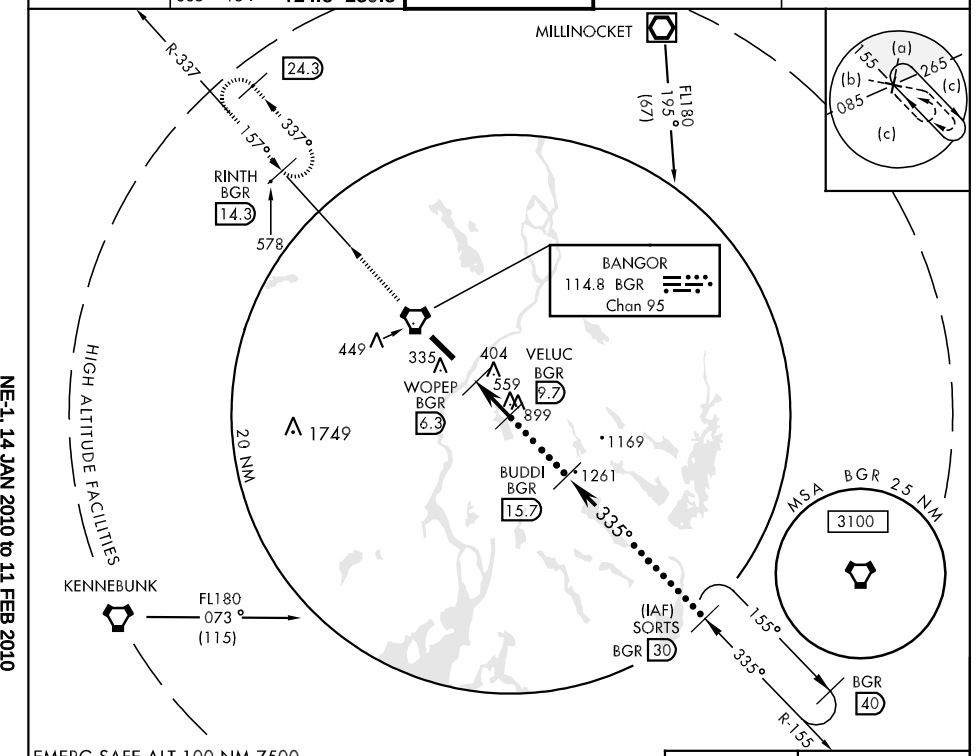
BANGOR INTL (KBGR)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D/E vis to 1½ miles.
** Circling not authorized NE of Rwy 15-33.

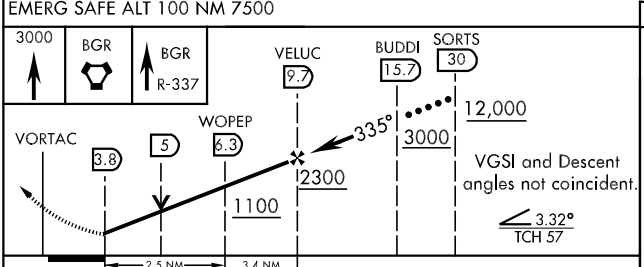
MALSR

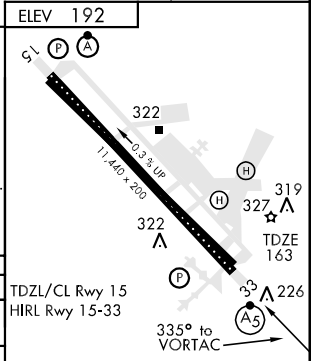
MISSED APPROACH: Climb to 3000 direct BGR VORTAC then via BGR R-337 to RINTH (BGR 14.3 DME) and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	ASR
127.75	155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	120.7 257.8	121.9 348.6	



EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-33*	600/40 437 (500-¾)	600/50 437 (500-1)	
CIRCLING**	660-1½ 468 (500-1½)	760-2 568 (600-1½)	
S-ASR 33	580/40 417 (400-¾)	580/50 417 (400-1)	

FAF to MAP 5.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:13	1:58	1:46

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

ILS or LOC RWY 15

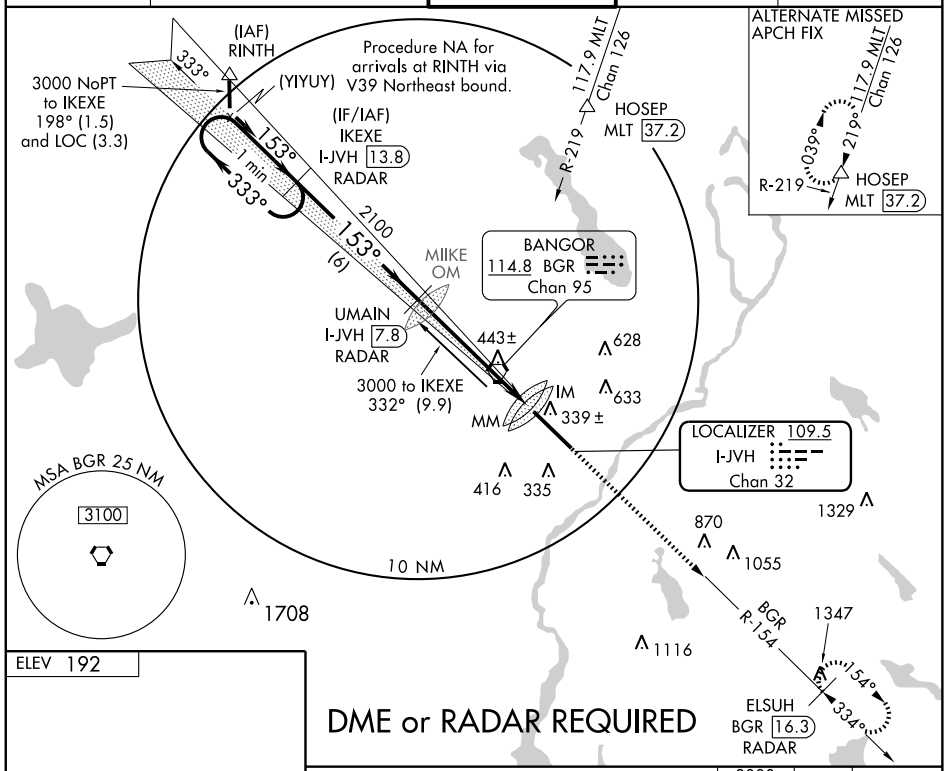
BANGOR INTL (BGR)

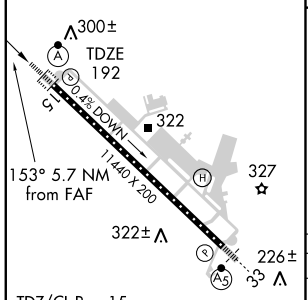
ASR For inoperative SSALR, increase S-LOC 15 Cat E visibility to 1¾. Circling NA NE of Rwy 15-33. DME or Radar Required.

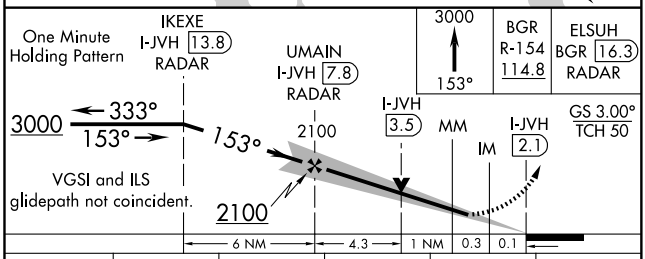
ALSF-2

MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6







CATEGORY	A	B	C	D	E
S-ILS 15	392/18 200 (200-½)				392/24 200 (200-½)
S-LOC 15	700/24 508 (600-½)		700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	760-2 568 (600-2)	

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BGR	APP CRS	Rwy Idg 11440
109.5	333°	TDZE 163
Chan 32		Apt Elev 192

ILS or LOC RWY 33

BANGOR INTL (BGR)

Circling NA NE of Rwy 15-33. DME or Radar Required. For inoperative MALSR, increase Cat E S-ILS 33 visibility to RVR 4000 and S-LOC 33 to 3 miles. ZUMSI Minimums: For inoperative MALSR, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E to RVR 6000. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

ASR

MALSR

MISSED APPROACH: Climb to 3000 via heading 333° and BGR VORTAC R-332 to IKEXE/BGR VORTAC 9.9 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6

DME or RADAR REQUIRED

IKEXE BGR 9.9 RADAR

R-332

BANGOR 114.8 BGR Chan 95

MISSED APCH FIX

IKEXE BGR 9.9 RADAR

152°

332°

BGR R-332

3000 to ELSUH

154° (16.3)

628

339±

633

271±

ALTERNATE MISSED APCH FIX

039°

219°

117.9 MLT Chan 126

R-219

HOSEP MLT 37.2

10 NM

LOCALIZER 109.5 I-BGR Chan 32

416

335

ZUMSI I-BGR 2.8

889±

899±

1055

1329

TOTTE LOM

1708

MSA BGR 25 NM

3100

1116

CUVOT I-BGR 6.3 RADAR

2300

333°

(6.1)

1347

153°

1 min

333°

153°

(IF/IAF) ELSUH I-BGR 12.3 RADAR

ELEV 192

300±

0.4% DOWN

322

11440 X 200

327

TDZE 163

322±

226±

TDZ/CL Rwy 15

HIRL Rwy 15-33

333° 6.4 NM from FAF

3000

333°

BGR R-332 114.8

IKEXE BGR 9.9 RADAR

CUVOT I-BGR 6.3 RADAR

ELSUH I-BGR 12.3 RADAR

One Minute Holding Pattern

ZUMSI I-BGR 2.8

I-BGR 0.7

2300

333°

153°

3000

333°

1180

2300

GS 3.00°

TCH 57

0.9 2.1 3.4 6.1 NM

CATEGORY	A	B	C	D	E
S-ILS 33	* 363/24 200 (200-½)				
S-LOC 33	1180/40 1017 (1000-¾)	1180/50 1017 (1000-1)	1180-2½ 1017 (1000-2½)		
CIRCLING	1180-1¼ 988 (1000-1¼)	1180-1½ 988 (1000-1½)	1180-3 988 (1000-3)		
ZUMSI MINIMUMS					
S-LOC 33	500/24 337 (400-½)			500/40 337 (400-¾)	
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)	

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-1. 14 JAN 2010 to 11 FEB 2010

BANGOR, MAINE

AL-39 (FAA)

ILS RWY 15 (CAT II)

BANGOR INTL (BGR)

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

ASR

Circling NA NE of Rwy 15-33.
DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6

(IAF)
RINTH

Procedure NA for arrivals at RINTH via V39 Northeast bound.

3000 NoPT to IKEXE 198° (1.5) and LOC (3.3)

(YIYUY)

333°

153°

1 min

333°

(IF/IAF)
IKEXE
I-JVH 13.8
RADAR

2100

153°

(6)

MIIKE
OM

BANGOR
114.8 BGR
Chan 95

UMAIN
I-JVH 7.8
RADAR

443±

628

IM

633

3000 to IKEXE
332° (9.9)

MM

339±

LOCALIZER 109.5
I-JVH
Chan 32

117.9 MLT
Chan 126

R-219

HOSEP
MLT 37.2

ALTERNATE MISSED APCH FIX

117.9 MLT
Chan 126

039°

210°

R-219

HOSEP
MLT 37.2

MSA BGR 25 NM

3100

10 NM

1708

416

335

1329

870

1055

1116

1347

BGR
R-154

154°

334°

ELSUH
BGR 16.3
RADAR

DME or RADAR REQUIRED

ELEV 192

300±

322

TDZE
192

327

322±

226±

11440 X 200

0.4% DOWN

IKEXE
I-JVH 13.8
RADAR

One Minute Holding Pattern

UMAIN
I-JVH 7.8
RADAR

3000
153°

BGR
R-154
114.8

ELSUH
BGR 16.3
RADAR

3000 ← 333°
153° →

153°

2100

MM

DH
RA 113

IM

GS 3.00°
TCH 50

192 MSL

VGSI and ILS glidepath not coincident.

2100

6 NM | 5.3 NM | 1591′ | 956′ | 1090′

CATEGORY	A	B	C	D
S-ILS 15	RA 113/12 100 DA 292			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 15
HIRL Rwy 15-33

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

ILS RWY 15 (CAT III)

BANGOR INTL (BGR)

ASR

Circling NA NE of Rwy 15-33.
DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6

(IAF) RINTH

3000 NoPT to IKEXE 198° (1.5) and LOC (3.3)

Procedure NA for arrivals at RINTH via V39 Northeast bound.

(YIYUY)

(IF/IAF) IKEXE I-JVH 13.8 RADAR

1 min

2100

(6)

MIIKE OM

UMAIN I-JVH 7.8 RADAR

3000 to IKEXE 332° (9.9)

MM

IM

BANGOR 114.8 BGR Chan 95

HOSEP MLT 37.2

117.9 MLT Chan 126

R-219

ALTERNATE MISSED APCH FIX

039°

210°

LOCALIZER 109.5 I-JVH Chan 32

MSA BGR 25 NM

3100

10 NM

628

633

339±

443±

416

335

870

1055

1329

1708

1116

1347

BGR R-154

154°

334°

ELSUH BGR 16.3 RADAR

DME or RADAR REQUIRED

ELEV 192

300±

322

327

322±

226±

TDZE 192

11440 X 200

3.0° GS

TDZ/CL Rwy 15
HIRL Rwy 15-33

One Minute Holding Pattern

IKEXE I-JVH 13.8 RADAR

UMAIN I-JVH 7.8 RADAR

3000 ← 333°
153° → 153°

2100

MM 381

IM 291

192 MSL

VGSI and ILS glidepath not coincident.

3000 153°

BGR R-154 114.8

ELSUH BGR 16.3 RADAR

GS 3.00°
TCH 50

6 NM | 5.3 NM | 1686′ | 861′ | 1090′

CATEGORY	A	B	C	D
S-ILS 15	CAT IIIa RVR 07			
S-ILS 15	CAT IIIb RVR 06			
S-ILS 15	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82307 W15A	APP CRS 153°	Rwy Idg 11440 TDZE 192 Apt Elev 192

RNAV (GPS) RWY 15
BANGOR INTL (BGR)

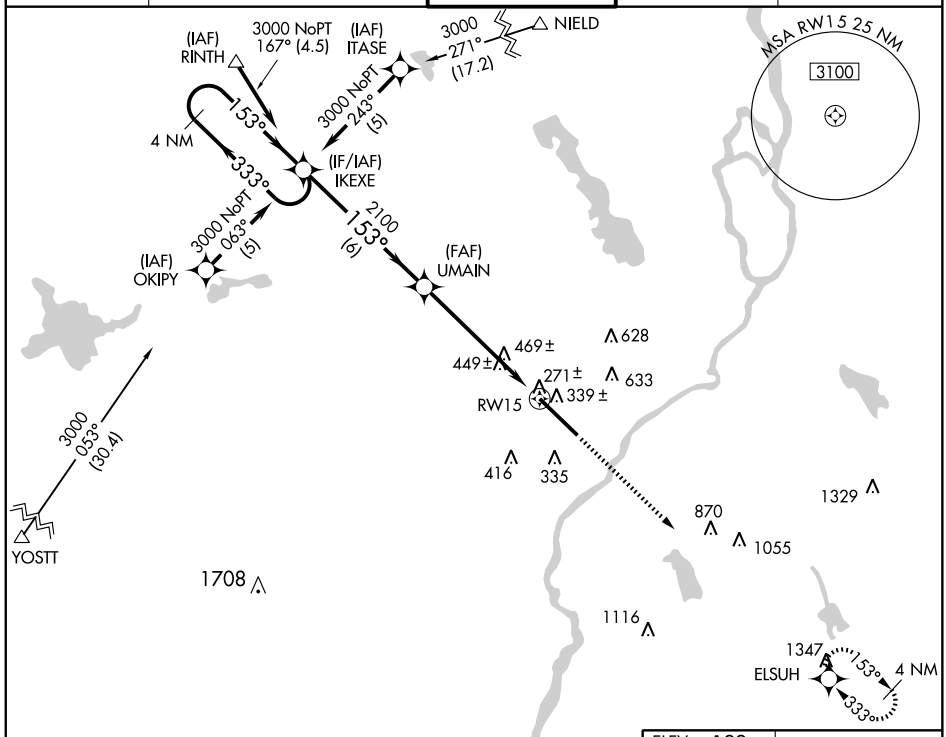
T W ASR

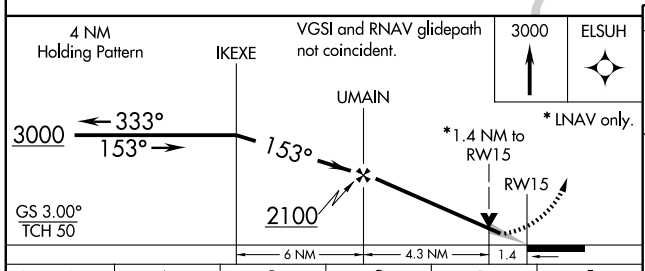
Circling NA NE of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative SSALR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat E visibility to 1¾. DME/DME RNP-0.3 NA.

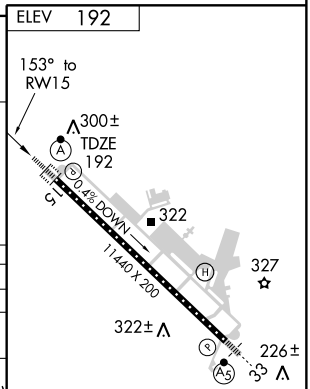
ALSF-2

MISSED APPROACH: Climb to 3000 direct ELSUH and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6







CATEGORY	A	B	C	D	E
LPV DA	442/24 250 (300-½)				
LNAV/VNAV DA	521/40 329 (400-¾)				
LNAV MDA	700/24 508 (600-½)		700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	760-2 568 (600-2)	

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH78007 W33A	APP CRS 333°	Rwy Idg 11440 TDZE 163 Apt Elev 192

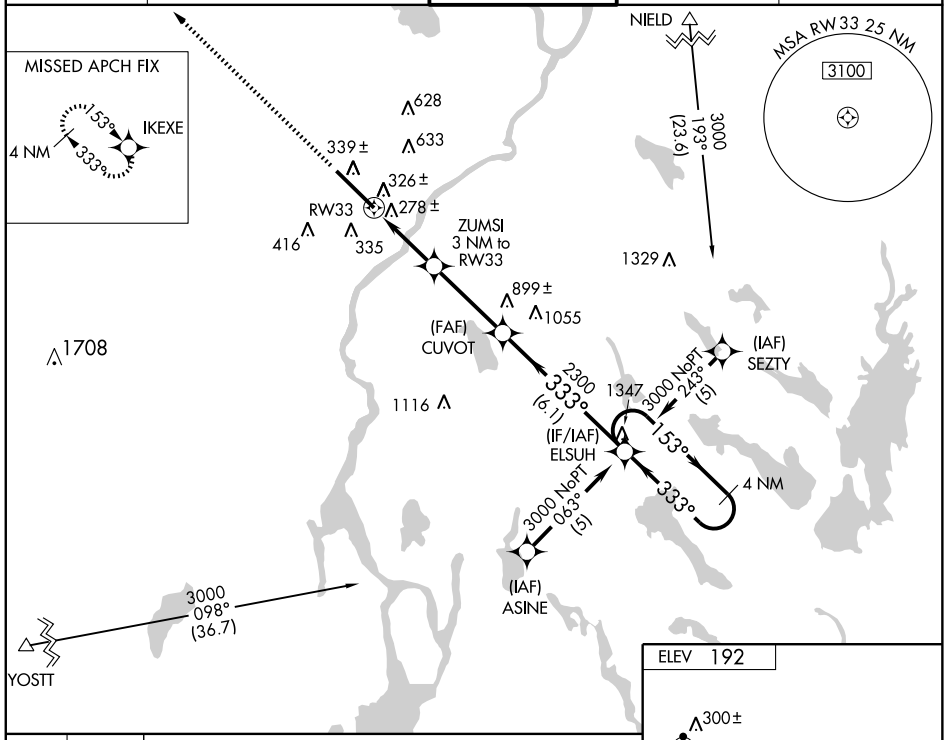
RNAV (GPS) RWY 33

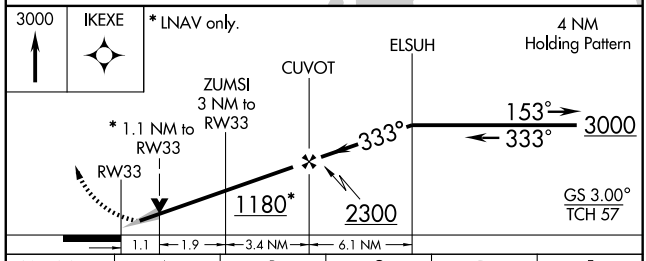
BANGOR INTL (BGR)

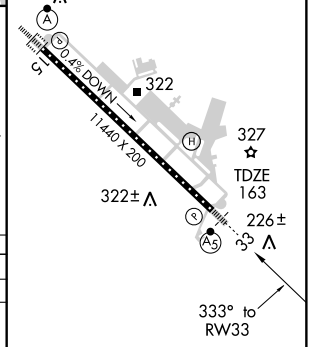
T W ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Circling NA NE of Rwy 15-33. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. DME/DME RNP-0.3 NA.

MALSR — MISSED APPROACH: Climb to 3000 direct IKEXE and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6







CATEGORY	A	B	C	D	E
LPV DA	455/24 292 (300-½)				
LNAV/VNAV DA	604/50 441 (500-1)				
LNAV MDA	580/24 417 (400-½)		580/40 417 (400-¾)	580/50 417 (400-1)	
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)	

TDZ/CL Rwy 15
HIRL Rwy 15-33

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC BGR	APP CRS	Rwy Idg	N/A
114.8	155°	TDZE	N/A
Chan 95		Apt Elev	192

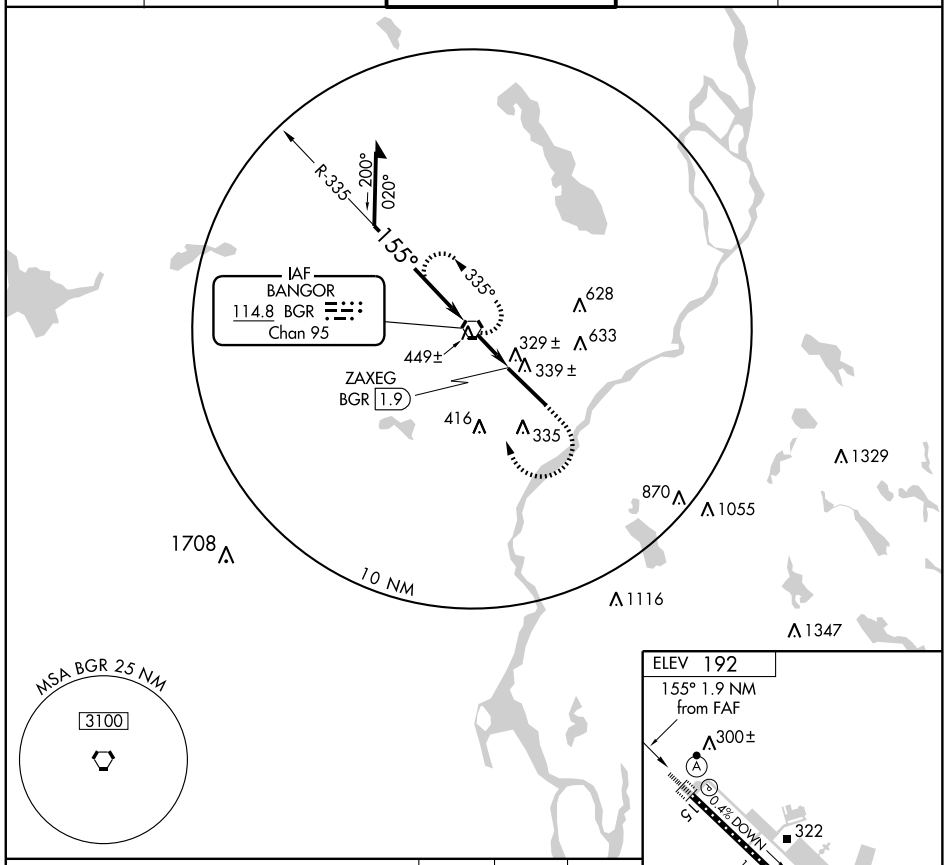
VOR-A
BANGOR INTL (BGR)

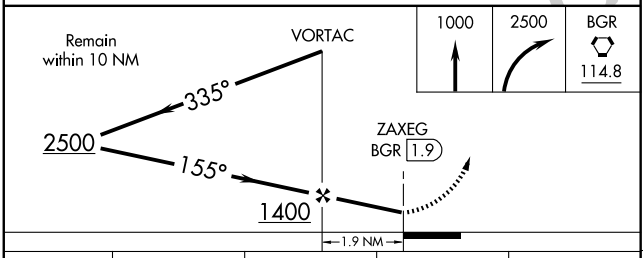
ASR

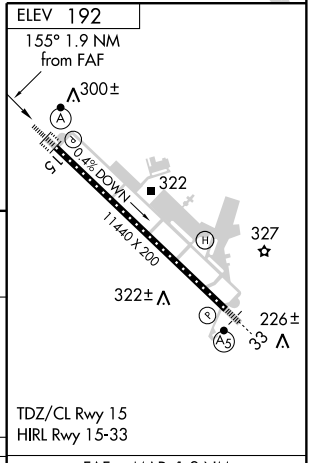
Circling NA NE of Rwy 15-33.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct BGR VORTAC and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6







CATEGORY	A	B	C	D
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468(500-1½)	NA

FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC BGR	APP CRS	Rwy Idg	11440
114.8	157°	TDZE	192
Chan 95		Apt Elev	192

VOR/DME RWY 15

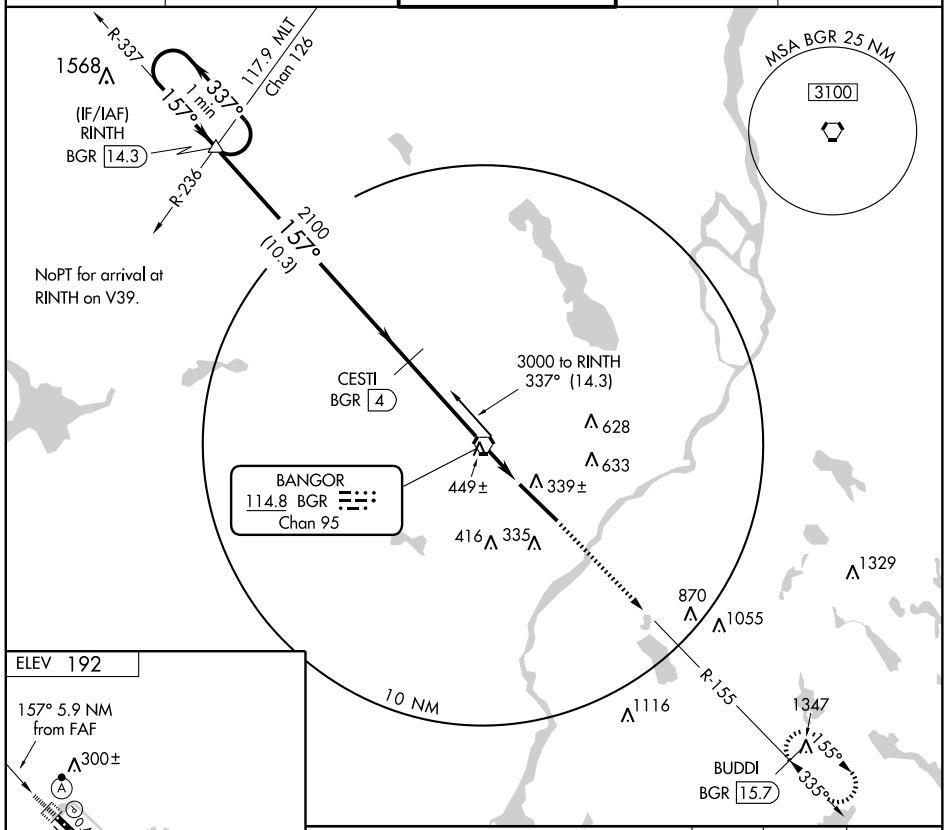
BANGOR INTL (BGR)

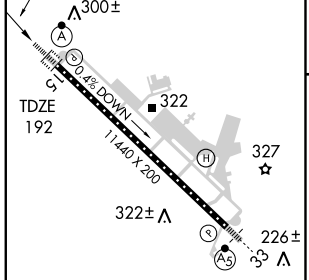
ASR — For inoperative SSALR, increase S-15 Cat E visibility to 1¾. Circling NA NE of Rwy 15-33.

ALSF-2

MISSED APPROACH: Climb to 3000 via BGR R-155 to BUDDI/15.7 DME and hold.

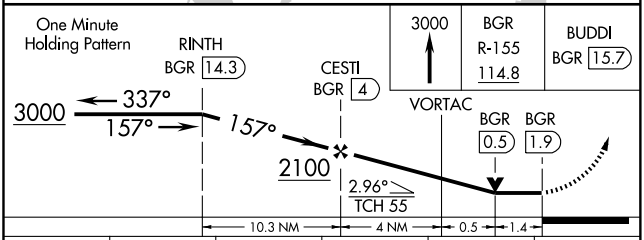
ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6





TDZ/CL Rwy 15
HIRL Rwy 15-33

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-15	700/24	508 (600-½)	700/50	508 (600-1)	700/60 508 (600-1½)
CIRCLING	700-1	508 (600-1)	700-1½ 508 (600-1½)	760-2	568 (600-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

VORTAC BGR 114.8 Chan 95	APP CRS 335°	Rwy Idg 11440 TDZE 163 Apt Elev 192

VOR/DME RWY 33

BANGOR INTL (BGR)

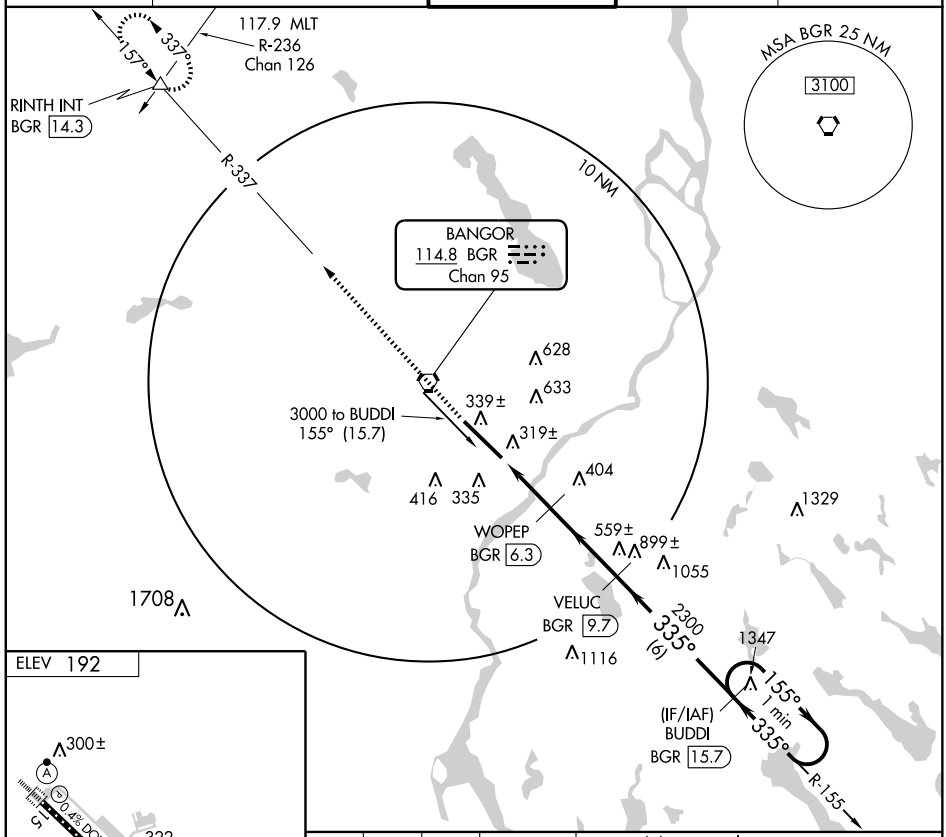
ASR

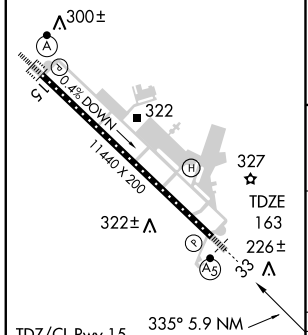
For inoperative MALSR, increase S-33 Cat E visibility to 1½. Circling NA NE of Rwy 15-33.

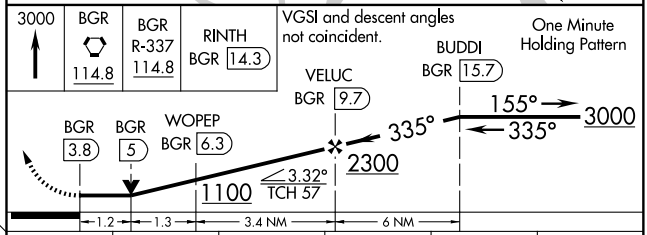
MALSR

MISSED APPROACH: Climb to 3000 direct BGR VORTAC then via BGR R-337 to RINTH INT/14.3 DME and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6







CATEGORY	A	B	C	D	E
S-33	600/24	437 (500-½)	600/40 437 (500-¾)	600/50	437 (500-1)
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2	568 (600-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BHB	APP CRS	Rwy Idg	5200
108.3	224°	TDZE	83
Chan 20		Apt Elev	83

ILS or LOC RWY 22

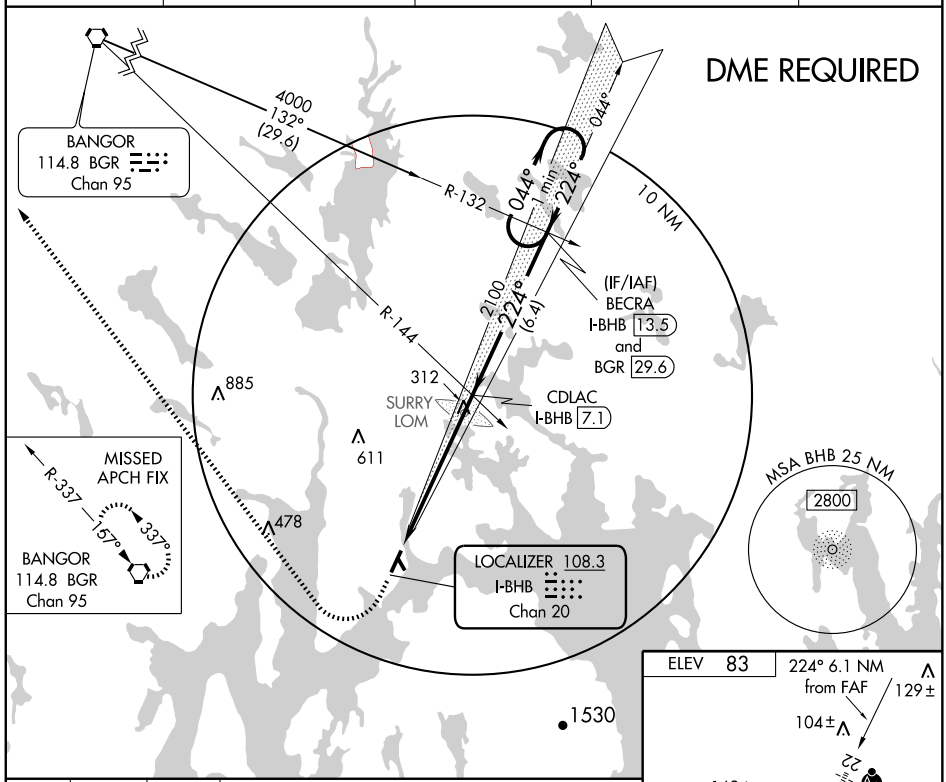
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

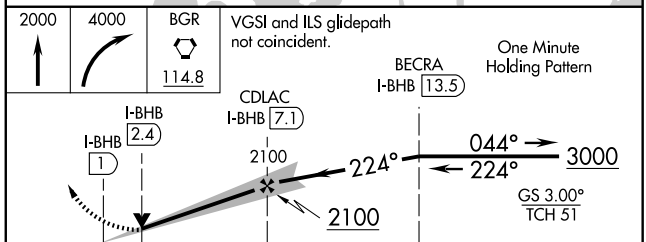
If local altimeter setting not received, use Bangor altimeter setting and increase all DAs/MDAs 100'. VDP NA when using Bangor altimeter setting. Inoperative table does not apply to S-LOC-22 Cat C.

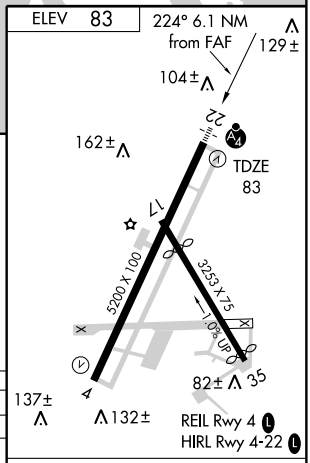
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-ILS 22	283-¾ 200 (200-¾)			
S-LOC 22	580-¾ 497 (500-¾)		580-1¼ 497 (500-1¼)	580-1½ 497 (500-1½)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-1. 14 JAN 2010 to 11 FEB 2010

BAR HARBOR, MAINE

AL-992 (FAA)

LOC/DME I-BHB	APP CRS	Rwy Idg	5200
108.3	044°	TDZE	83
Chan 20		Apt Elev	83

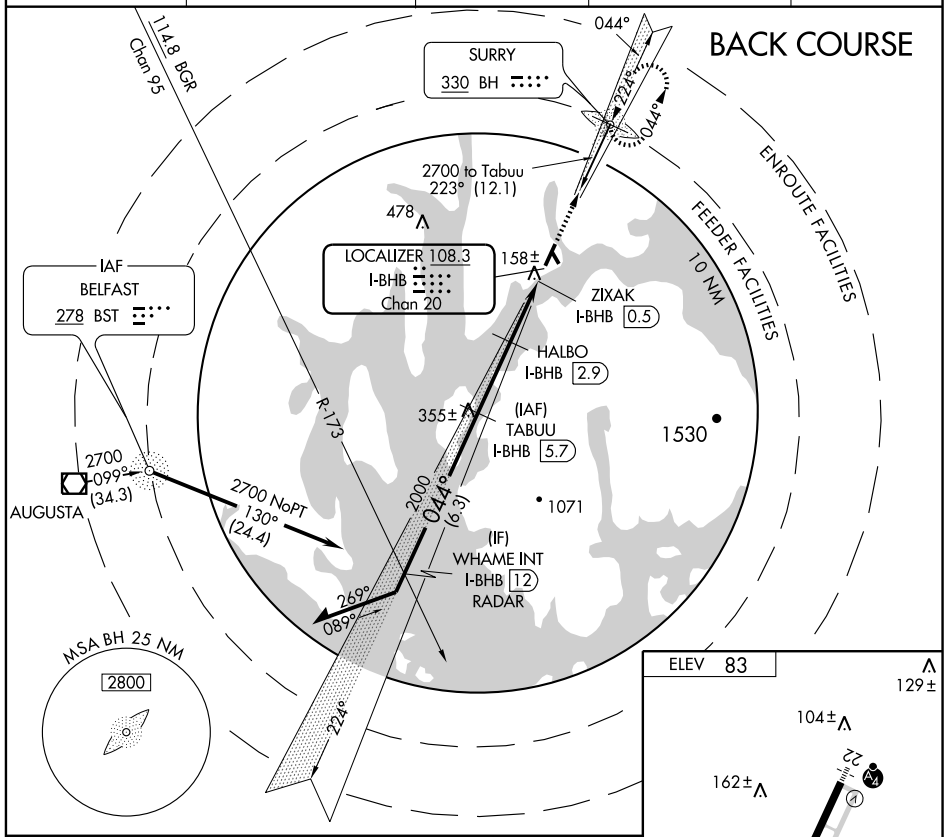
LOC/DME BC RWY 4

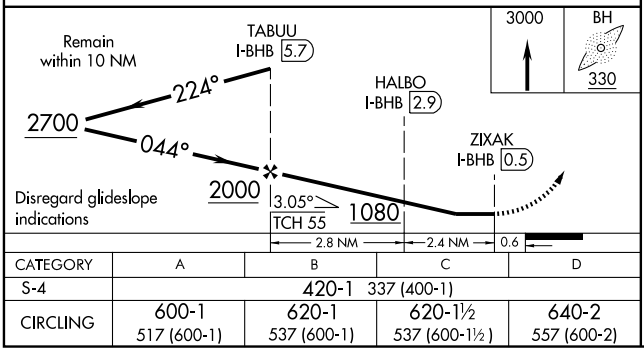
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

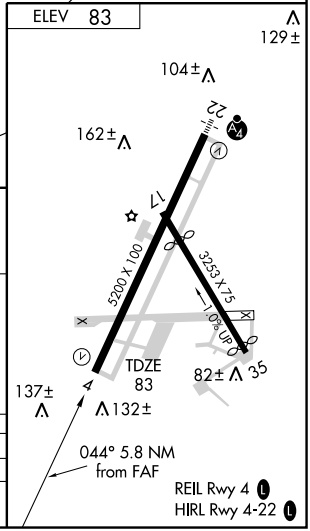
If local altimeter setting not received, use Bangor Intl altimeter setting and increase all MDAs 100'.
ADF REQUIRED

MISSED APPROACH: Climb to 3000 direct SURRY LOM and hold, continue climb-in-hold to 3000.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-4	420-1 337 (400-1)			
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5200
Ch 65900	044°	TDZE	83
W04A		Apt Elev	83

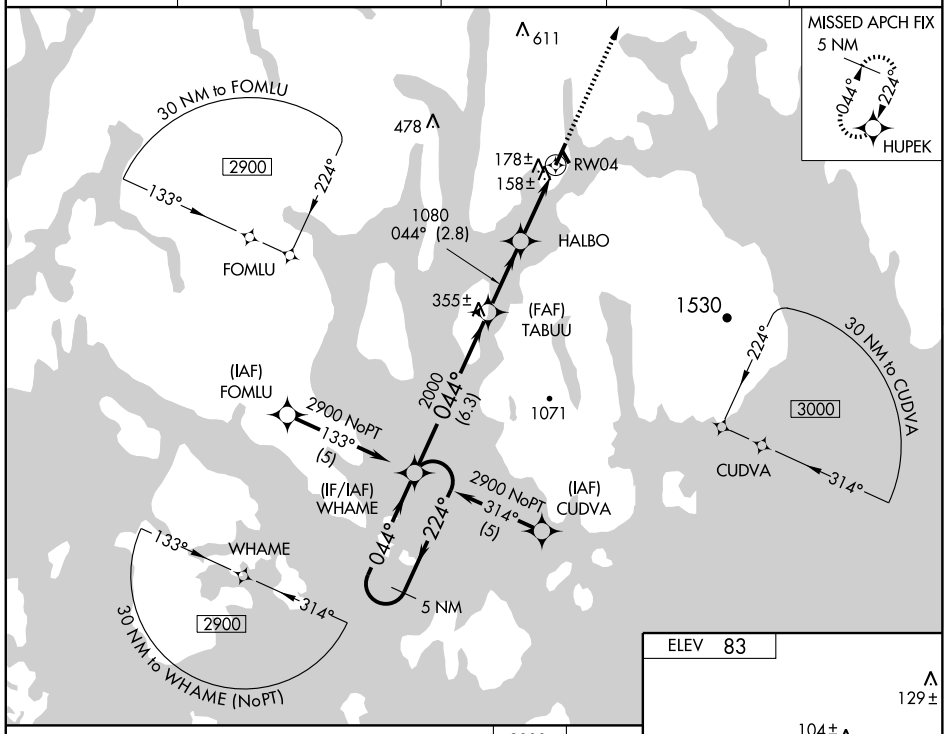
RNAV (GPS) RWY 4

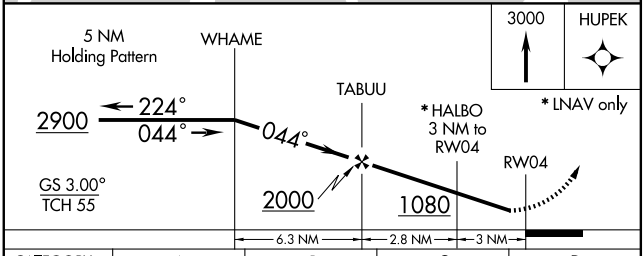
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

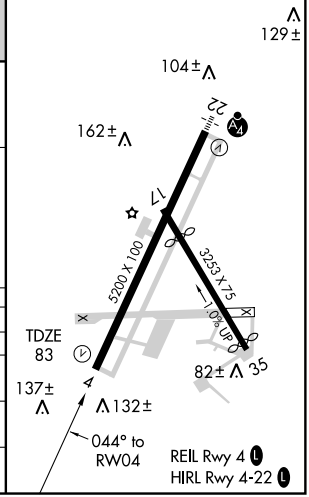
If local altimeter setting not received, use Bangor Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HUPEK and hold.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
LPV DA	386 - 1	303 (400-1)		
LNAV/VNAV DA	525 - 1½	442 (500-1½)		
LNAV MDA	480 - 1	397 (400-1)		480 - 1¼ 397 (400-1¼)
CIRCLING	600 - 1½ 517 (600-1½)	620 - 1½	537 (600-1½)	640 - 2 557 (600-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5200
Ch 86305	224°	TDZE	83
W22A		Apt Elev	83

RNAV (GPS) RWY 22

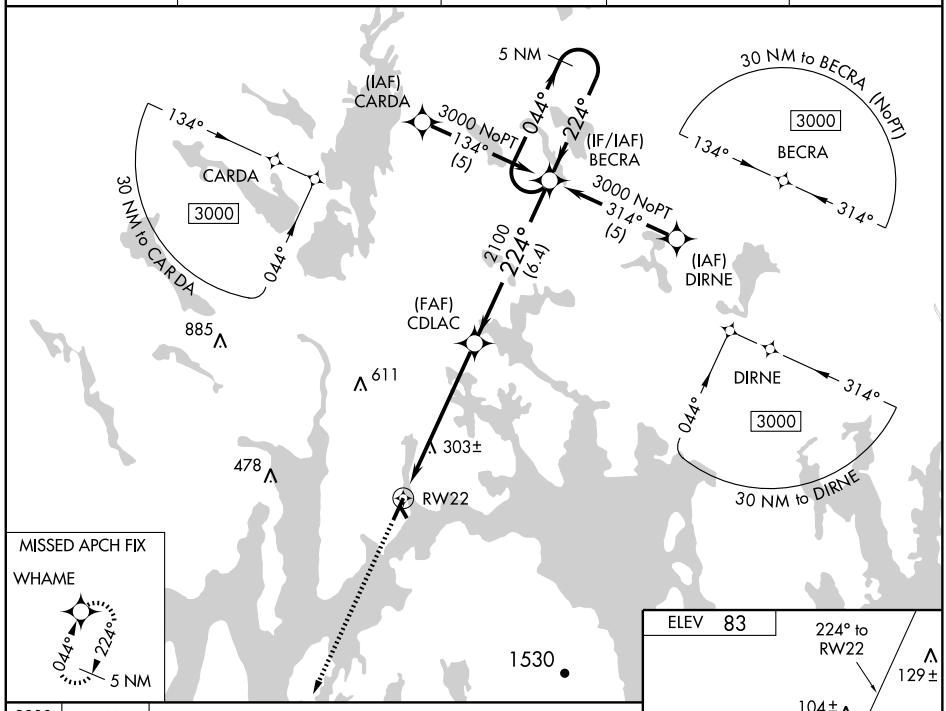
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

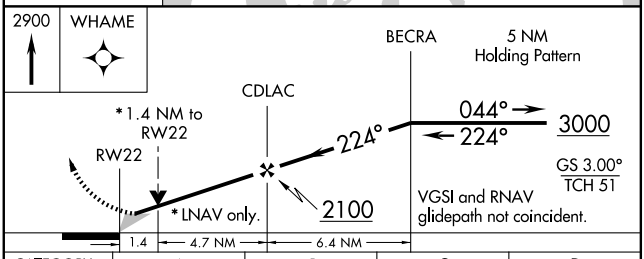
WAAS VNAV NA. If local altimeter setting not received, use Bangor altimeter setting and increase LPV DA to 416, LNAV/VNAV DA to 623, all MDAs 100'. VDP NA when using Bangor altimeter setting. Baro-VNAV NA when using Bangor altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

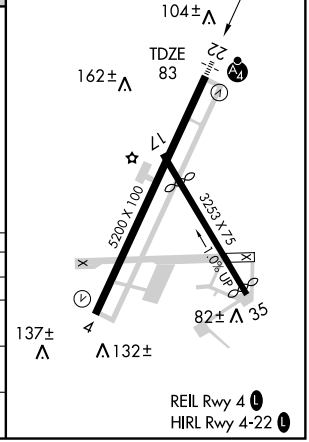
MALSF

MISSED APPROACH: Climb to 2900 direct WHAME and hold.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
LPV DA	333-1 250 (300-1)			
LNAV/ VNAV DA	472-1½ 389 (400-1½)			
LNAV MDA	580-¾ 497 (500-¾)		580-1 ¼ 497 (500-1 ¼)	580-1½ 497 (500-1½)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB BST	APP CRS	Rwy Idg	4000
278	144°	TDZE	198
		Apt Elev	198

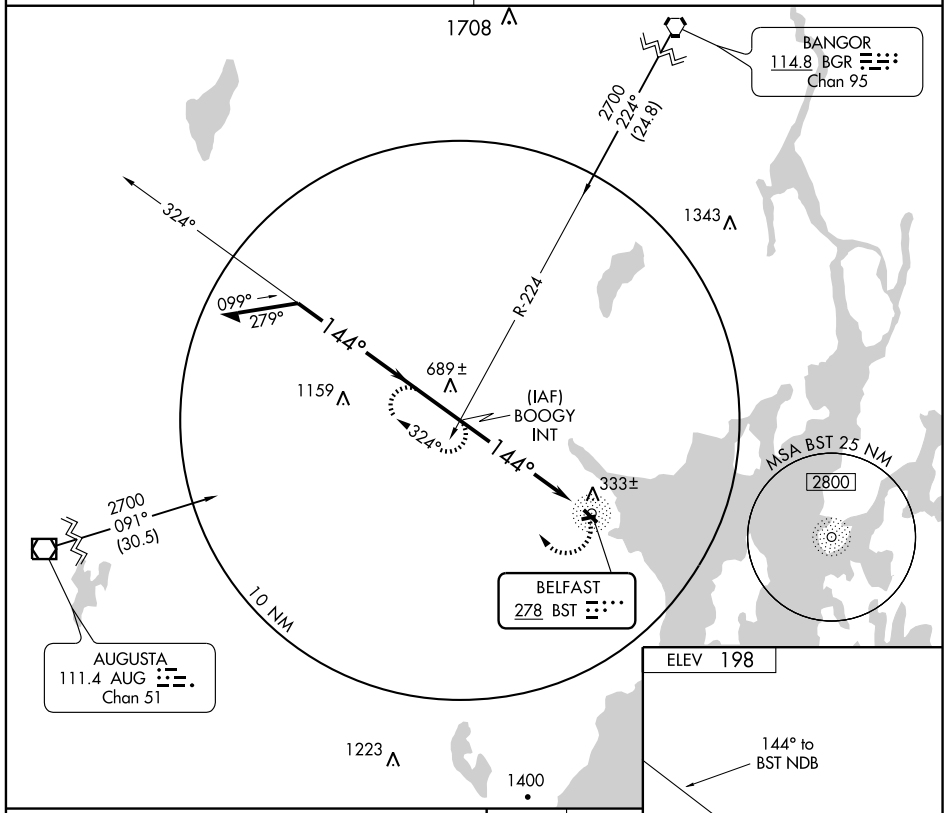
NDB RWY 15
BELFAST MUNI (BST)

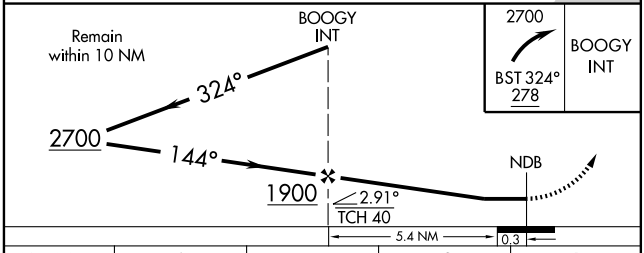
▼ NA — Use Bangor altimeter setting.

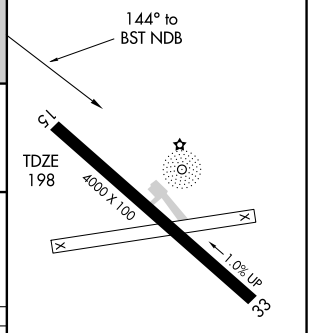
MISSED APPROACH: Climbing right turn to 2700 via BST 324° bearing to BOOGY Int and hold.

BANGOR APP CON **118.925 239.3**

UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
S-15	1000-1 802 (900-1)	1000-1¼ 802 (900-1¼)	1000-2¼ 802 (900-2¼)	NA
CIRCLING	1000-1 802 (900-1)	1000-1¼ 802 (900-1¼)	1000-2¼ 802 (900-2¼)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

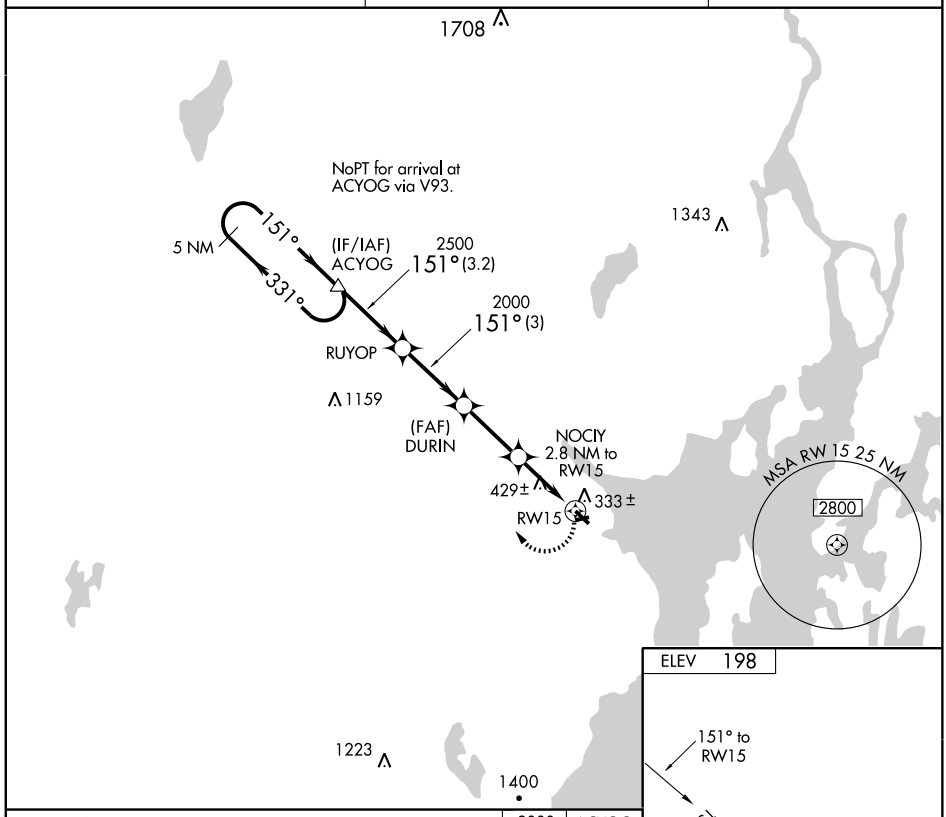
APP CRS	Rwy Idg	4000
151°	TDZE	198
	Apt Elev	198

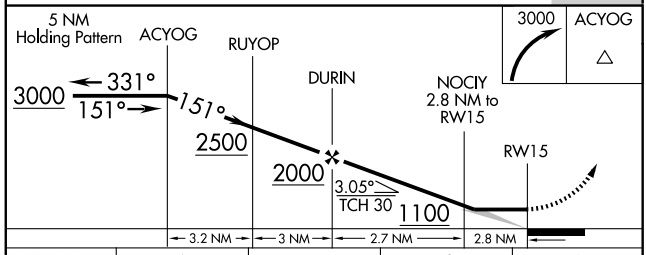
RNAV (GPS) RWY 15
BELFAST MUNI (BST)

▼ DME/DME RNP-0.3 NA.
▲NA Use Bangor altimeter setting; if not received, use Rockland altimeter setting and increase all MDAs 20 feet.

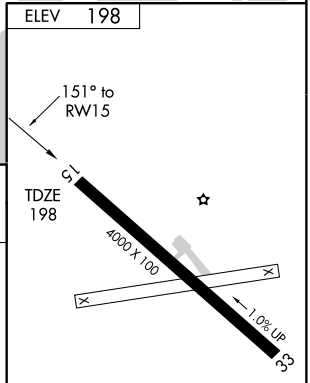
MISSED APPROACH: Climbing right turn to 3000 direct ACYOG and hold.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	740-1 542 (600-1)		740-1½ 542 (600-1½)	NA
CIRCLING	760-1 562 (600-1)	800-1 602 (700-1)	880-2 682 (700-2)	NA



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

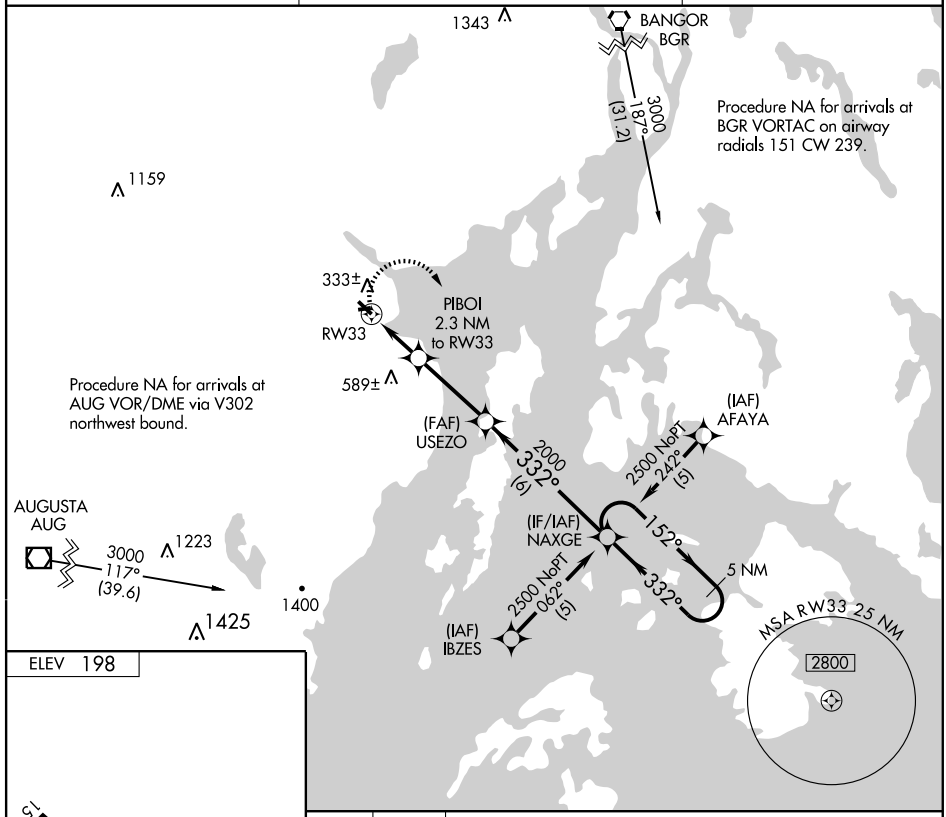
APP CRS	Rwy Idg	4000
332°	TDZE	190
	Apt Elev	198

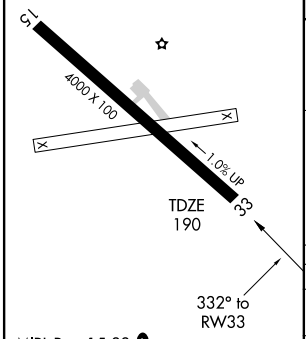
RNAV (GPS) RWY 33
BELFAST MUNI (BST)

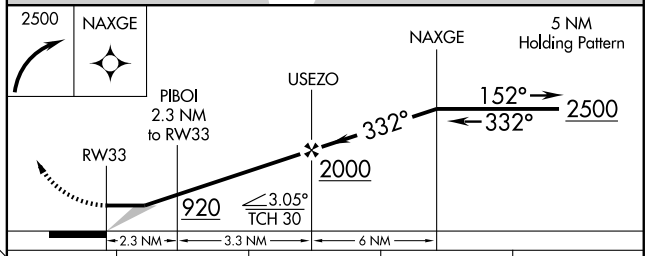
Use Bangor altimeter setting; if not received, use Rockland altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct NAXGE and hold.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 510 (600-1)		700-1½ 510 (600-1½)	NA
CIRCLING	760-1 562 (600-1)	800-1 602 (700-1)	880-2 682 (700-2)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

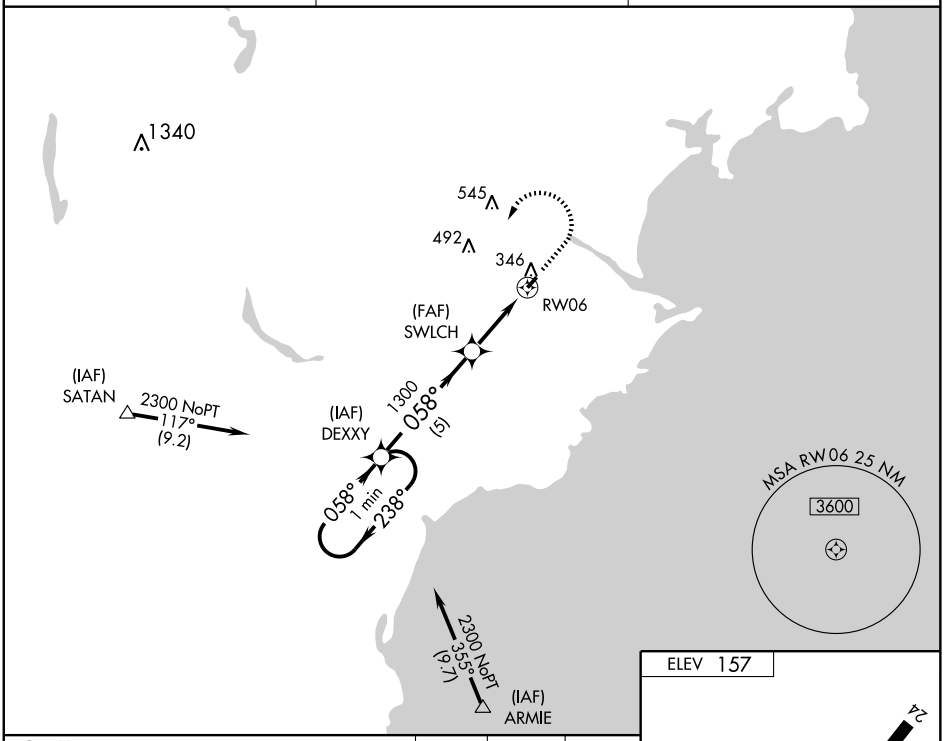
APP CRS	Rwy Idg	3000
058°	TDZE	157
	Apt Elev	157

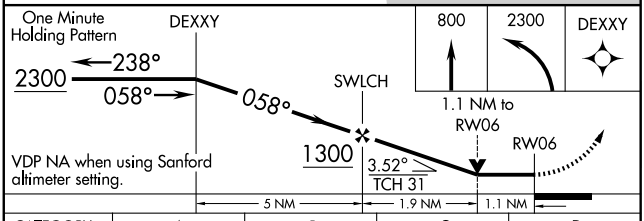
GPS RWY 6
BIDDEFORD MUNI (B19)

NA — Obtain local altimeter on CTAF; when not received, use Sanford altimeter setting.

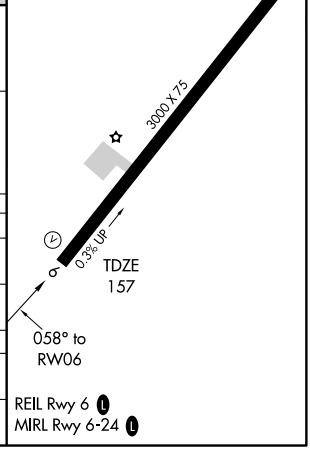
MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct DEXXY WP and hold.

PORTLAND APP CON ★	CLNC DEL	UNICOM
119.75 381.2	126.05	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-6	580-1	423 (500-1)	580-1¼ 423 (500-1¼)	NA
CIRCLING	700-1	543 (600-1)	700-1½ 543 (600-1½)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
S-6	620-1	463 (500-1)	620-1¼ 463 (500-1¼)	NA
CIRCLING	740-1	583 (600-1)	740-1½ 583 (600-1½)	NA



NE-1. 14 JAN 2010 to 11 FEB 2010

BIDDEFORD, MAINE

AL-6015 (FAA)

VORTAC	APP CRS		
ENE		Rwy Idg	3000
117.1	088°	TDZE	157
Chan 118		Apt Elev	157

VOR RWY 6

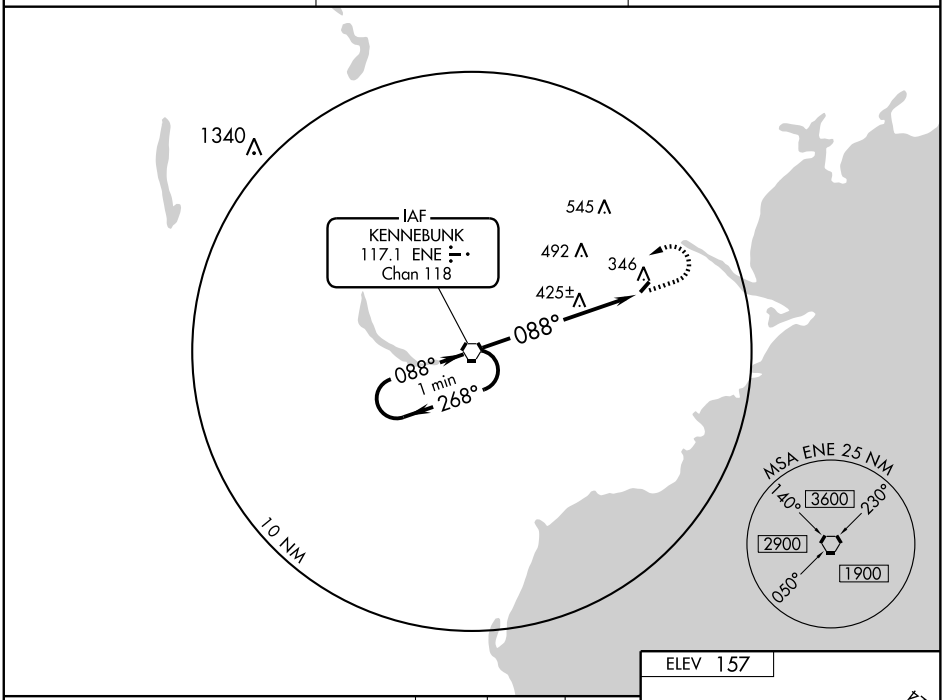
BIDDEFORD MUNI (B19)

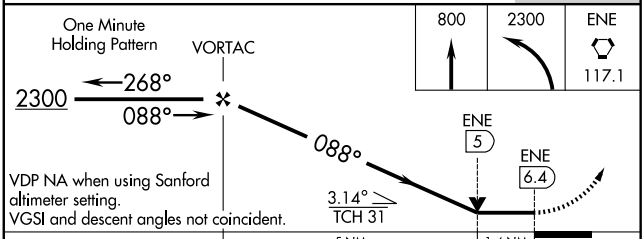
NA

Obtain local altimeter on CTAF; when not received, use Sanford altimetersetting.

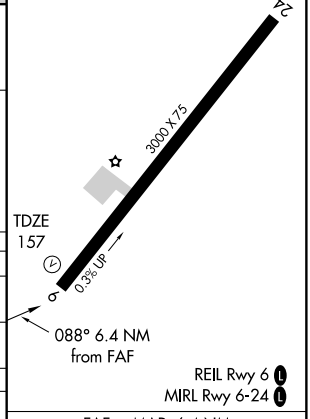
MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VORTAC and hold.

PORTLAND APP CON ★	CLNC DEL	UNICOM
119.75 381.2	126.05	123.0 (CTAF) L





800	2300	ENE
		117.1

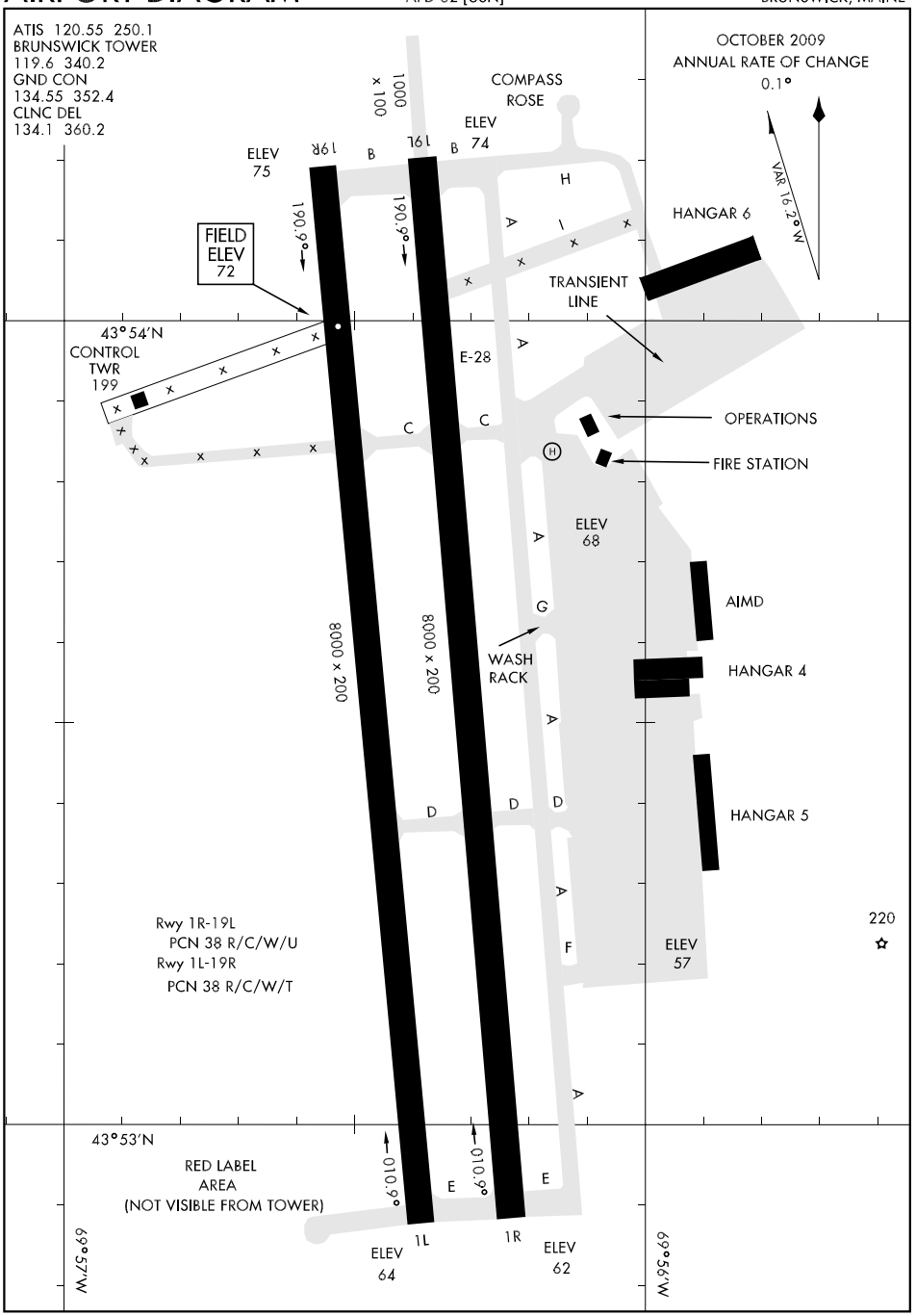


CATEGORY	A	B	C	D
S-6	680-1	523 (600-1)	680-1½ 523 (600-1½)	NA
CIRCLING	700-1	543 (600-1)	700-1½ 543 (600-1½)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
S-6	720-1	563 (600-1)	720-1½ 563 (600-1½)	NA
CIRCLING	740-1	583 (600-1)	740-1½ 583 (600-1½)	NA

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-1. 14 JAN 2010 to 11 FEB 2010


ATIS 120.55 250.1
BRUNSWICK TOWER
119.6 340.2
GND CON
134.55 352.4
CLNC DEL
134.1 360.2
OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1°
VAR 16.2°W
COMPASS ROSE
ELEV 74
ELEV 75
1000 x 100
19R
19L
190.9°
FIELD ELEV 72
HANGAR 6
TRANSIENT LINE
43°54'N
CONTROL TWR 199
E-28
OPERATIONS
FIRE STATION
ELEV 68
AIMD
HANGAR 4
HANGAR 5
8000 x 200
8000 x 200
WASH RACK
Rwy 1R-19L
PCN 38 R/C/W/U
Rwy 1L-19R
PCN 38 R/C/W/T
220
ELEV 57
43°53'N
RED LABEL AREA
(NOT VISIBLE FROM TOWER)
010.9°
010.9°
1L
1R
ELEV 64
ELEV 62
69°57'W
69°56'W

ILS or LOC/DME RWY 1R

LOC I-NHZ	APCH CRS	Rwy ldg	8000
109.3	012°	TDZE	61
Chan 30		Arpt Elev	72

AL-62 [USN]

BRUNSWICK NAS (KNHZ)

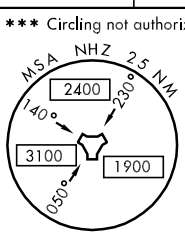
▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile,
CAT DE to 1¼ miles.

BP

MISSED APPROACH: Climb to 500 via heading 012°, then climbing right turn to 3000 via hdg 225° to intercept I-NHZ south crs to BAILI and hold.

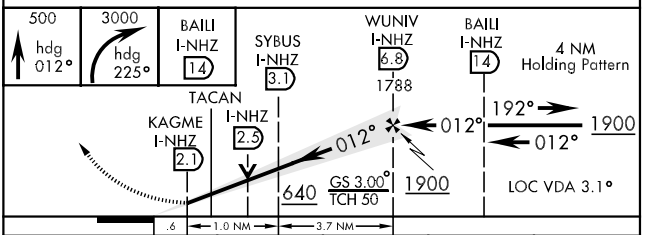
ATIS	PORTLAND APP CON	BRUNSWICK TOWER	GND CON	CLNC DEL	ASR/PAR
120.55 250.1	128.35 381.2	119.6 340.2	134.55 352.4	134.1 360.2	

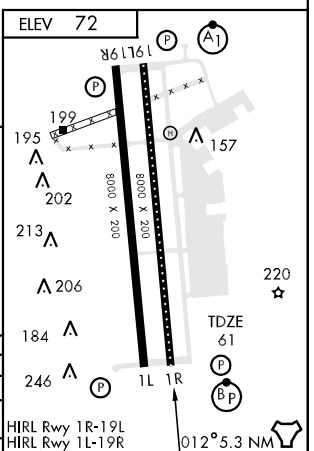
*** Circling not authorized W of Rwy 1L-19R.



723
341
571
LOCALIZER 109.3
I-NHZ
Chan 30
302
640
388
47
225
BRUNSWICK
Chan 99 NHZ
214
SYBUS
I-NHZ 3.1
254
10 NM
ENROUTE FACILITIES
407
294
WUNIV
I-NHZ
6.8
012°
KENNEBUNK
2000 NoPT
081°
(34.1)
192°
Hold at or above 3000
(IAF)
BAILI
I-NHZ
14
Max holding
230 KIAS
012°
I-NHZ
18

EMERG SAFE ALT 100 NM 8400





CATEGORY	A	B	C	D	E
S-ILS 1R *	261-½	200 (200-½)			
S-LOC/ ** DME 1R	420-½ 359 (400-½)		420-¾ 359 (400-¾)		
CIRCLING ***	520-1 448 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	640-2 568 (600-2)	700-2¼ 628 (700-2¼)

TACAN	APCH CRS	Rwy ldg	8000
NHZ Chan 99	177°	TDZE	71
		Arpt Elev	72

AL-62 [USN]

TACAN RWY 19L

BRUNSWICK NAS (KNHZ)

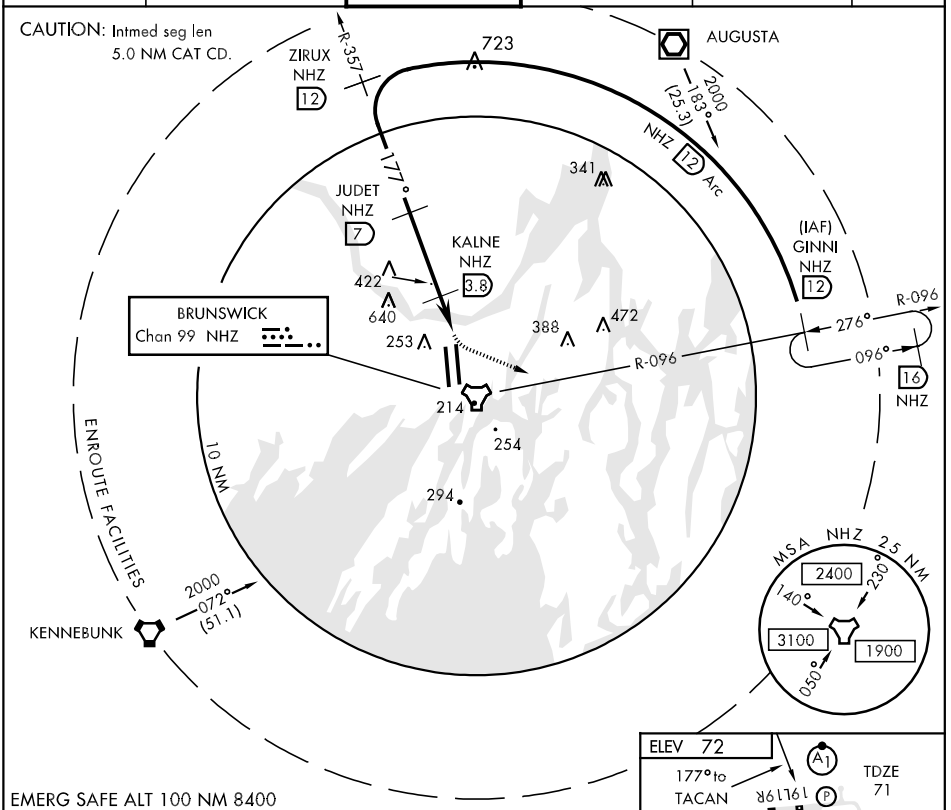
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, and CAT D to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-1

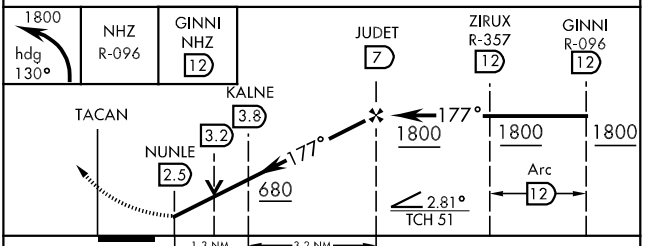
MISSED APPROACH: Climbing left turn to 1800 via hdg 130° to intcp R-096 to GINNI and hold.

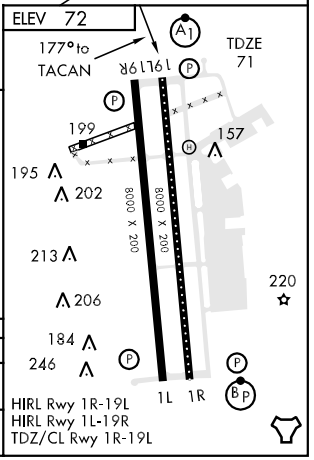
ATIS	PORTLAND APP CON	BRUNSWICK TOWER	GND CON	CLNC DEL	ASR/PAR
120.55 250.1	128.35 381.2	119.6 340.2	134.55 352.4	134.1 360.2	

CAUTION: Intmed seg len 5.0 NM CAT CD.



EMERG SAFE ALT 100 NM 8400





CATEGORY	A	B	C	D
S-19L *	520- ½ 449 (500-½)		520- ¾ 449 (500-¾)	520-1 449 (500-1)
CIRCLING **	520-1 448 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	640-2 568 (600-2)

43°54'N-69°56'W

TACAN	APCH CRS	Rwy ldg	8000
NHZ Chan 99	177°	TDZE	72
		Arpt Elev	72

AL-62 [USN]

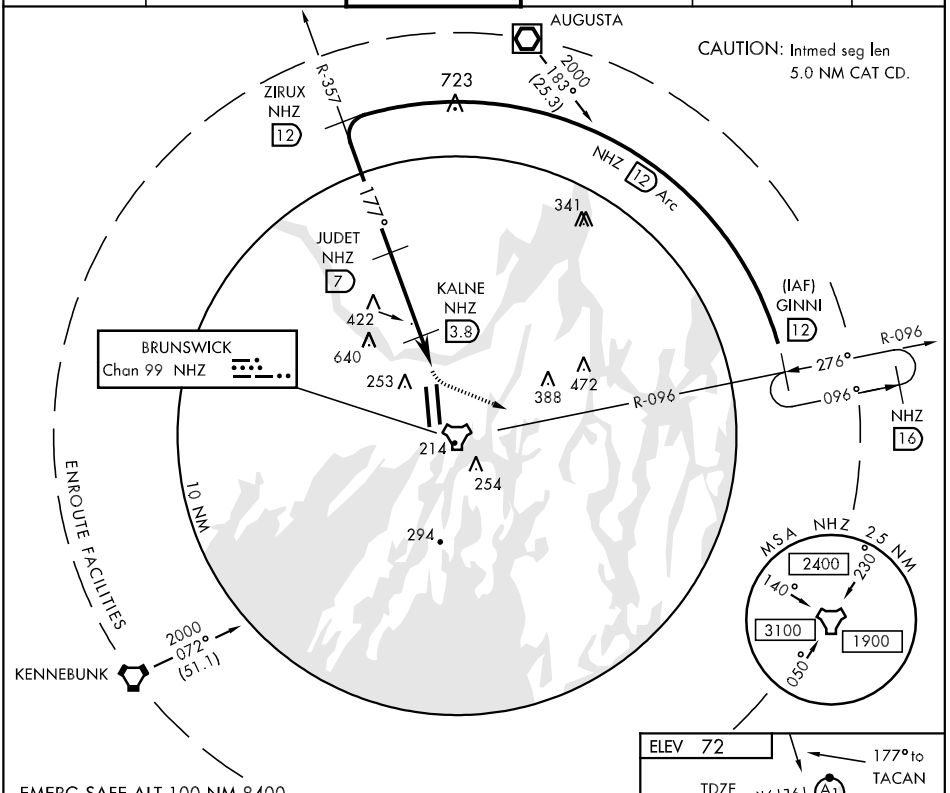
TACAN RWY 19R

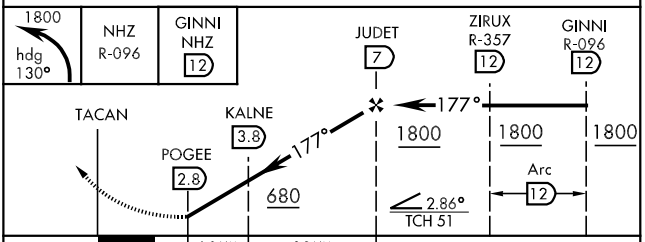
BRUNSWICK NAS (KNHZ)

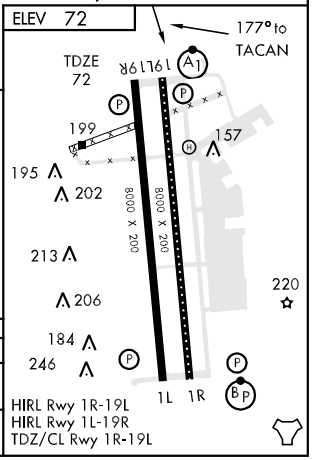
* Circling not authorized W of Rwy 1L-19R.

MISSED APPROACH: Climbing left turn to 1800 via hdg 130° to intcp R-096 to GINNI and hold.

ATIS	PORTLAND APP CON	BRUNSWICK TOWER	GND CON	CLNC DEL	ASR/PAR
120.55 250.1	128.35 381.2	119.6 340.2	134.55 352.4	134.1 360.2	







CATEGORY	A	B	C	D
S-19R	520-1 448 (500-1)		520-1¼ 448 (500-1¼)	520-1½ 448 (500-1½)
CIRCLING*	520-1 448 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	640-2 568 (600-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

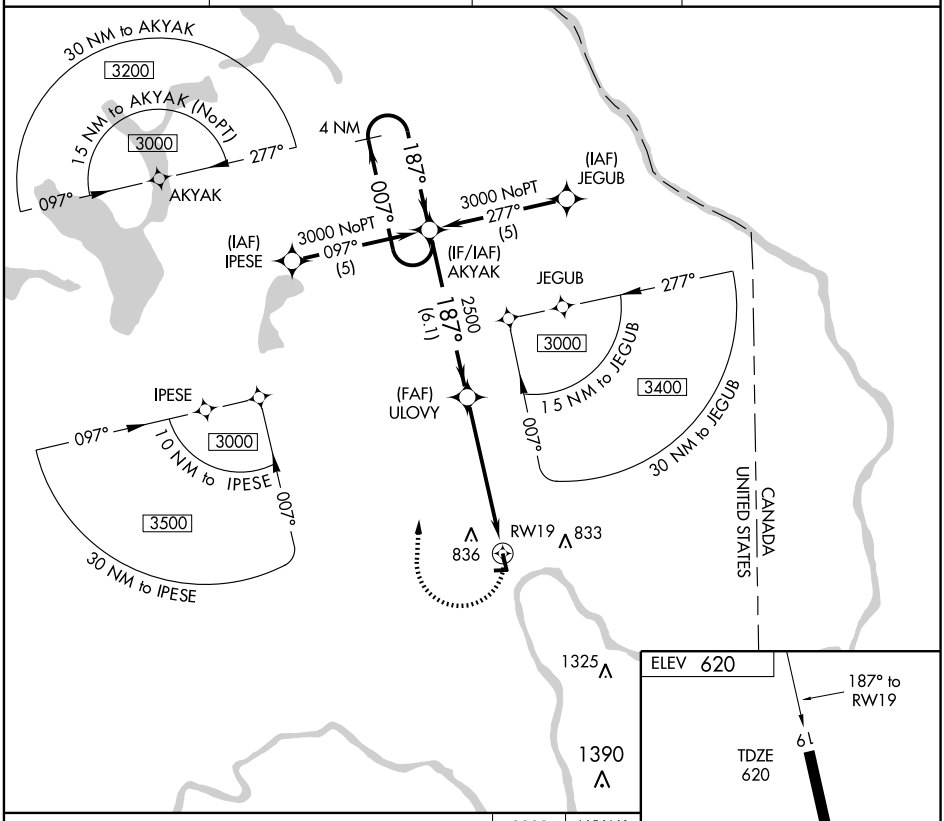
APP CRS	Rwy Idg	4003
187°	TDZE	620
	Apt Elev	620

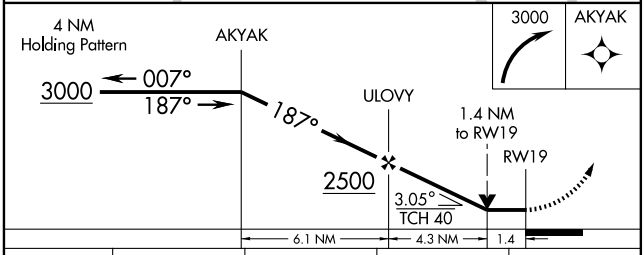
RNAV (GPS) RWY 19
CARIBOU MUNI (CAR)

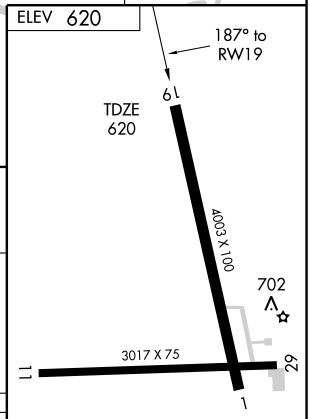
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct AKYAK WP and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
135.125	124.75 239.5	124.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1120-1	500 (500-1)	1120-1¼ 500 (500-1¼)	1120-1½ 500 (500-1½)
CIRCLING	1140-1	520 (600-1)	1140-1½ 520 (600-1½)	1180-2 560 (600-2)

MIRL Rwys 1-19 and 11-29 L

NE-1. 14 JAN 2010 to 11 FEB 2010

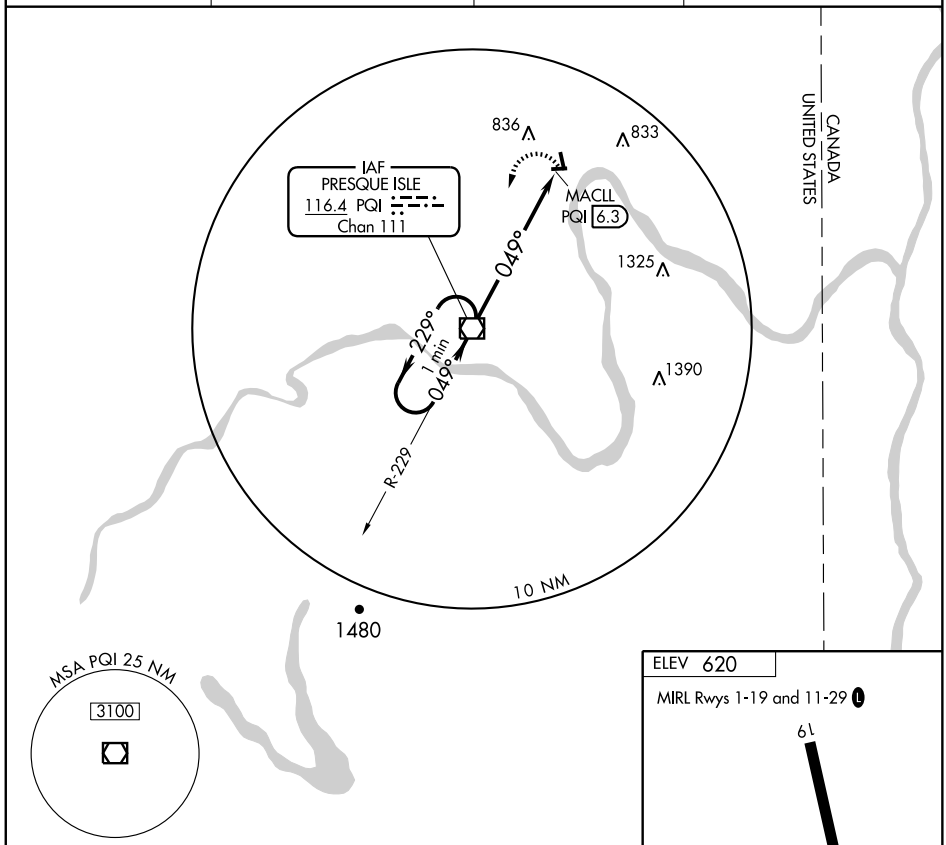
VOR/DME PQI	APP CRS	Rwy Idg	N/A
116.4	049°	TDZE	N/A
Chan 111		Apt Elev	620

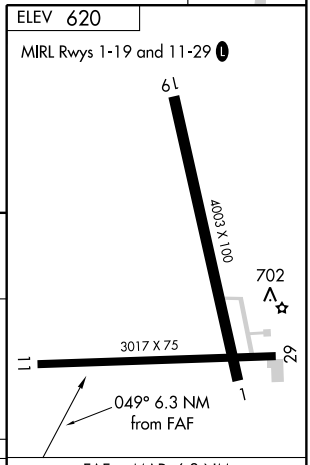
VOR-A

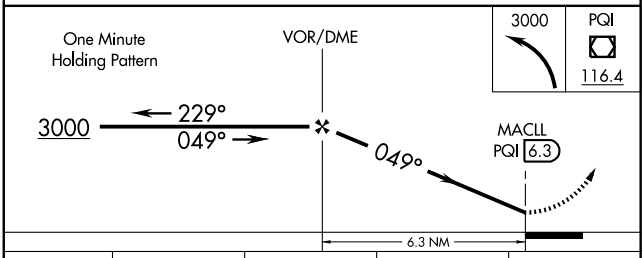
CARIBOU MUNI (CAR)

MISSED APPROACH: Climbing left turn to 3000 direct PQI VOR/DME and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
135.125	124.75 239.5	124.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1140-1 520 (600-1)		1140-1½ 520 (600-1½)	NA

FAF to MAP 6.3 NM

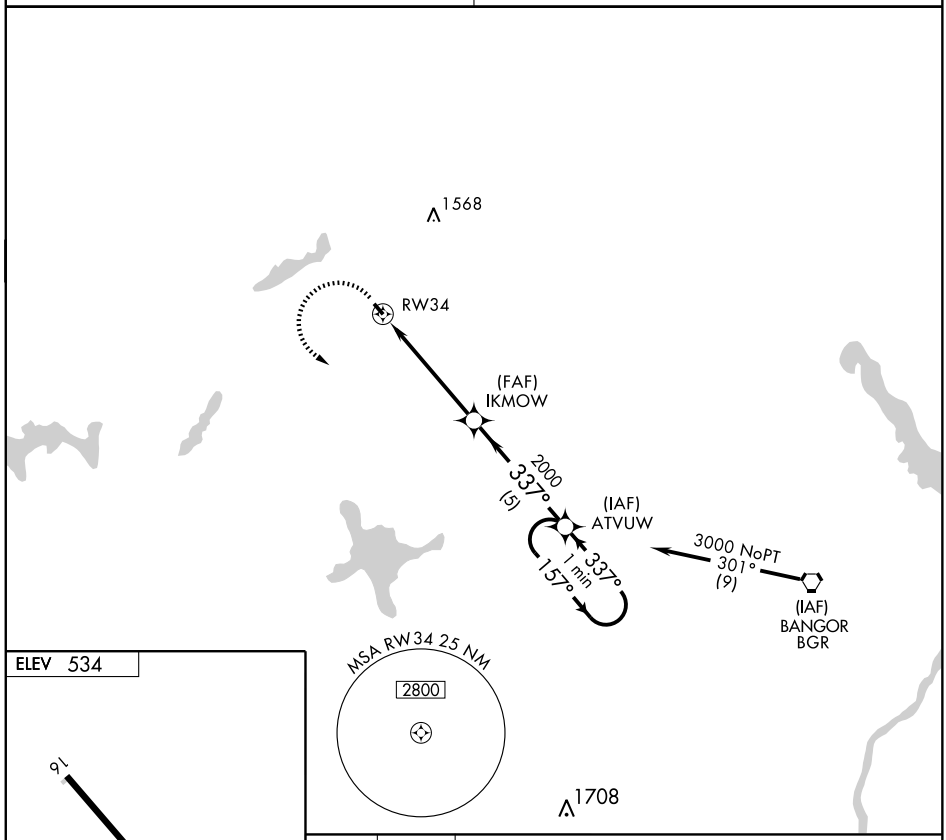
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

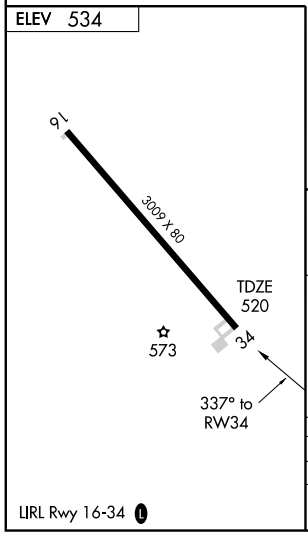
NE-1. 14 JAN 2010 to 11 FEB 2010

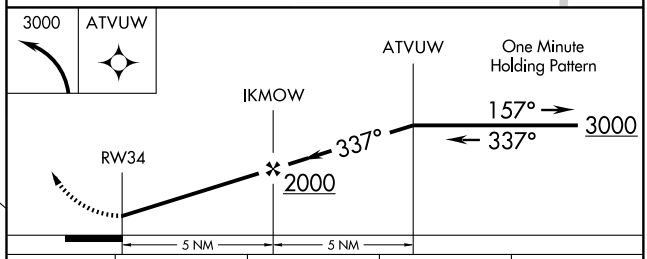
APP CRS	Rwy Idg	3009
337°	TDZE	520
	Apt Elev	534

GPS RWY 34
DEXTER RGNL (1BØ)

NA Use Bangor altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climbing left turn to 3000 direct ATVUW WP and hold.
BANGOR APP CON **118.925 239.3**	UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
S-34	1000-1	480 (500-1)	NA	
CIRCLING	1040-1 506 (600-1)	1200-1 666 (700-1)	NA	

LIRL Rwy 16-34 L

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB EPM	APP CRS	Rwy Idg	4000
260	136°	TDZE	44
		Apt Elev	45

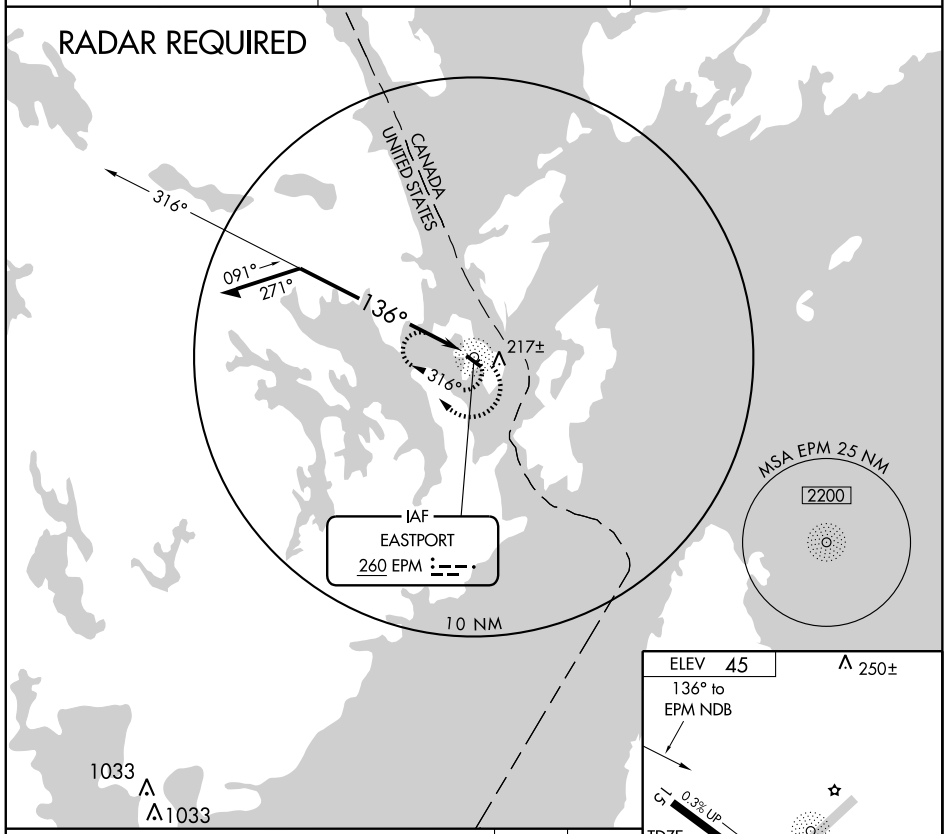
NDB RWY 15
EASTPORT MUNI (EPM)

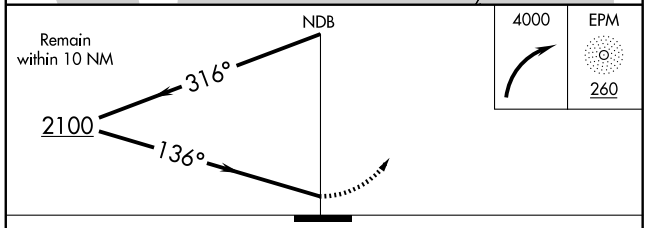
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.

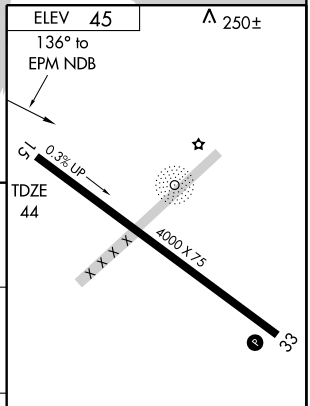
NA

MISSED APPROACH: Climbing right turn to 4000 in EPM NDB holding pattern.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L







MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

CATEGORY	A	B	C	D
S-15	740-1	696 (700-1)	740-2 696 (700-2)	740-2¼ 696 (700-2¼)
CIRCLING	740-1	695 (700-1)	740-2 695 (700-2)	740-2¼ 695 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

NE-1. 14 JAN 2010 to 11 FEB 2010

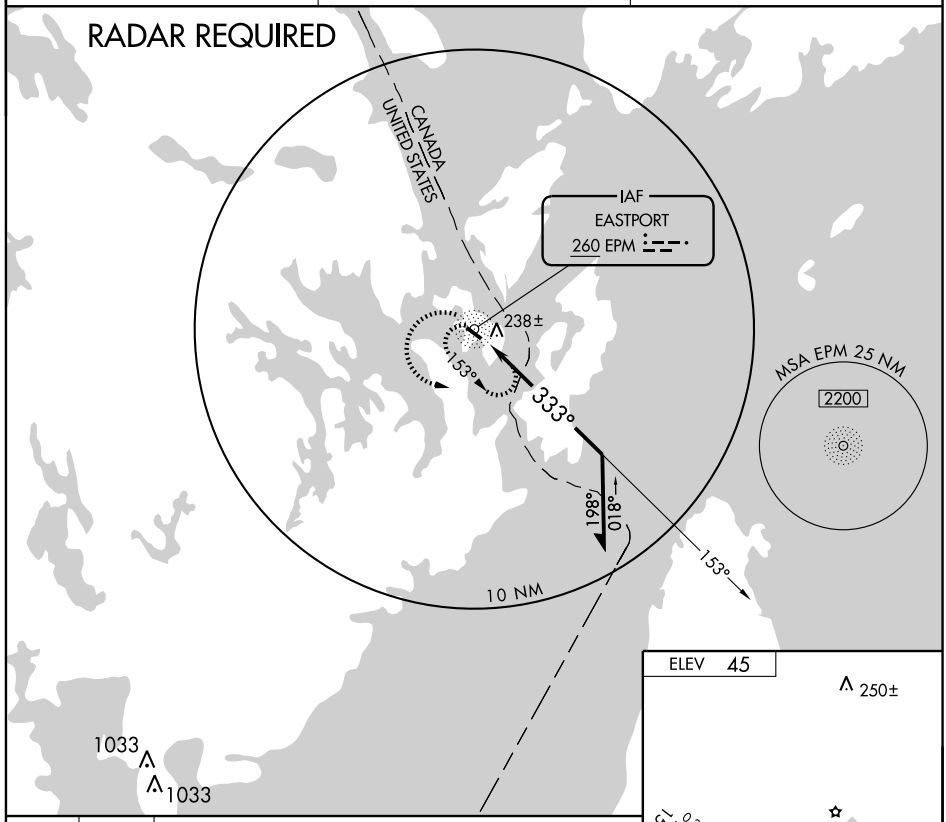
NDB EPM 260	APP CRS 333°	Rwy Idg 4000 TDZE 45 Apt Elev 45

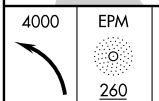
NDB RWY 33
EASTPORT MUNI (EPM)

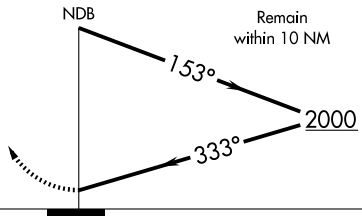
▼ NA — If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.

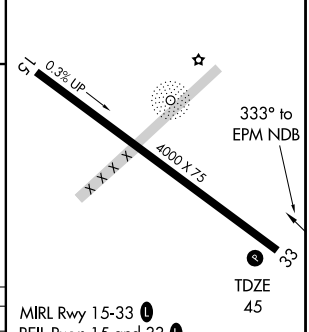
MISSED APPROACH: Climbing left turn to 4000 in EPM NDB holding pattern.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L









MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

CATEGORY	A	B	C	D
S-33	600-1 555 (600-1)		600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)
CIRCLING	600-1 555 (600-1)		600-1½ 555 (600-1½)	600-2 555 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-1. 14 JAN 2010 to 11 FEB 2010

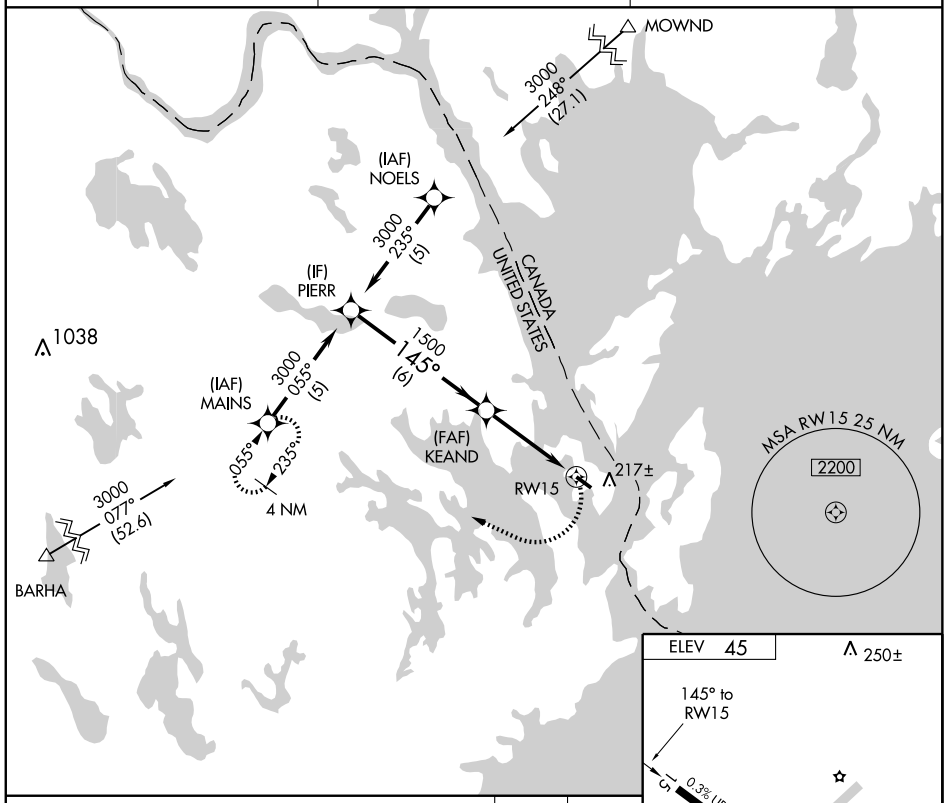
APP CRS	Rwy Idg	4000
145°	TDZE	44
	Apt Elev	45

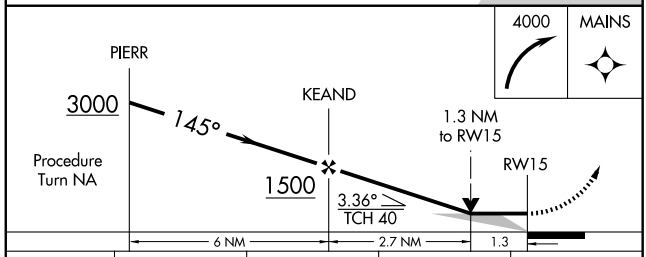
RNAV (GPS) RWY 15
EASTPORT MUNI (EPM)

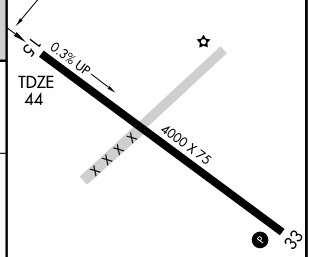
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.
VDP NA with Hancock County-Bar Harbor altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct MAINS and hold.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 496 (500-1)		540-1¼ 496 (500-1¼)	540-1½ 496 (500-1½)
CIRCLING	580-1 535 (600-1)		580-1½ 535 (600-1½)	600-2 555 (600-2)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

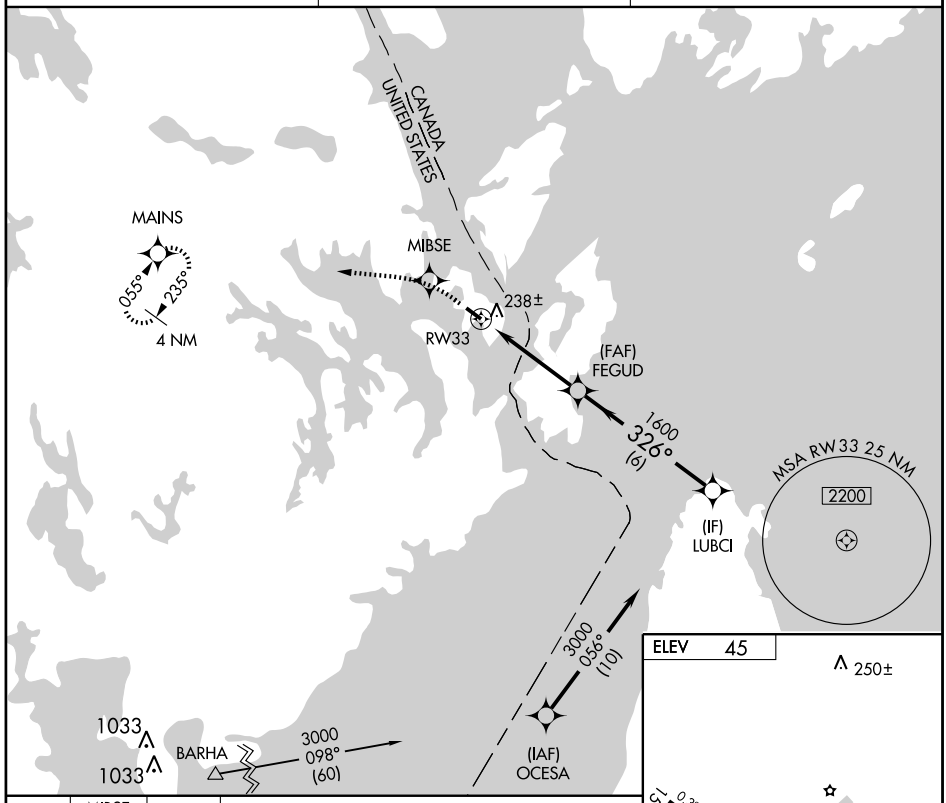
APP CRS	Rwy Idg	4000
326°	TDZE	45
	Apt Elev	45

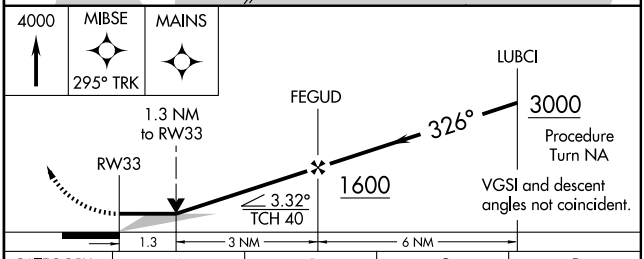
RNAV (GPS) RWY 33
EASTPORT MUNI (EPM)

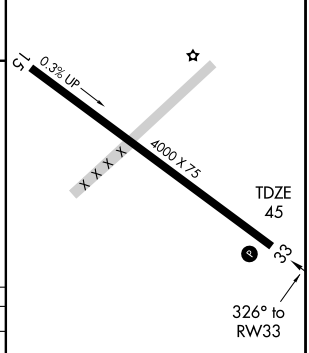
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.
VDP NA with Hancock County-Bar Harbor altimeter setting.

MISSED APPROACH: Climb to 4000 direct MIBSE and via 295° track to MAINS and hold.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 455 (500-1)		500-1¼ 455 (500-1¼)	500-1½ 455 (500-1½)
CIRCLING	580-1 535 (600-1)		580-1½ 535 (600-1½)	600-2 555 (600-2)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB ESG 260	APP CRS 168°	Rwy Idg N/A TDZE N/A Apt Elev 125

NDB-B

ELIOT/LITTLEBROOK AIR PARK (3B4)

NA

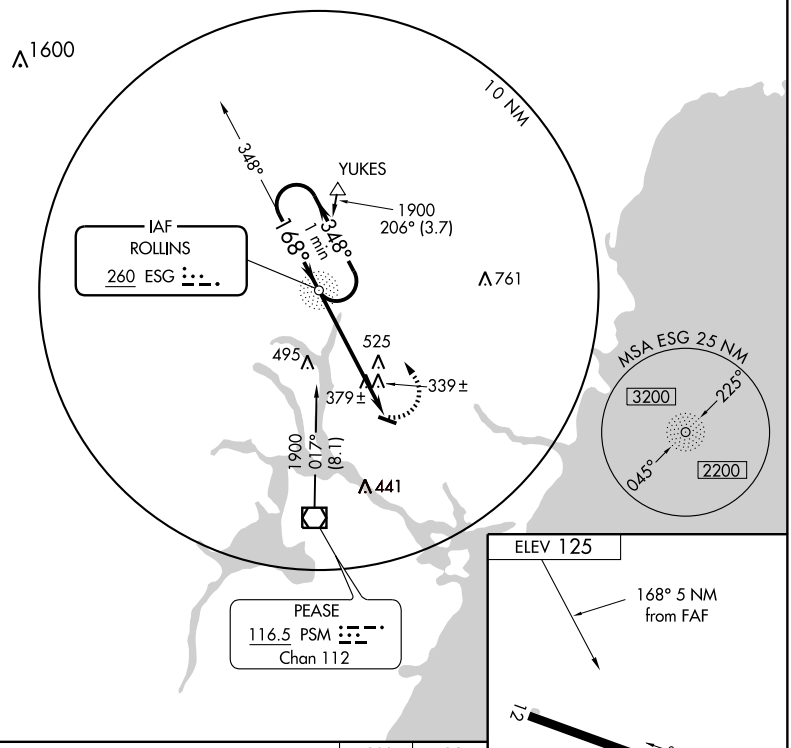
Use Portsmouth, NH altimeter setting.
Procedure NA at night.

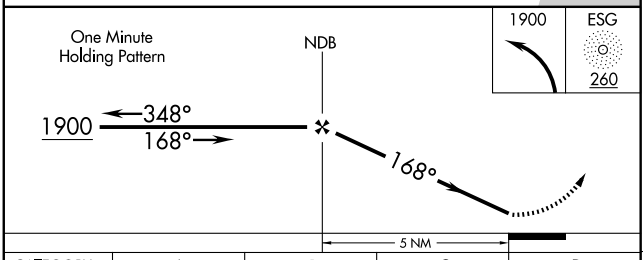
MISSED APPROACH: Climbing left turn to 1900 direct ESG NDB and hold.

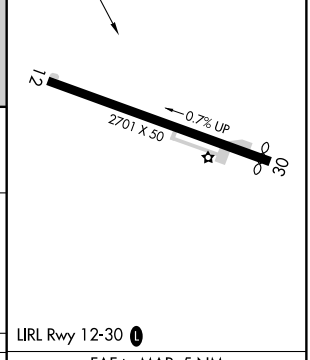
BOSTON APP CON
125.05 269.4

UNICOM
122.9 (CTAF) L

Procedure NA for arrival at YUKES on V106.







LIRL Rwy 12-30 L

CATEGORY	A	B	C	D
CIRCLING	880-1 *755* (800-1)	880-1¼ *755* (800-1¼)	NA	

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2615
306°	TDZE	125
	Apt Elev	125

RNAV (GPS) RWY 30

ELIOT/LITTLEBROOK AIR PARK (3B4)

Procedure NA at night.
Use Portsmouth, NH. altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct PSM VOR/DME and hold.

BOSTON APP CON	UNICOM
125.05 269.4	122.9 (CTAF) L

765 761 495 525 441

RW30

(FAF) IBEYU

1700 306° (6)

(IAF) SEROC

2000 216° (5.6)

(IF) DIPGY

2000 321° (6.1)

(IAF) CEKAY

2000 035° (10.6)

(IAF) SILVE

PEASE PSM

052° 232° 2000 153° (14.1)

MSA RW30 25 NM 3100

Procedure NA for arrival at SILVE WP on V139 southbound, at SEROC on V167 northbound, and at CEKAY on V167 southbound.

ELEV 125

306° to RW30

12 30

2701 X 50

0.7% UP

TDZE 125

2000 PSM

DIPGY

IBEYU

2000

306°

RW30

1700

3.00°

TCH 40

Procedure Turn NA

4.9 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1	455 (500-1)	NA	
CIRCLING	680-1	555 (600-1)	NA	

LIRL Rwy 12-30 L

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME PSM	APP CRS	Rwy Idg	N/A
116.5	052°	TDZE	N/A
Chan 112		Apt Elev	125

VOR-A

ELIOT/LITTLEBROOK AIR PARK (3B4)

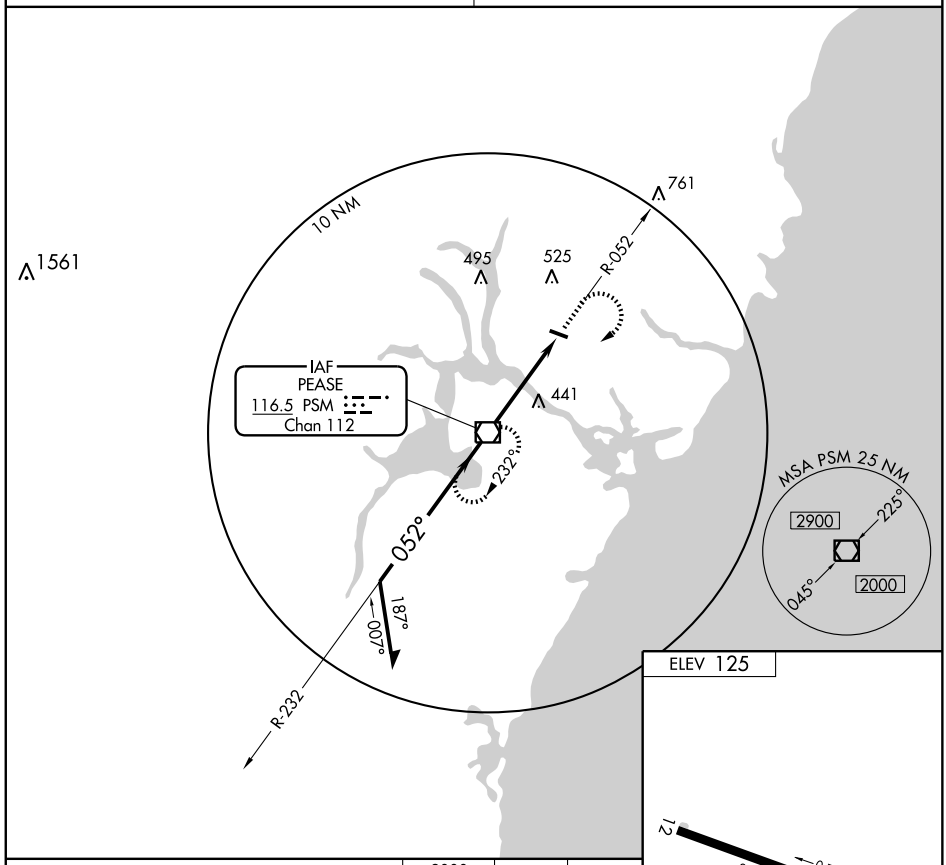
NA

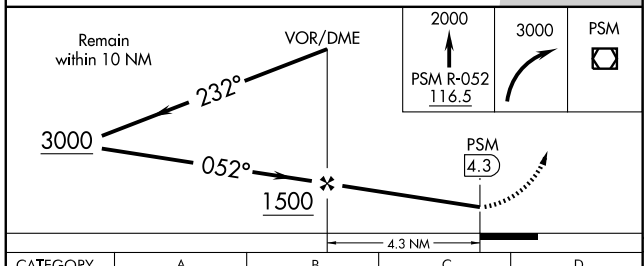
Use Portsmouth, NH altimeter setting.
Procedure NA at night.

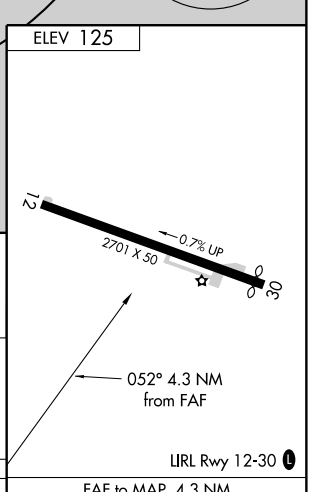
MISSED APPROACH: Climb to 2000 via PSM R-052 then climbing right turn to 3000 direct PSM VOR/DME and hold.

BOSTON APP CON
125.05 269.4

UNICOM
122.9 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	720-1 595 (600-1)		NA	

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4600
135°	TDZE	984
	Apt Elev	988

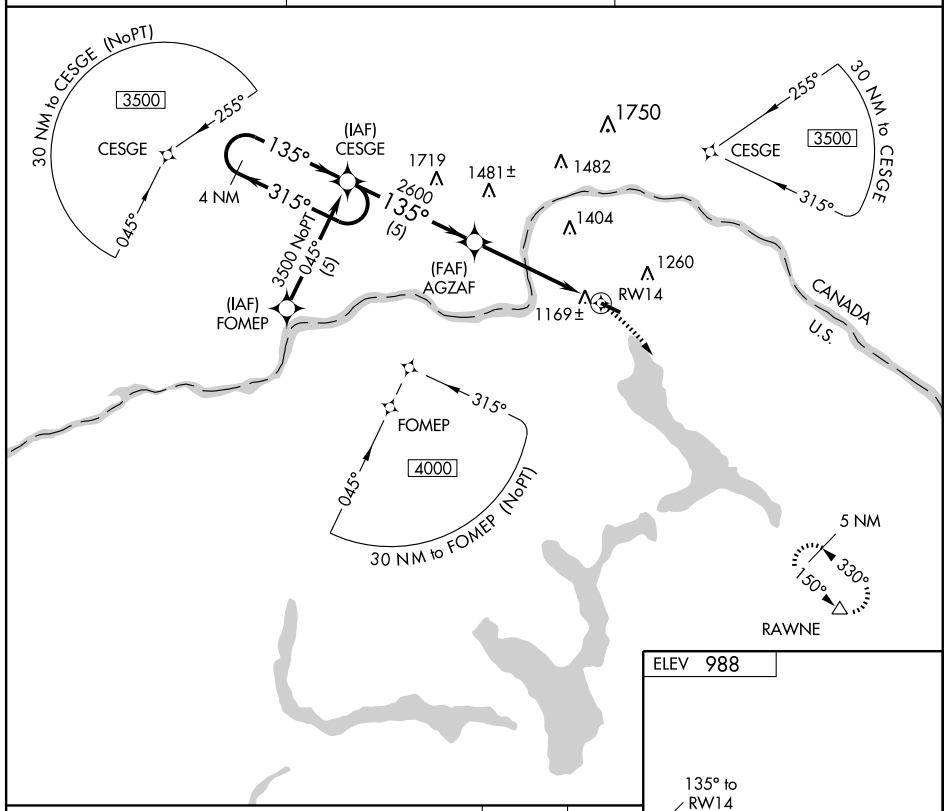
RNAV (GPS) RWY 14

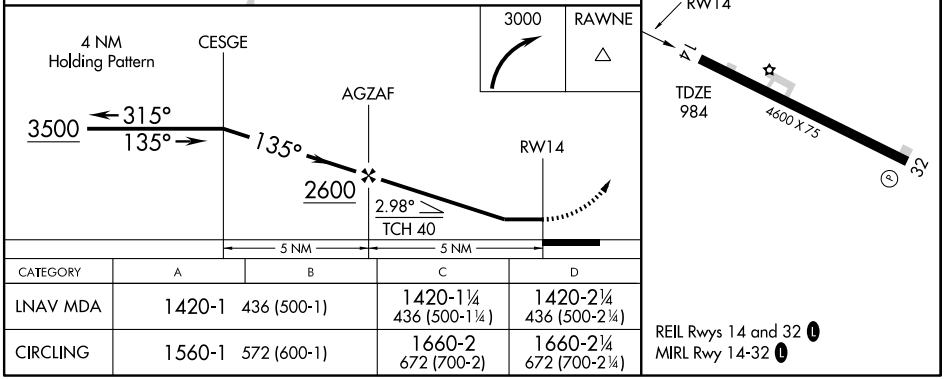
FRENCHVILLE/ NORTHERN AROOSTOOK RGNL (FVE)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct RAWNE WP and hold.

ASOS	BOSTON CENTER	UNICOM
135.725	124.75 239.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1420-1	436 (500-1)	1420-1¼ 436 (500-1¼)	1420-2¼ 436 (500-2¼)
CIRCLING	1560-1	572 (600-1)	1660-2 672 (700-2)	1660-2¼ 672 (700-2¼)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4600
316°	TDZE	988
	Apt Elev	988

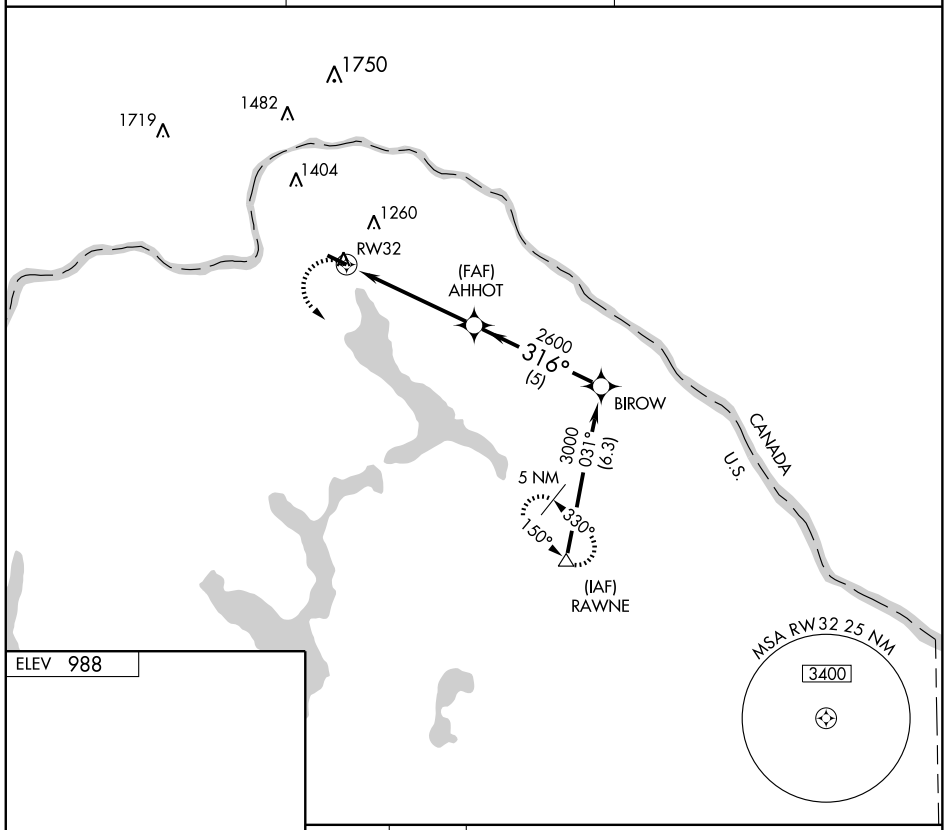
RNAV (GPS) RWY 32

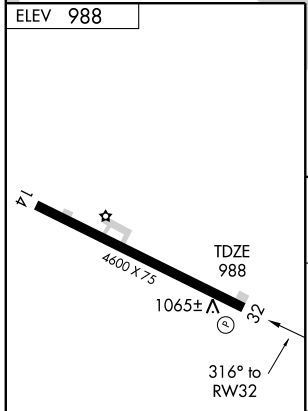
FRENCHVILLE/ NORTHERN AROOSTOOK RGNL (FVE)

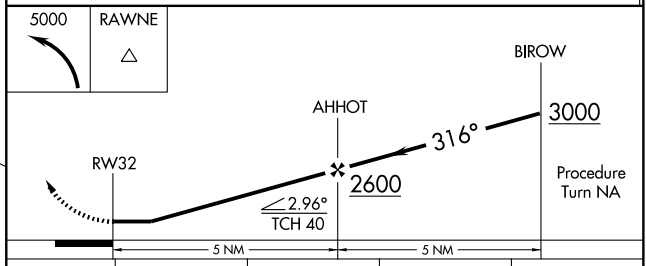
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct RAWNE WP and hold.

ASOS	BOSTON CENTER	UNICOM
135.725	124.75 239.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1 412 (500-1)		1400-1¼ 412 (500-1¼)	
CIRCLING	1560-1 572 (600-1)		1660-2 672 (700-2)	1660-2¼ 672 (700-2¼)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB SZO 227	APP CRS 323°	Rwy Idg N/A TDZE N/A Apt Elev 454

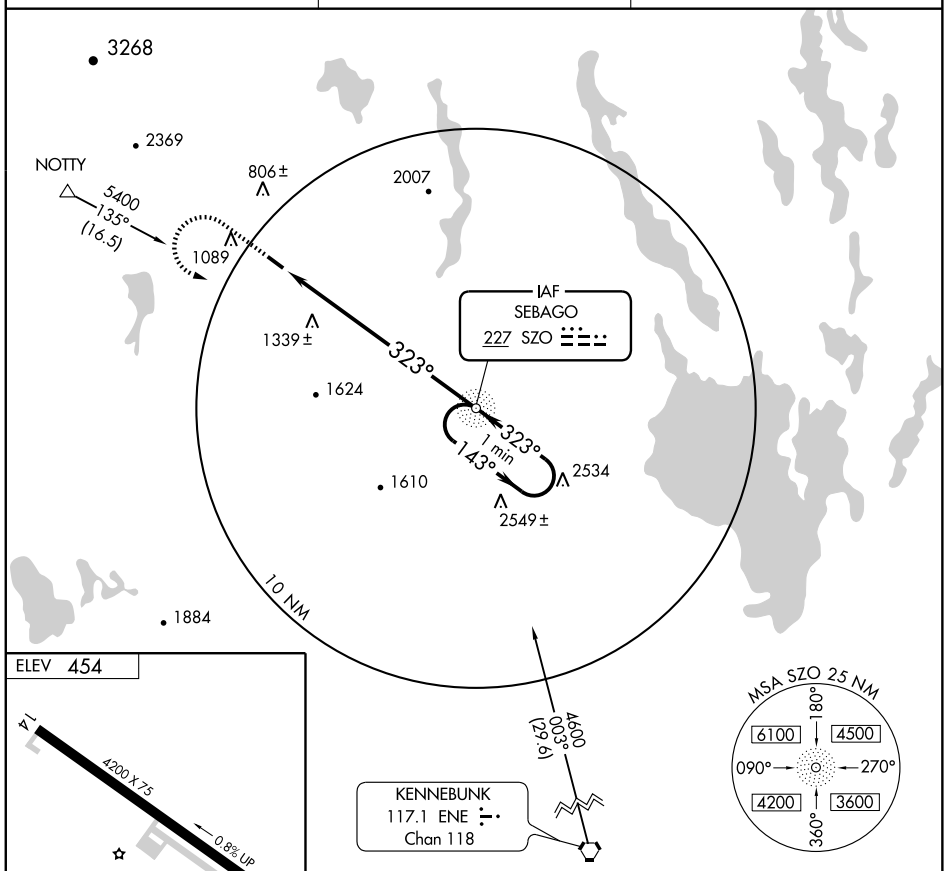
NDB-B

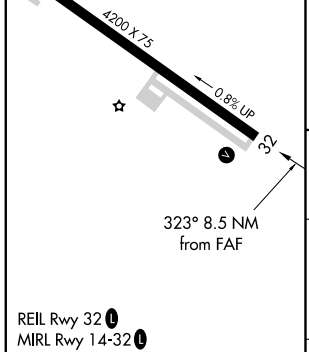
FRYEBURG/ EASTERN SLOPES RGNL (IZG)

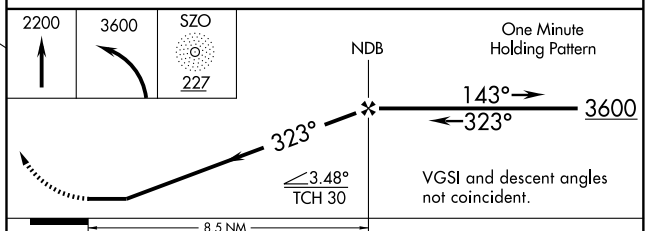
When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3600 direct SZO NDB and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.775	125.5 381.2	122.8 (CTAF) L







REIL Rwy 32 L
MIRL Rwy 14-32 L

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

CATEGORY	A	B	C	D
CIRCLING	1780-1¼ 1326 (1400-1¼)	1780-1½ 1326 (1400-1½)	1780-3 1326 (1400-3)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4200
324°	TDZE	447
	Apt Elev	454

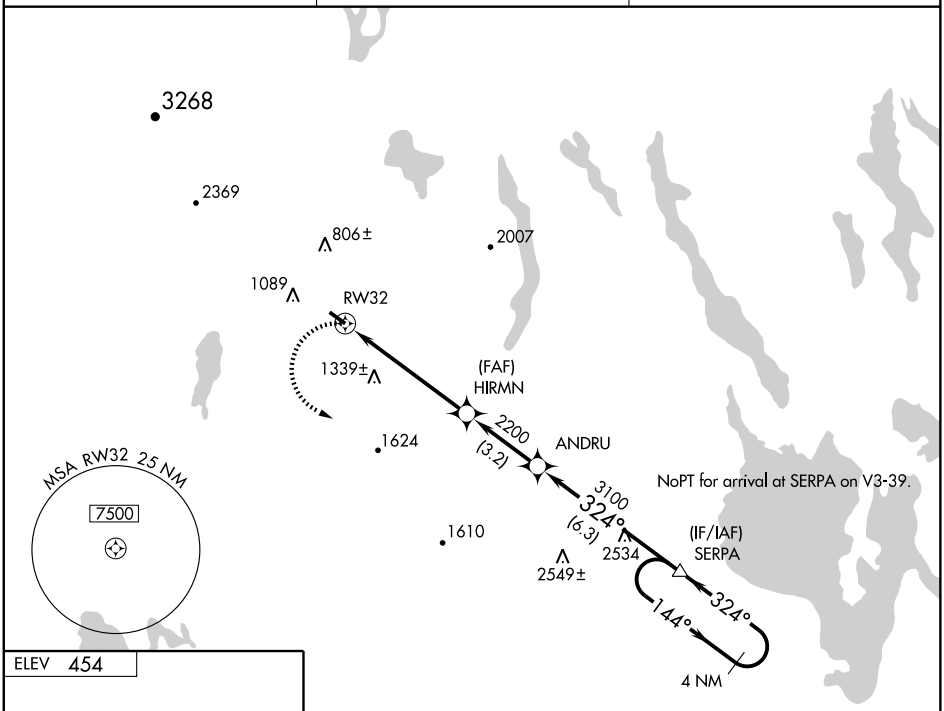
RNAV (GPS) RWY 32

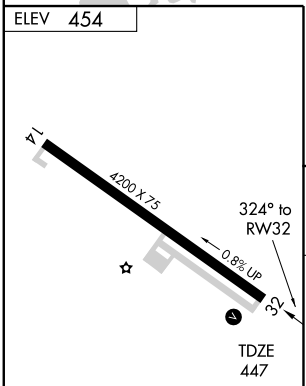
FRYEBURG/ EASTERN SLOPES RGNL (IZG)

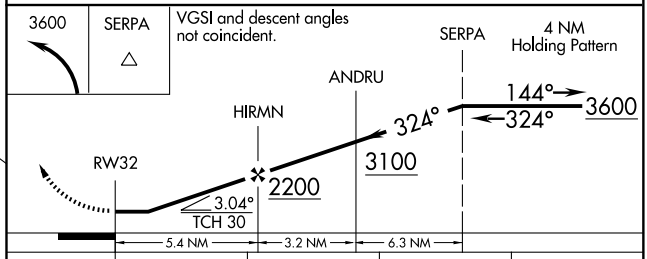
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3600 direct SERPA and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.775	125.5 381.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1¼ (1100-1¼) 1033	1480-1½ (1100-1½) 1033	1480-3 (1100-3) 1033	NA
CIRCLING	1480-1¼ (1100-1¼) 1026	1480-1½ (1100-1½) 1026	1480-3 (1100-3) 1026	NA

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

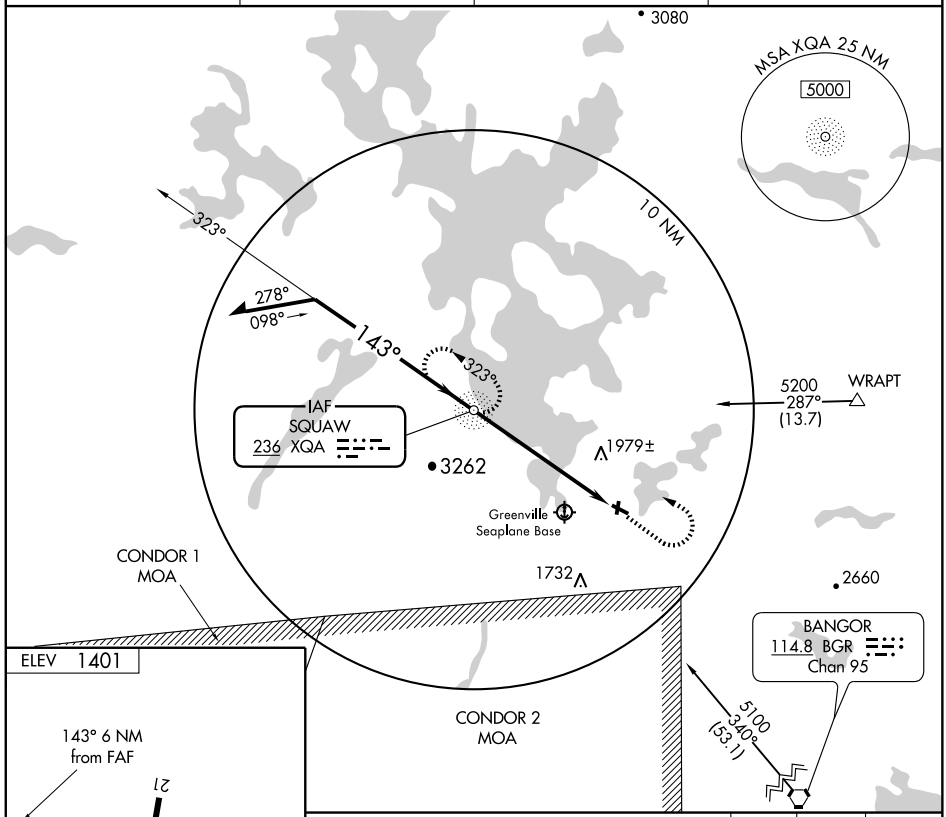
NDB XQA 236	APP CRS 143°	Rwy Idg 3999 TDZE 1391 Apt Elev 1401

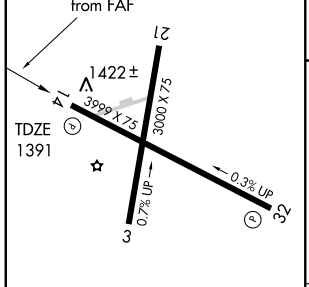
NDB RWY 14
GREENVILLE MUNI (3B1)

T
A NA — When local altimeter setting not received, use Bangor altimeter setting and increase all MDAs 300 feet and increase Cat B and C circling visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then climbing left turn to 5100 direct XQA NDB and hold, continue climb-in-hold to 5100.

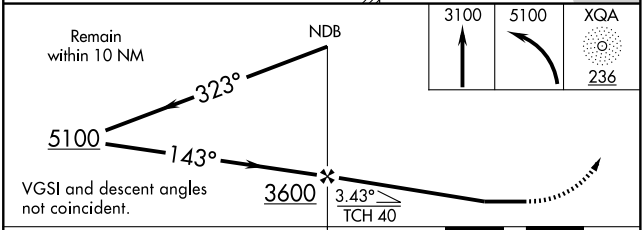
AWOS-A	BOSTON CENTER	CLNC DEL	UNICOM
236	120.25 346.4	122.3	122.8 (CTAF) L





REIL Rwy 14
MIRL Rwy 14-32 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-14	2280-1¼	889 (900-1¼)	2280-2¾ 889 (900-2¾)	2280-3 889 (900-3)
CIRCLING	2280-1¼	879 (900-1¼)	2280-2¾ 879 (900-2¾)	2500-3 1099 (1100-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3999
138°	TDZE	1391
	Apt Elev	1401

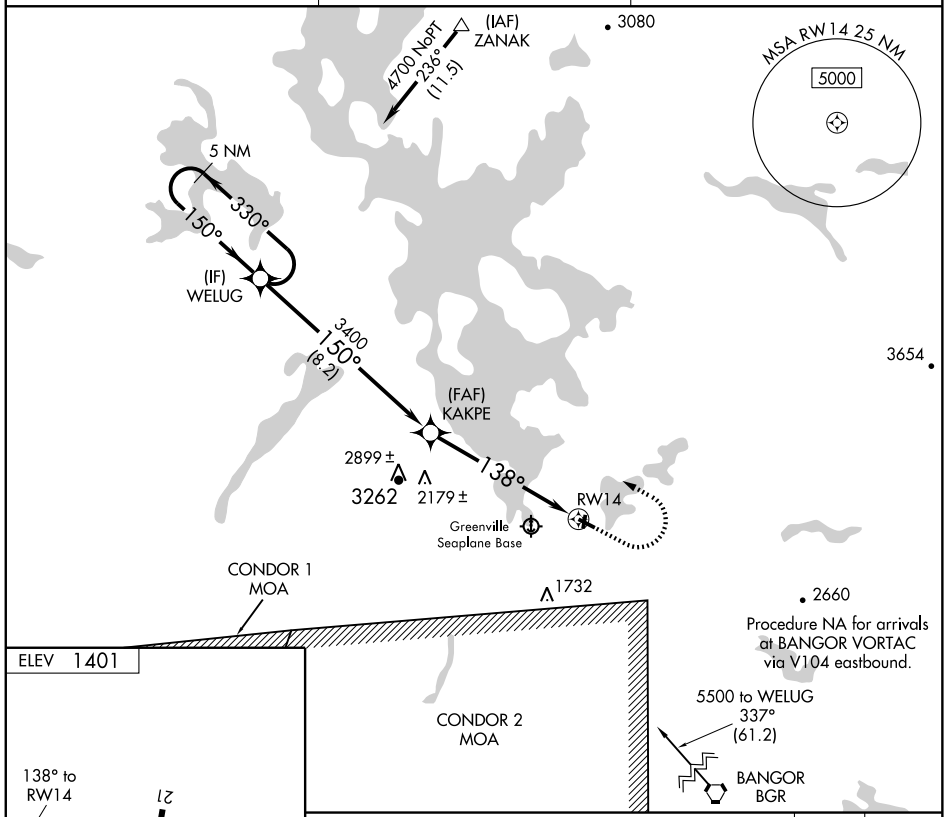
RNAV (GPS) RWY 14
GREENVILLE MUNI (3B1)

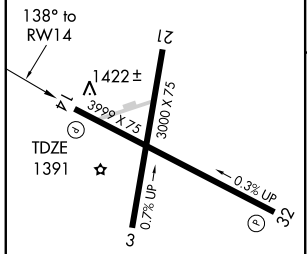
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 300 feet. VDP NA when using Bangor altimeter setting.

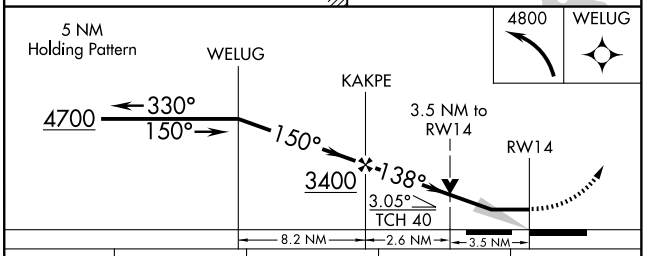
NA

MISSED APPROACH: Climbing left turn to 4800 direct WELUG and hold.

AWOS-A	BOSTON CENTER	UNICOM
236	120.25 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2520-1¼ 1129 (1200-1¼)	2520-1½ 1129 (1200-1½)	2520-3	1129 (1200-3)
CIRCLING	2520-1¼ 1119 (1200-1¼)	2520-1½ 1119 (1200-1½)	2520-3	1119 (1200-3)

REIL Rwy 14
MIRL Rwy 14-32 L

NE-1, 14 JAN 2010 to 11 FEB 2010

NDB XQA	APP CRS	Rwy Idg	N/A
236	151°	TDZE	N/A
		Apt Elev	1028

NDB-A

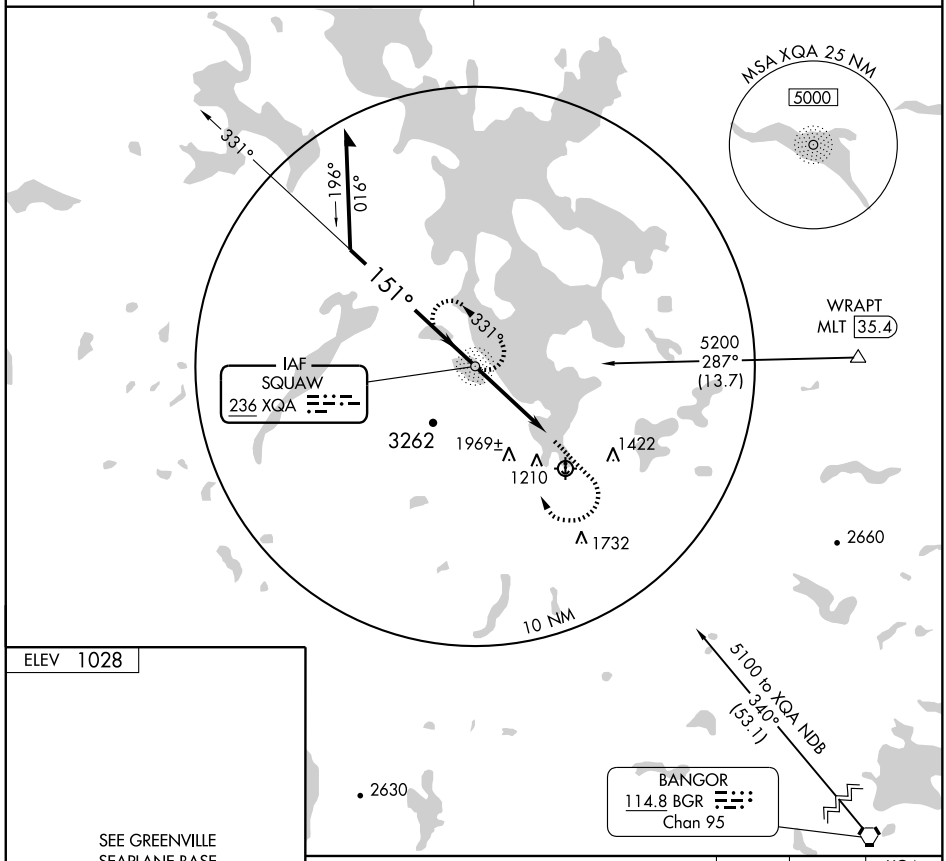
GREENVILLE SEAPLANE BASE (52B)

Procedure NA at night.
Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

NA

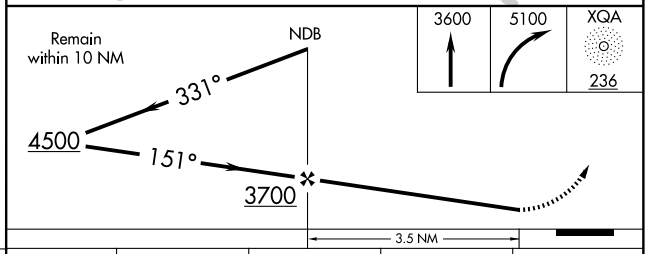
MISSED APPROACH: Climb to 3600 then climbing right turn to 5100 direct XQA NDB and hold.

BOSTON CENTER	CTAF
120.25 346.4	122.9



ELEV 1028

SEE GREENVILLE SEAPLANE BASE LANDING CHART



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

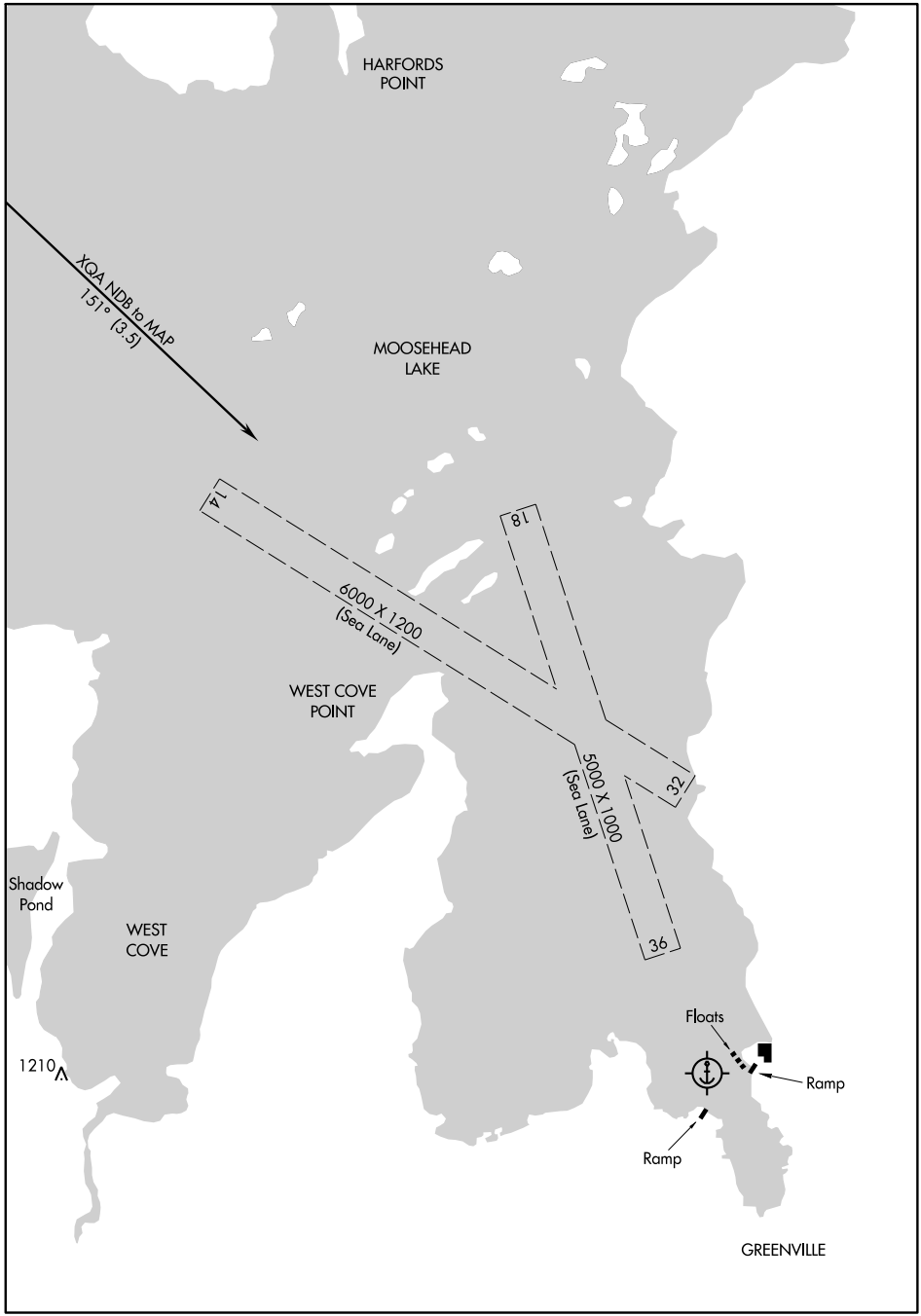
CATEGORY	A	B	C	D
CIRCLING	2380-1¼ 1352 (1400-1¼)	2380-1½ 1352 (1400-1½)	2380-3 1352 (1400-3)	NA

NE-1, 14 JAN 2010 to 11 FEB 2010

NDB-A LANDING

AL-5935 (FAA)

GREENVILLE SEAPLANE BASE (52B)
GREENVILLE, MAINE



NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
163°	TDZE	N/A
	Apt Elev	1028

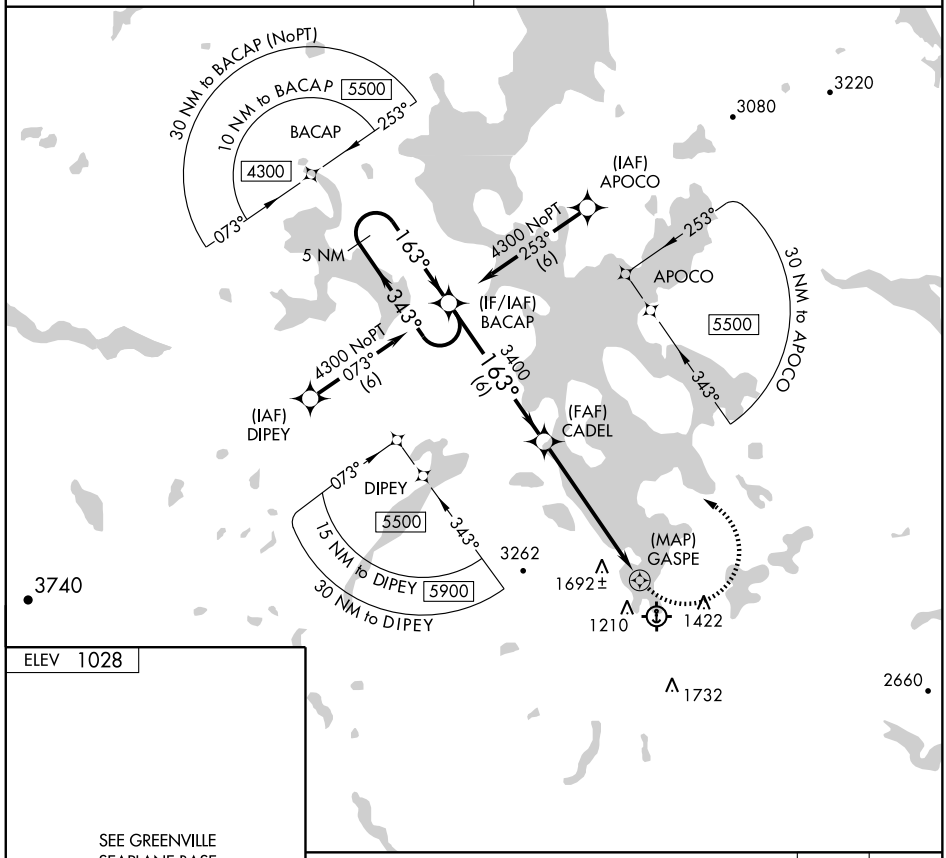
RNAV (GPS)-B
GREENVILLE SEAPLANE BASE (52B)

DME/DME RNP-0.3 NA. Procedure NA at night.
Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

NA

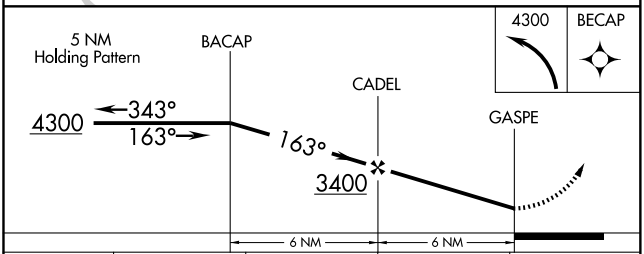
MISSED APPROACH: Climbing left turn to 4300 direct BACAP and hold.

BOSTON CENTER	CTAF
120.25 346.4	122.9



ELEV 1028

SEE GREENVILLE SEAPLANE BASE LANDING CHART



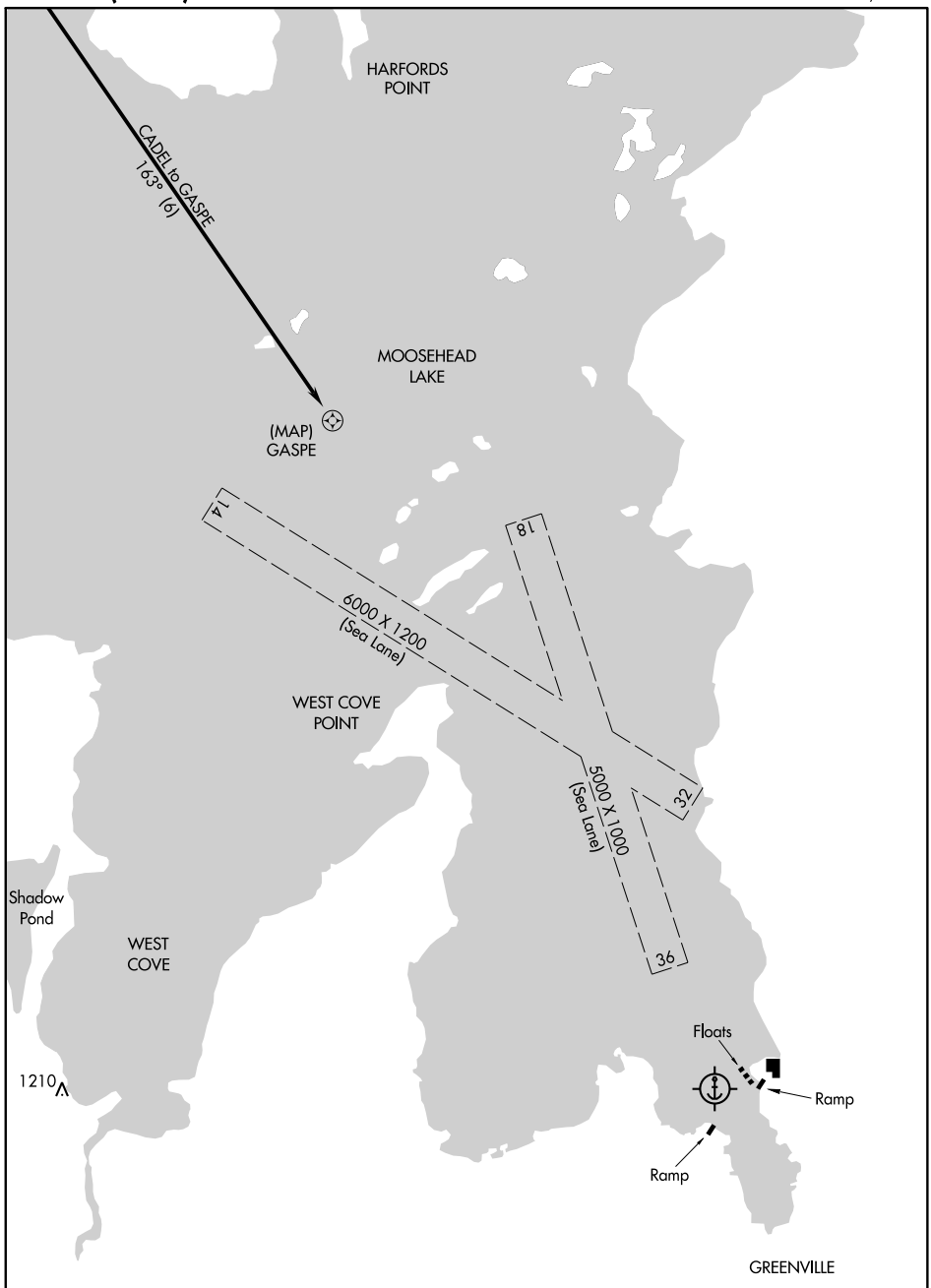
CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1112 (1200-1¼)	2280-1½ 1252 (1300-1½)	2280-3 1252 (1300-3)	NA

NE-1, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS)-B LANDING

AL-5935 (FAA)

GREENVILLE SEAPLANE BASE (52B)
GREENVILLE, MAINE



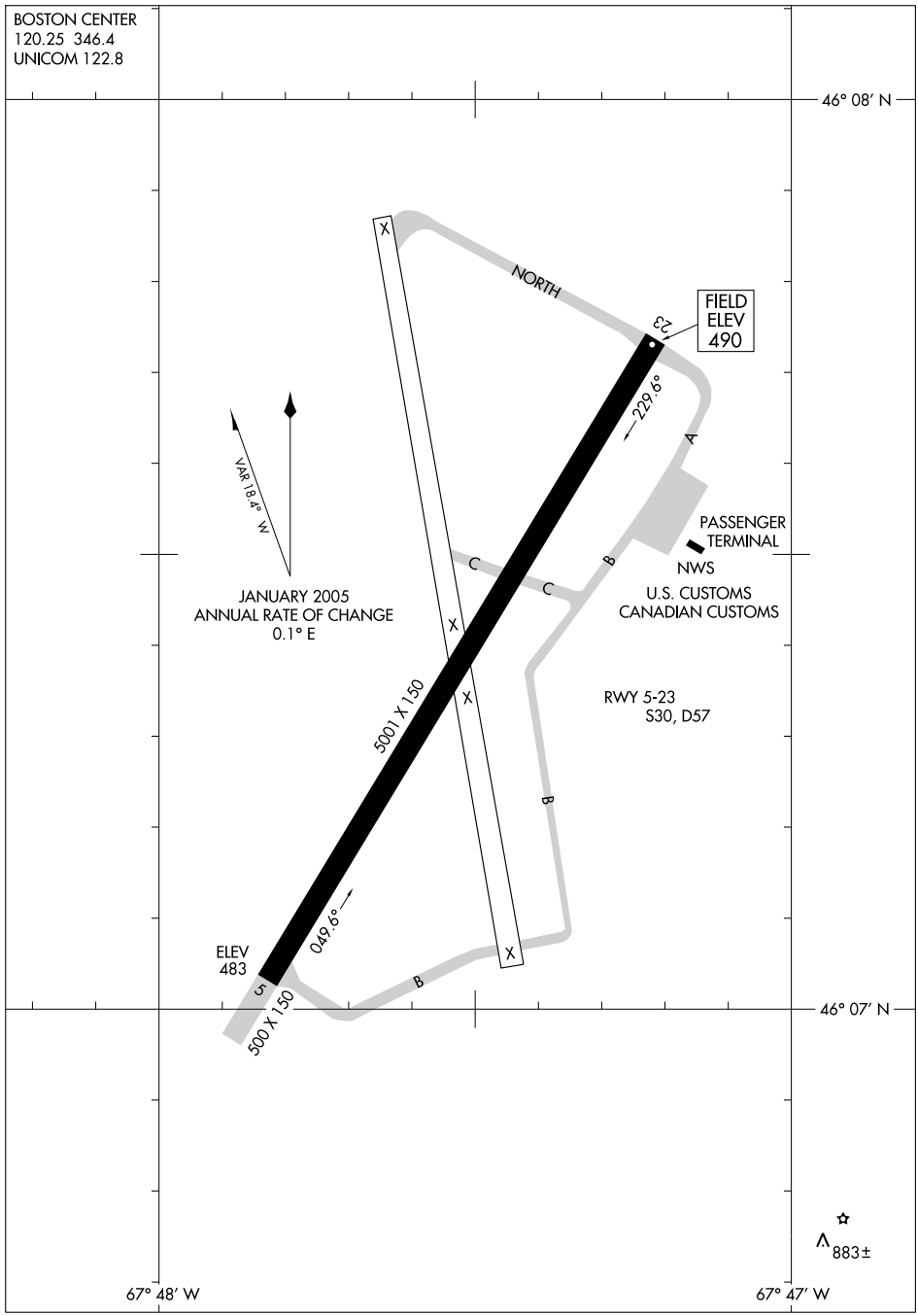
07018

AIRPORT DIAGRAM

AL-196 (FAA)

HOULTON INTL (HUL)
HOULTON, MAINE

BOSTON CENTER
120.25 346.4
UNICOM 122.8



NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
170°	TDZE	N/A
	Apt Elev	489

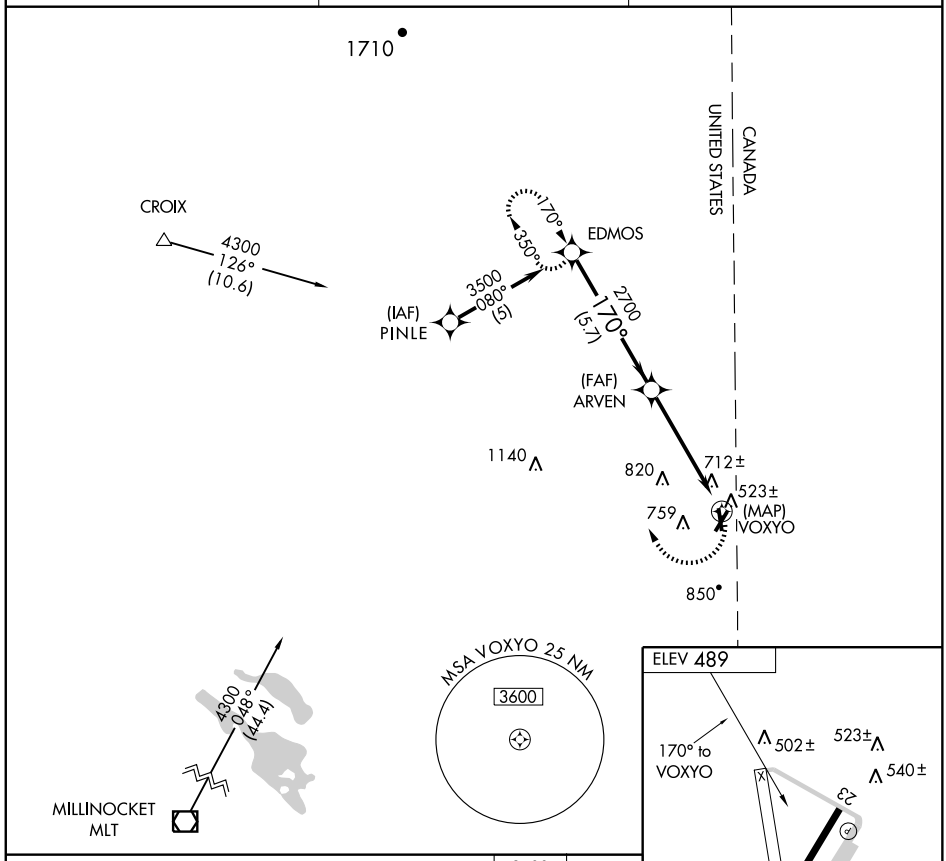
GPS-A
HOULTON INTL (HUL)

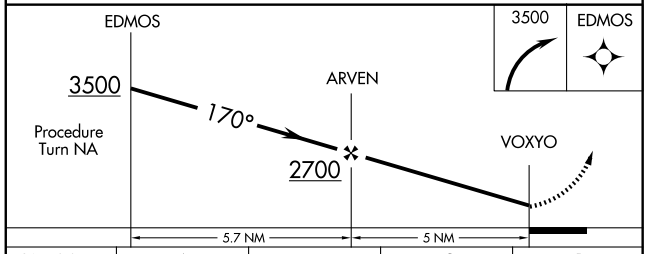
NA

Circling NA Southeast of Rwy 5/23.

MISSED APPROACH: Climbing right turn to 3500 direct EDMOS WP and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1080-1 591 (600-1)		1080-1½ 591 (600-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-1. 14 JAN 2010 to 11 FEB 2010

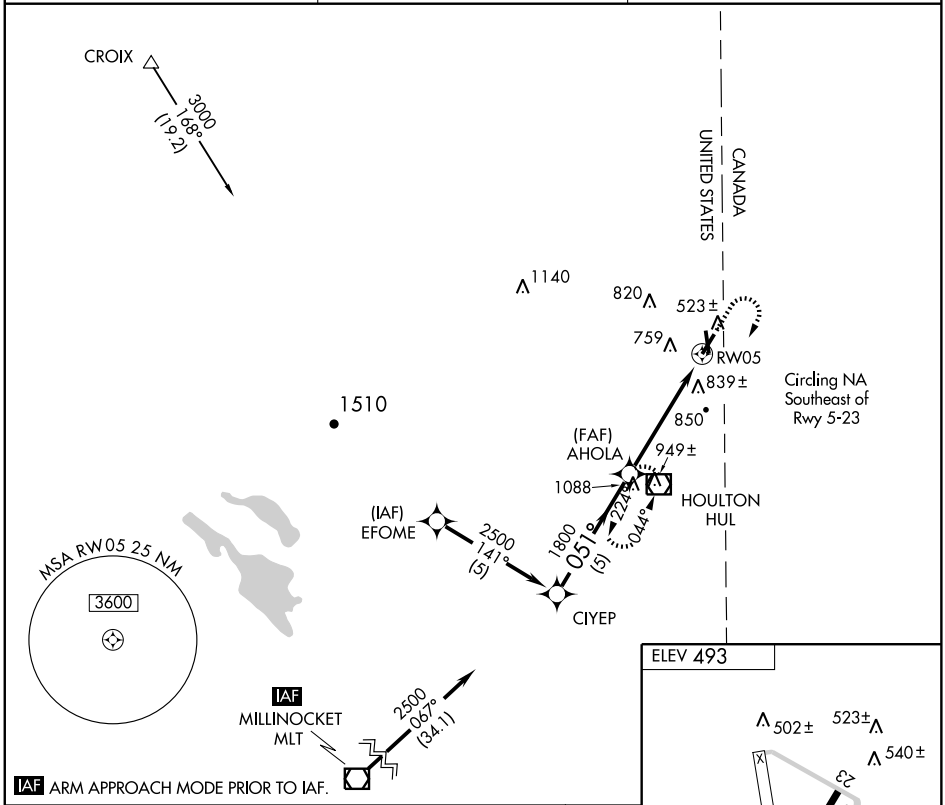
APP CRS	Rwy Idg	5001
051°	TDZE	493
	Apt Elev	493

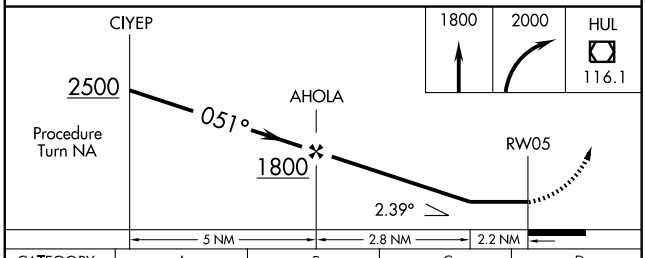
GPS RWY 5
HOULTON INTL (HUL)

NA

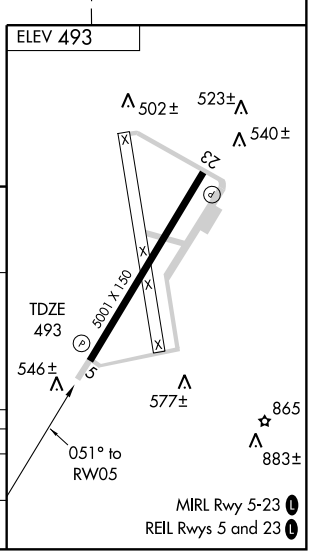
MISSED APPROACH: Climb to 1800, then climbing right turn to 2000 direct HUL VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-5	1100-1 607 (700-1)		1100-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1 607 (700-1)		1100-1¾ 607 (700-1¾)	NA



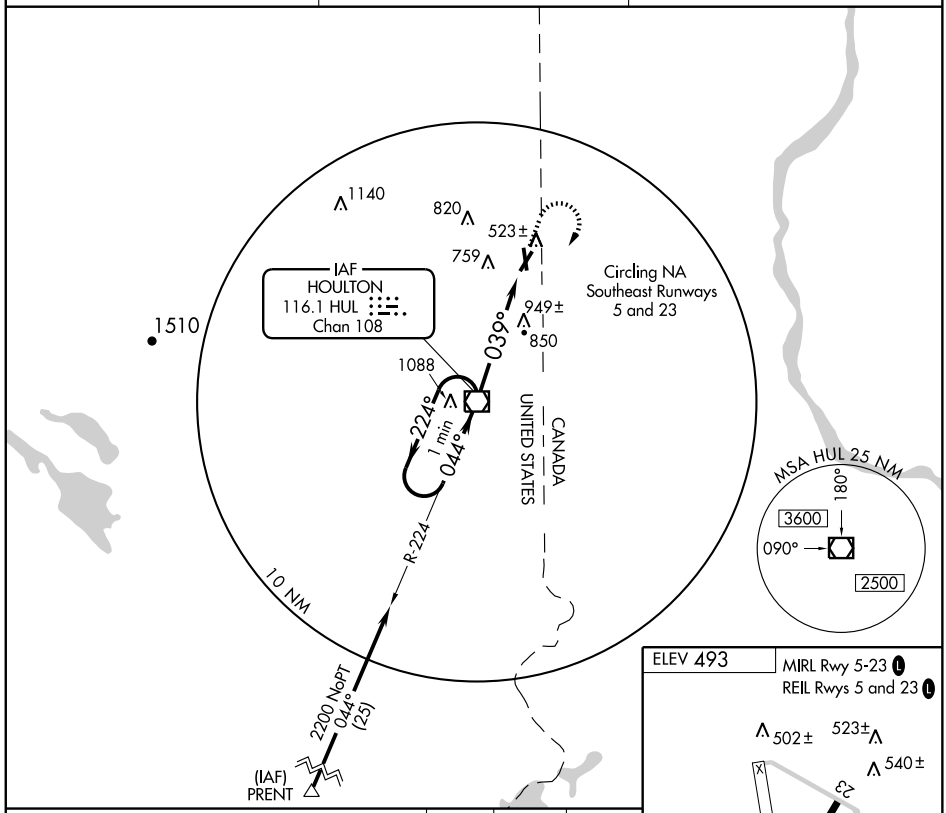
NE-1. 14 JAN 2010 to 11 FEB 2010

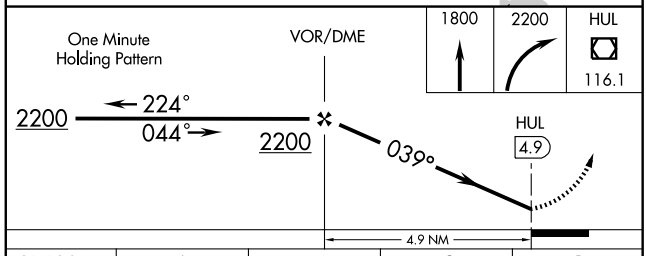
VOR/DME HUL	APP CRS	Rwy Idg	5001
116.1	039°	TDZE	493
Chan 108		Apt Elev	493

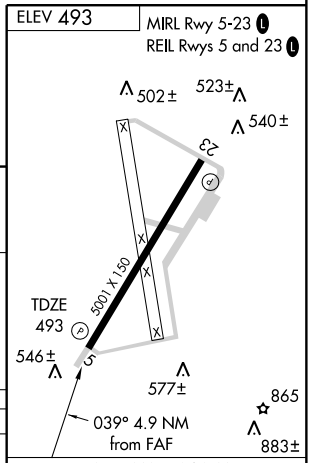
VOR RWY 5
HOULTON INTL (HUL)

MISSED APPROACH: Climb to 1800, then climbing right turn to 2200 direct HUL VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1200-1 707 (800-1)		1200-2 707 (800-2)	NA
CIRCLING	1200-1 707 (800-1)		1200-2 707 (800-2)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1. 14 JAN 2010 to 11 FEB 2010

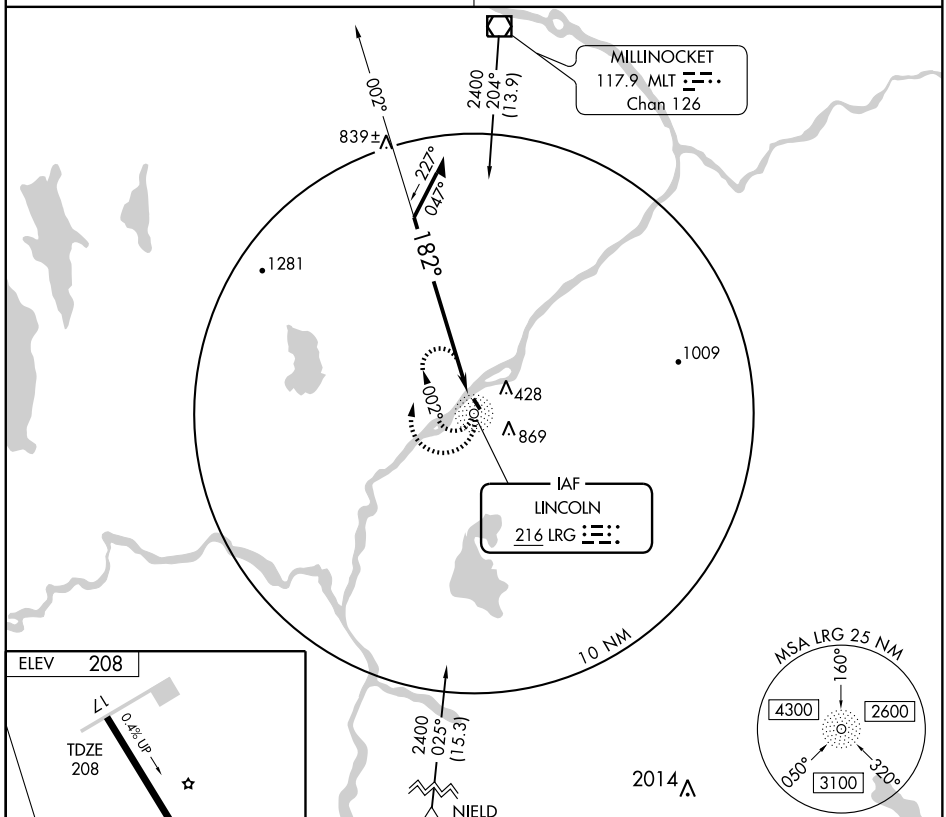
NDB LRG 216	APP CRS 182°	Rwy Idg 2804 TDZE 208 Apt Elev 208

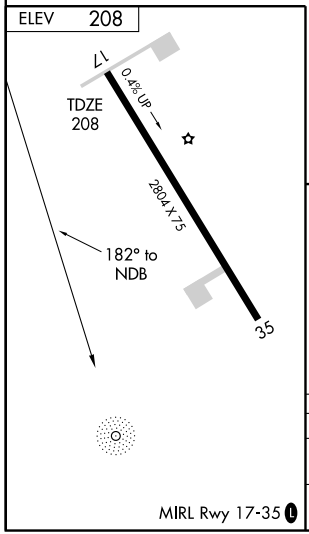
NDB RWY 17
LINCOLN RGNL (LRG)

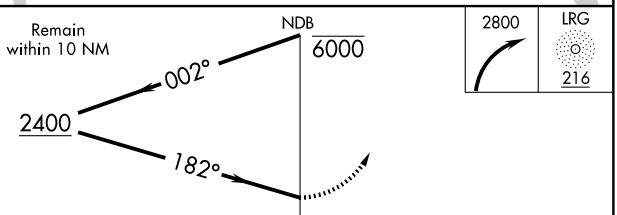
Visibility reduction by helicopters NA.
Use Millinocket altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2800 in LRG NDB holding pattern.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 L (CTAF)







CATEGORY	A	B	C	D
S-17	1260-1¼ 1052 (1100-1¼)	1260-1½ 1052 (1100-1½)	NA	
CIRCLING	1260-1¼ 1052 (1100-1¼)	1260-1½ 1052 (1100-1½)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2804
166°	TDZE	208
	Apt Elev	208

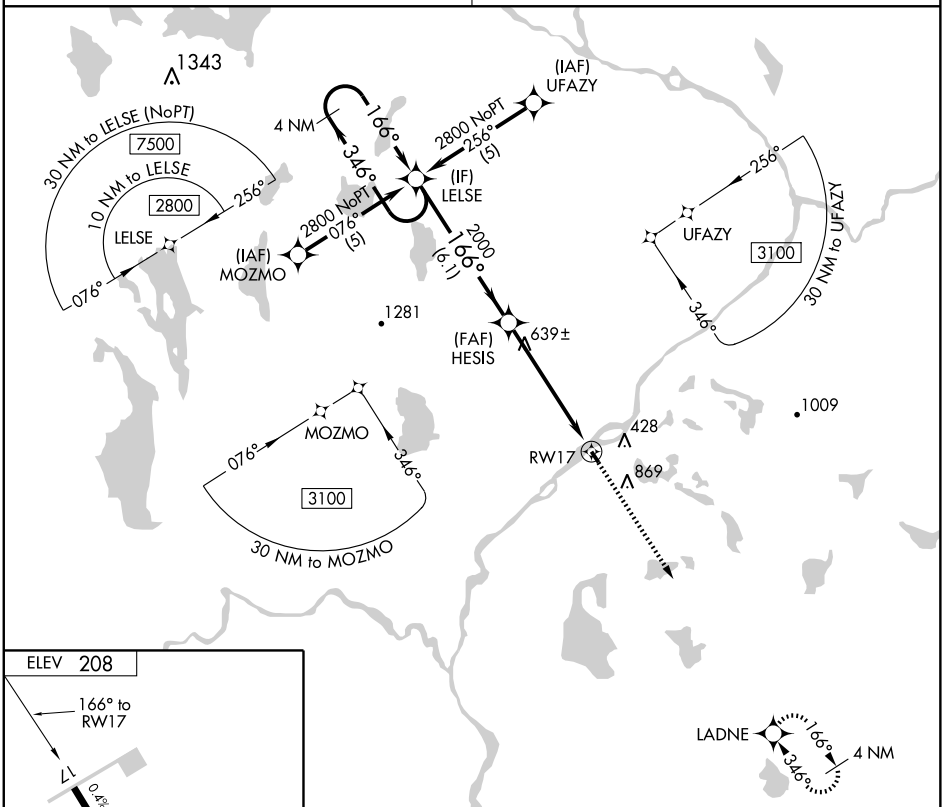
RNAV (GPS) RWY 17
LINCOLN RGNL (LRG)

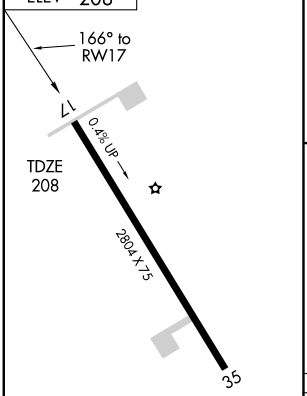
NA

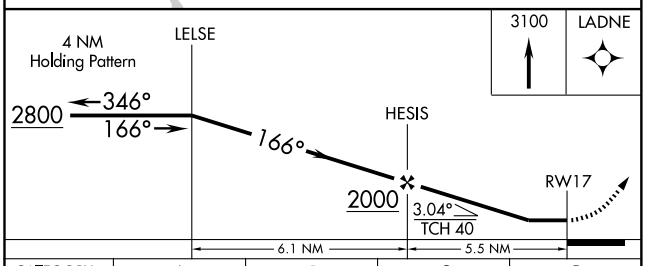
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Millinocket Muni altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct LADNE and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 L (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	980-1 722 (800-1)	980-1¼ 772 (800-1¼)	NA	
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

MIRL Rwy 17-35 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2804
346°	TDZE	208
	Apt Elev	208

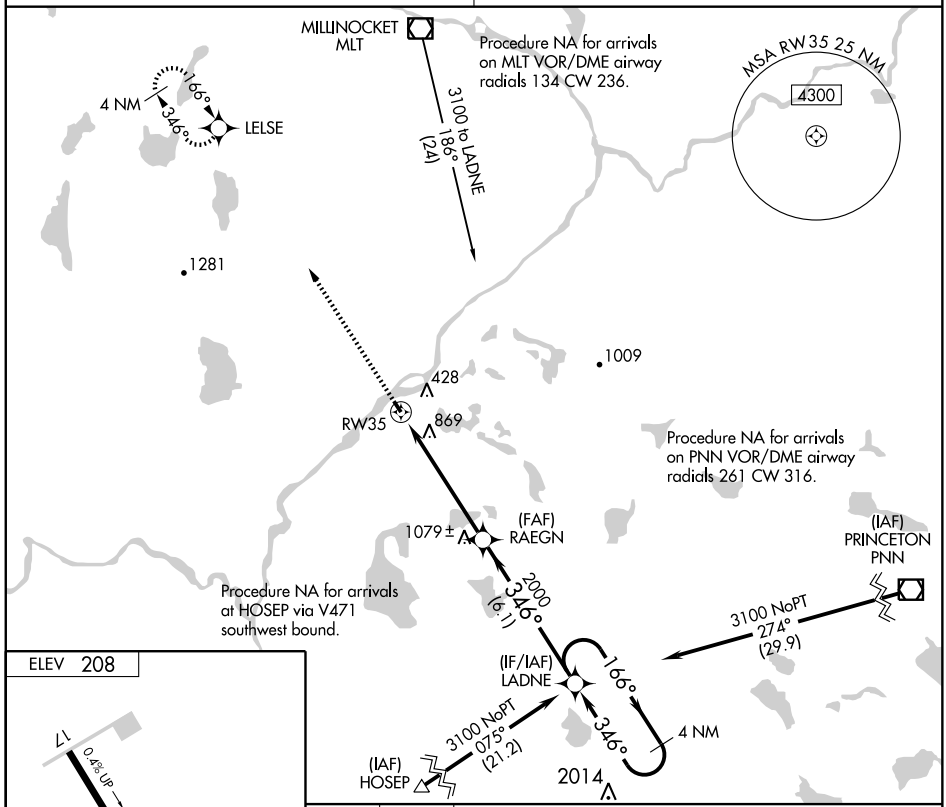
RNAV (GPS) RWY 35
LINCOLN RGNL (LRG)

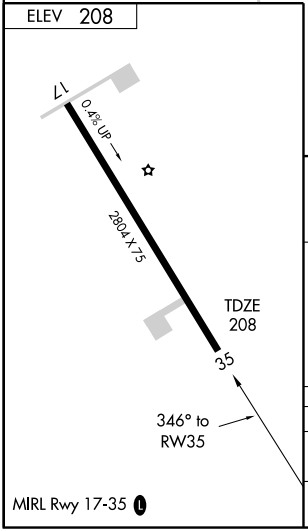
NA

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Millinocket altimeter setting; when no received, use Bangor Intl altimeter setting and increase all MDA 20 feet.

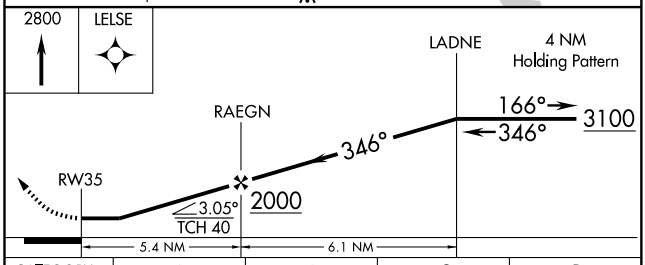
MISSED APPROACH: Climb to 2800 direct LELSE and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 L (CTAF)





MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1200-1¼ 992 (1000-1¼)	1200-1½ 992 (1000-1½)	NA	
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MLT	APP CRS	Rwy Idg	N/A
117.9	203°	TDZE	N/A
Chan 126		Apt Elev	208

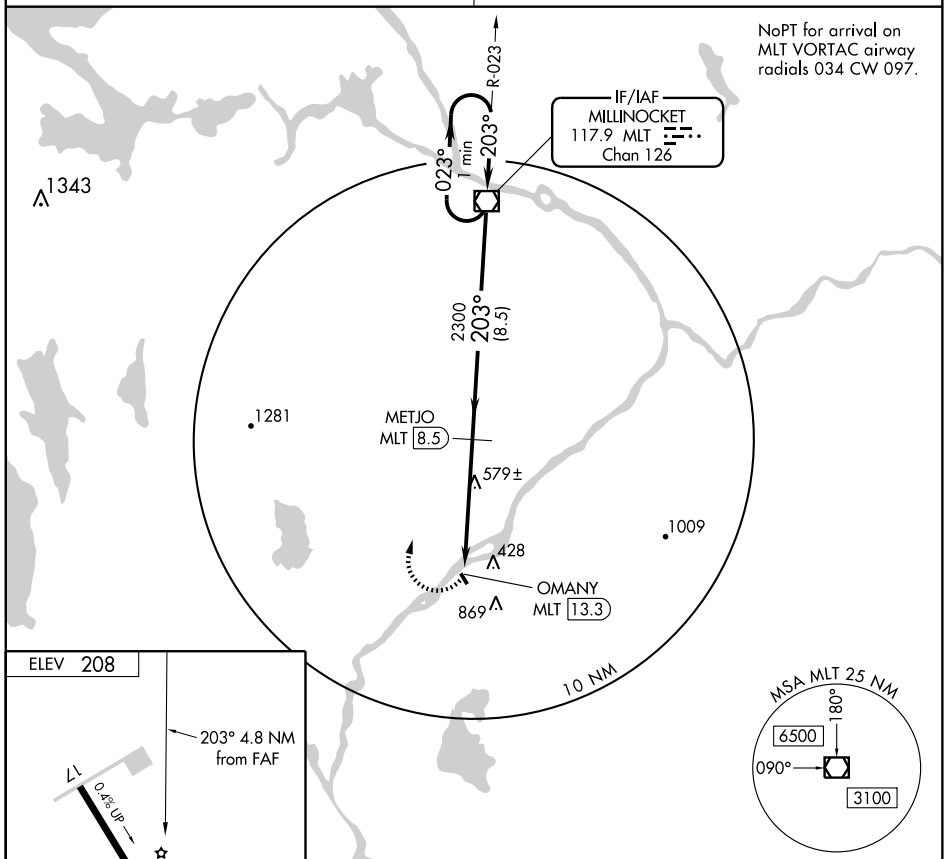
VOR/DME-A
LINCOLN RGNL (LRG)

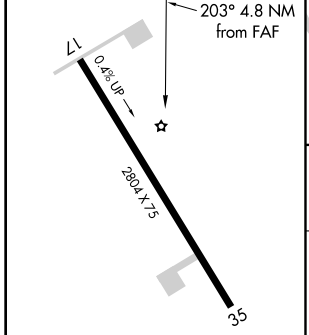
T
NA Use Millinocket altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

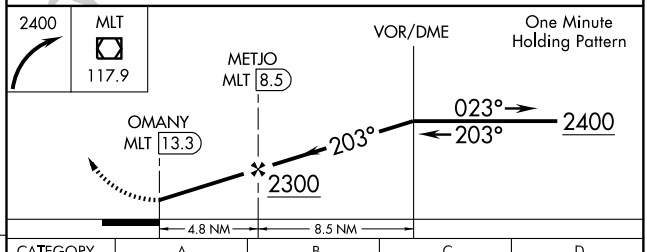
MISSED APPROACH: Climbing right turn to 2400 direct MLT VOR/DME and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 L (CTAF)

NoPT for arrival on MLT VORTAC airway radials 034 CW 097.







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

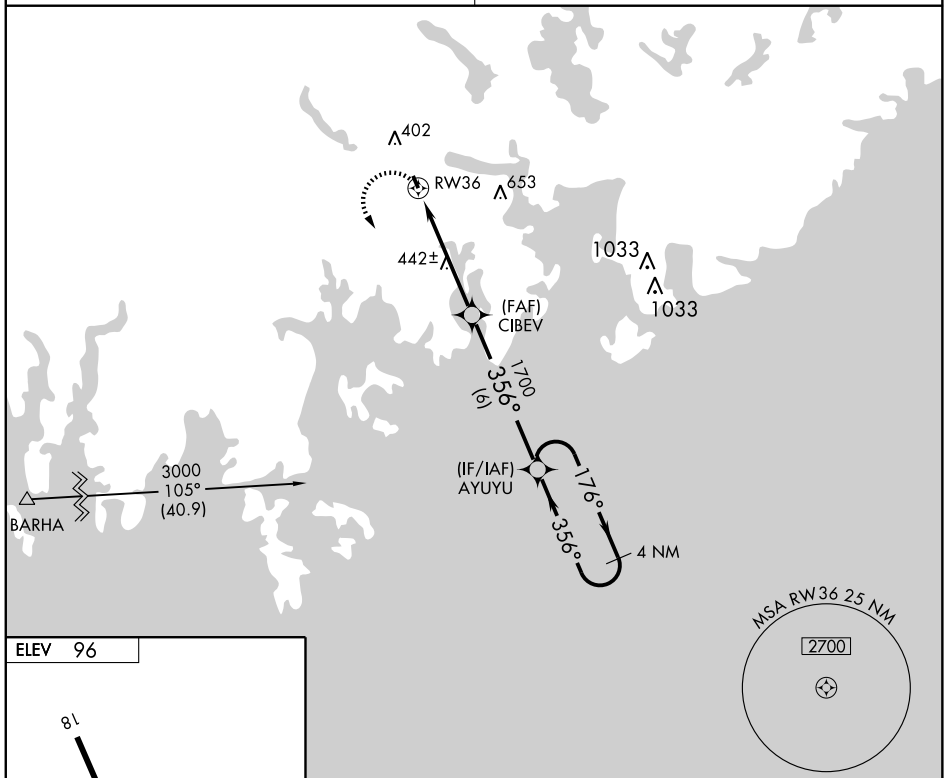
APP CRS	Rwy Idg	2909
356°	TDZE	96
	Apt Elev	96

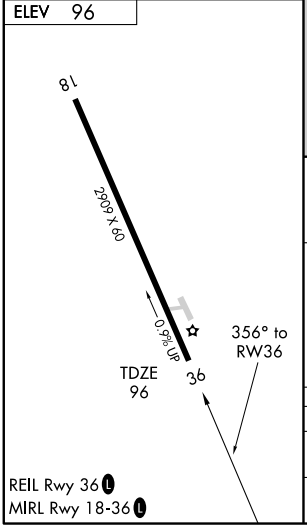
RNAV (GPS) RWY 36
MACHIAS VALLEY(MVM)

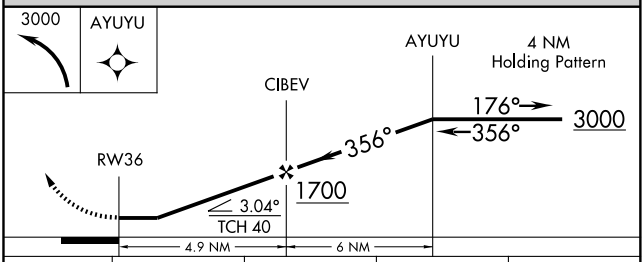
Circling NA at night to Rwy 18. DME/DME RNP-0.3 NA. Use Bar Harbor altimeter setting, if not received, use Bangor altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct AYUYU and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 844 (900-1)	940-1¼ 844 (900-1¼)	NA	
CIRCLING	1100-1¼ 1004 (1100-1¼)	1100-1½ 1004 (1100-1½)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB LNT 344	APP CRS 287°	Rwy Idg 4713 TDZE 408 Apt Elev 408

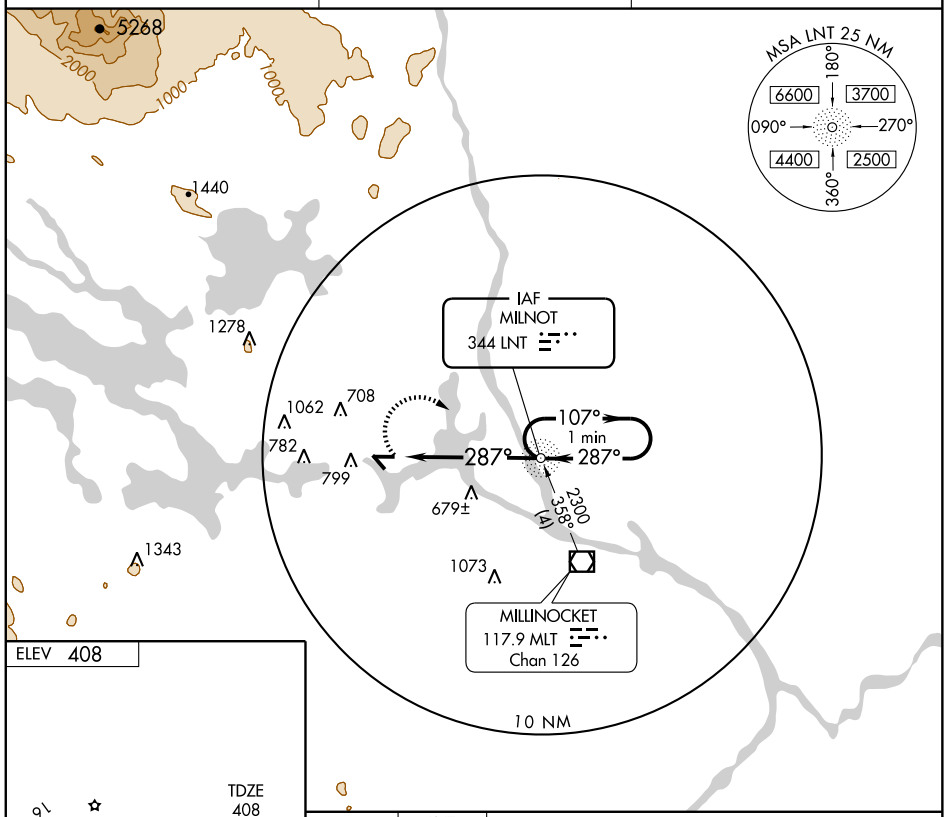
NDB RWY 29

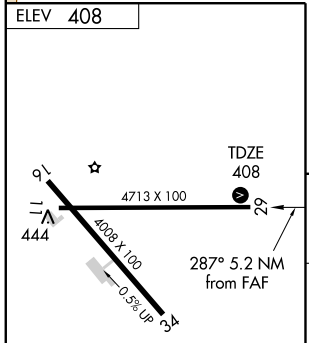
MILLINOCKET MUNI (MLT)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 Cat C and D visibility ½ mile. Circling Cat B visibility ¼ mile and Circling Cat C and D visibility ½ mile. When VGSI inop, Straight-in and Circling minimums to Rwy 29 NA at night.

MISSED APPROACH: Climbing right turn to 2300 direct LNT NDB and hold.

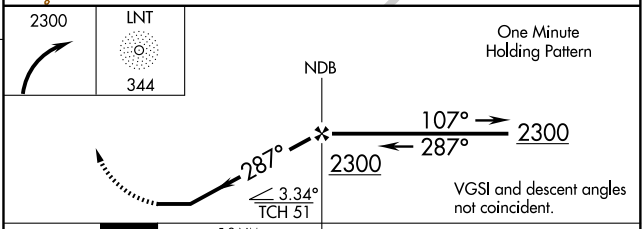
ASOS 135.225	BOSTON CENTER 120.25 346.4	UNICOM 122.8 (CTAF) L





REIL Rwy 11 L
MIRL Rwy 11-29 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-29	980-1 572 (600-1)		980-1½ 572 (600-1½)	980-1¾ 572 (600-1¾)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4713
287°	TDZE	408
	Apt Elev	408

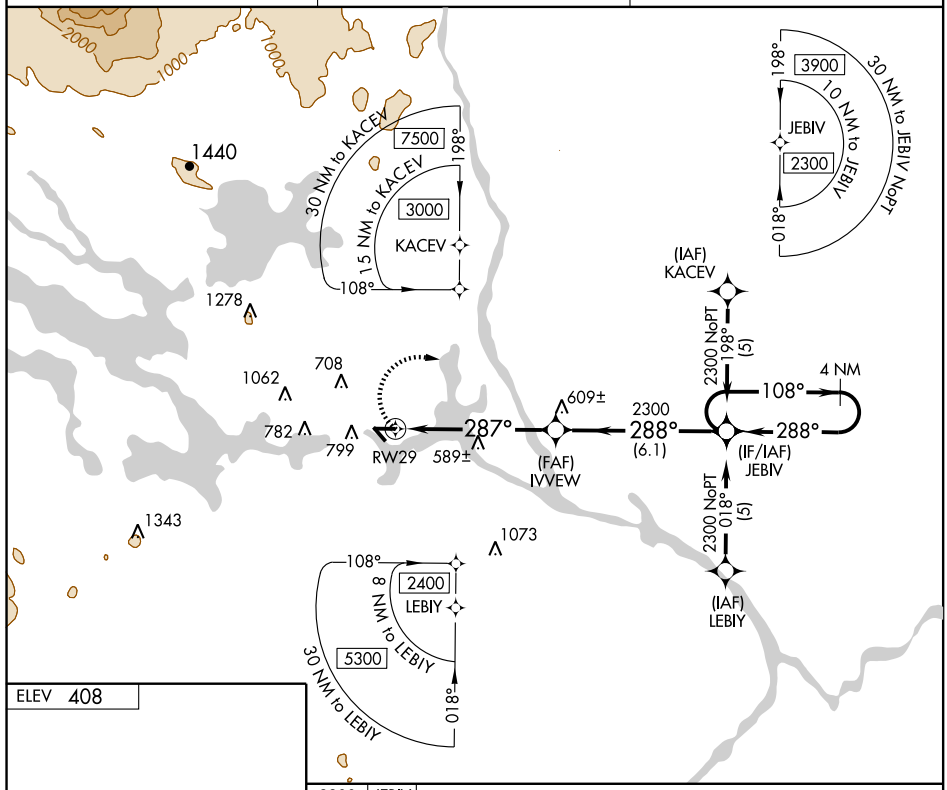
RNAV (GPS) RWY 29

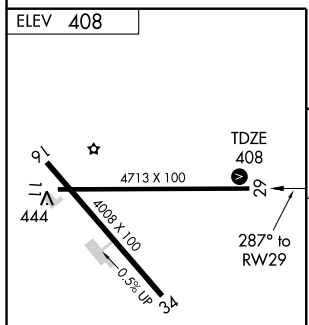
MILLINOCKET MUNI (MLT)

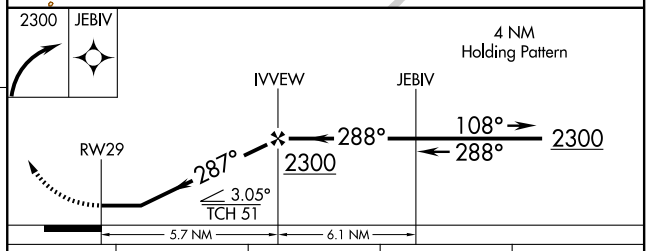
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase LNAV Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visiblity ½ mile.
When VGSI Inop, Straight-in and Circling minimums to Rwy 29 NA at night.

MISSED APPROACH: Climbing right turn to 2300 direct JEBIV and hold.

ASOS	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1 472 (500-1)		880-1¼ 472 (500-1¼)	880-1½ 472 (500-1½)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)

REIL Rwy 11 L
MIRL Rwy 11-29 L

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME MLT	APP CRS	Rwy Idg	4713
117.9	319°	TDZE	408
Chan 126		Apt Elev	408

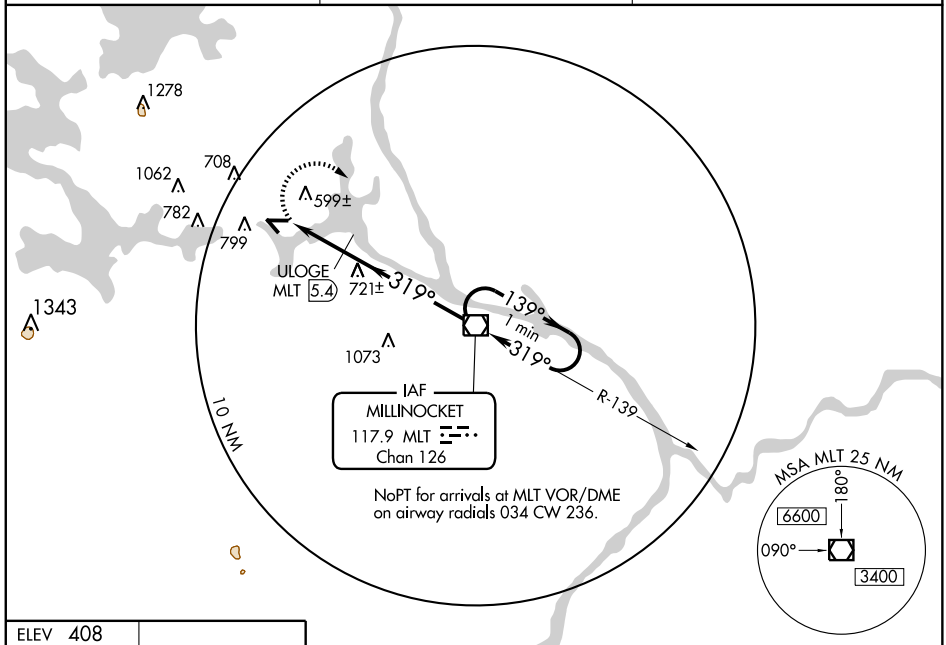
VOR RWY 29

MILLINOCKET MUNI (MLT)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 and Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. ULOGE Fix Minimums: Increase S-29 Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. When VGSI inop, Straight-in and Circling minimums to Rwy 29 NA at night.

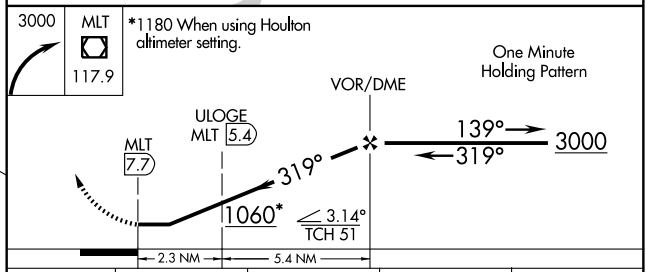
MISSED APPROACH: Climbing right turn to 3000 direct MLT VOR/DME and hold, continue climb-in-hold to 3000.

ASOS	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L



REIL Rwy 11 L
MIRL Rwy 11-29 L

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34



CATEGORY	A	B	C	D
S-29	1060-1 652 (700-1)		1060-1¾ 652 (700-1¾)	1060-2 652 (700-2)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)
ULOGE FIX MINIMUMS				
S-29	880-1 472 (500-1)		880-1¼ 472 (500-1¼)	880-1½ 472 (500-1½)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3999
028°	TDZE	268
	Apt Elev	270

GPS RWY 3

NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

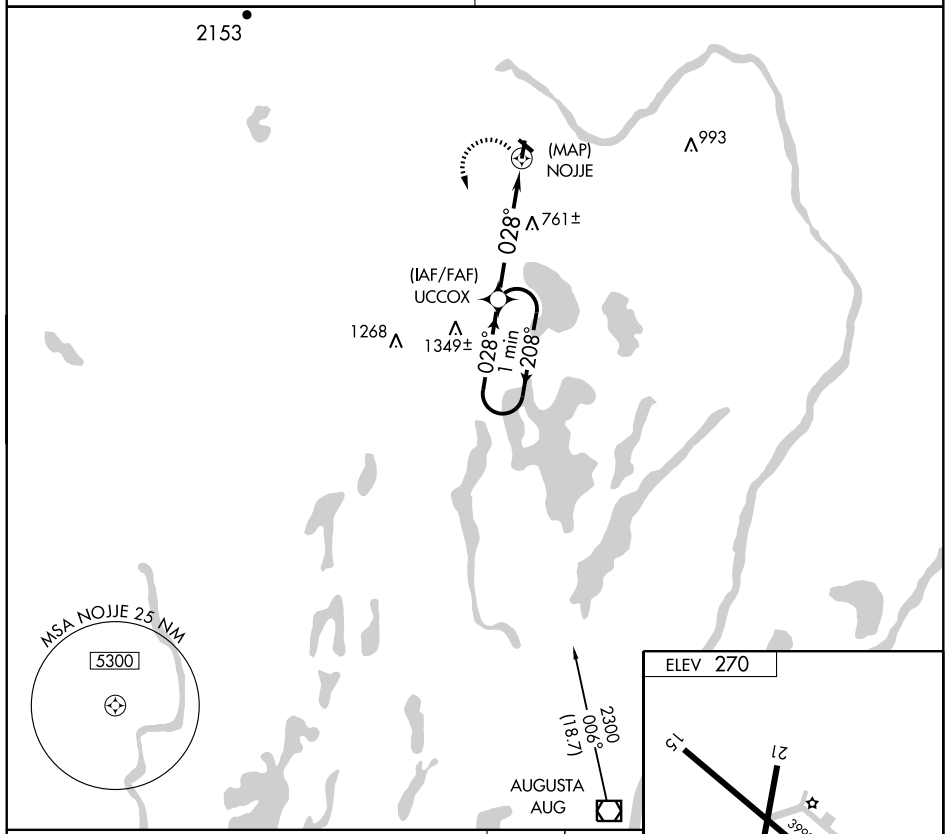
Use Augusta State altimeter setting.
Straight-in minimums not authorized at night.

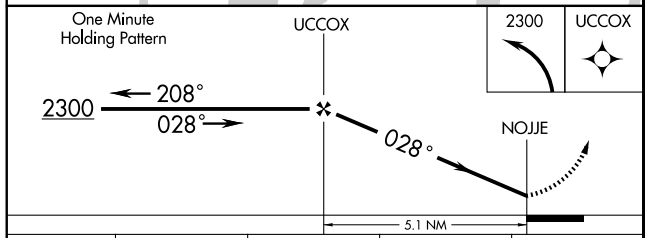
NA

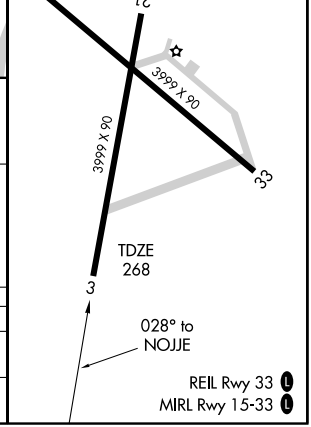
MISSED APPROACH: Climbing left turn to 2300 direct UCCOX WP and hold.

PORTLAND APP CON ★
128.35 299.2

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1080-1 812 (900-1)	1080-1¼ 812 (900-1¼)	1080-2½ 812 (900-2½)	NA
CIRCLING	1080-1 810 (900-1)	1080-1¼ 810 (900-1¼)	1080-2½ 810 (900-2½)	NA

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3999
148°	TDZE	269
	Apt Elev	270

GPS RWY 15

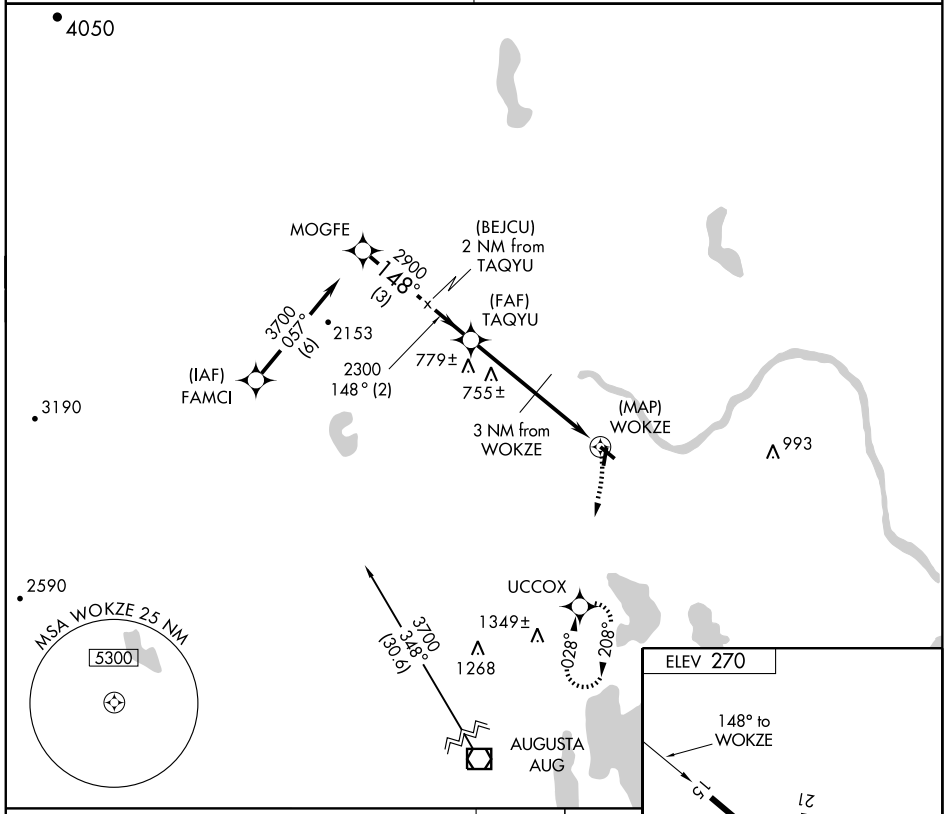
NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

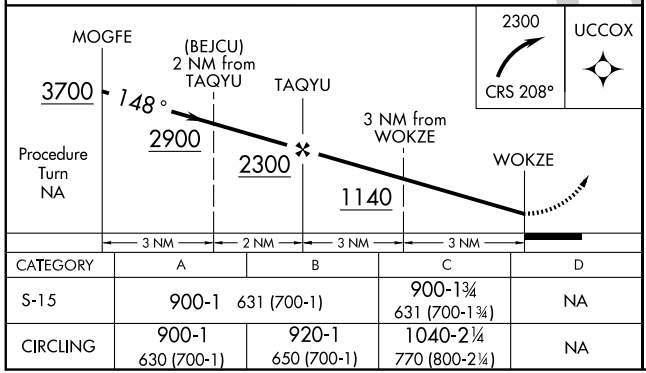
NA

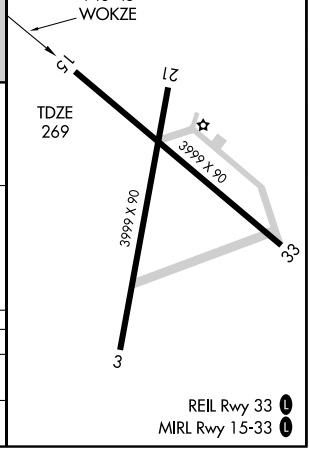
Use Augusta State altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 via 208° course to UCCOX WP and hold.

PORTLAND APP CON ★	UNICOM
128.35 299.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-15	900-1 631 (700-1)		900-1¾ 631 (700-1¾)	NA
CIRCLING	900-1 630 (700-1)	920-1 650 (700-1)	1040-2¼ 770 (800-2¼)	NA

REIL Rwy 33 L
MIRL Rwy 15-33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME AUG	APP CRS	Rwy Idg	3999
111.4	010°	TDZE	268
Chan 51		Apt Elev	270

VOR/DME RWY 3

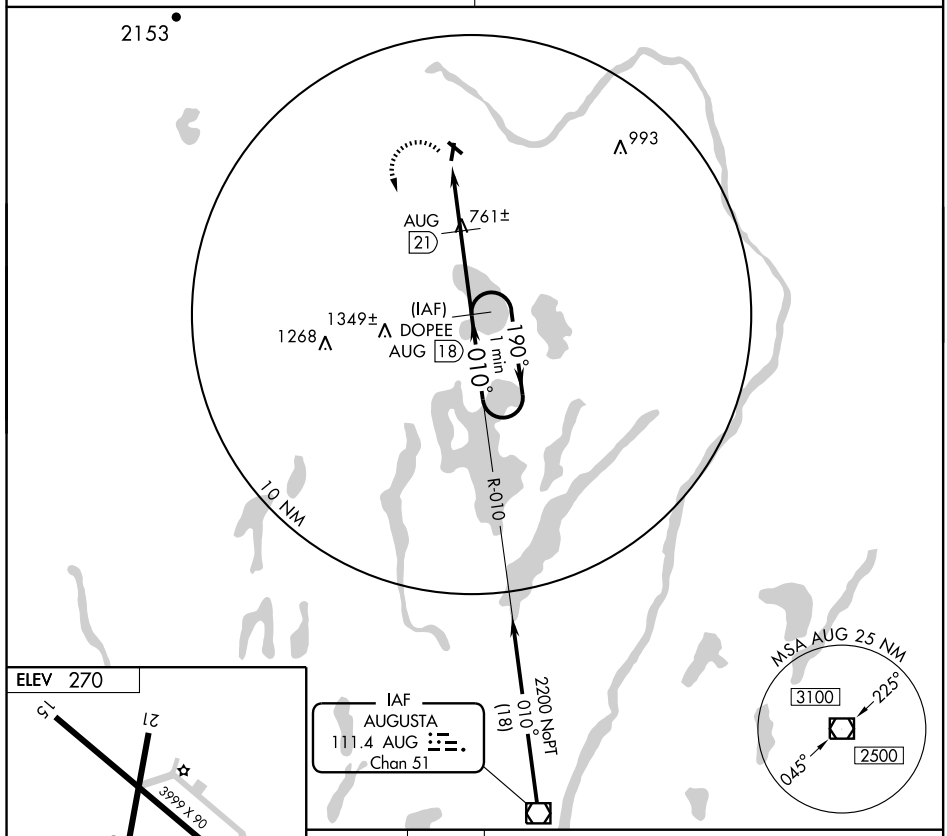
NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

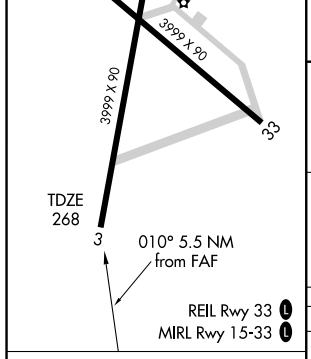
Use Augusta State altimeter setting.
Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing left turn to 2200 via AUG R-010 to DOPEE/18 DME and hold.

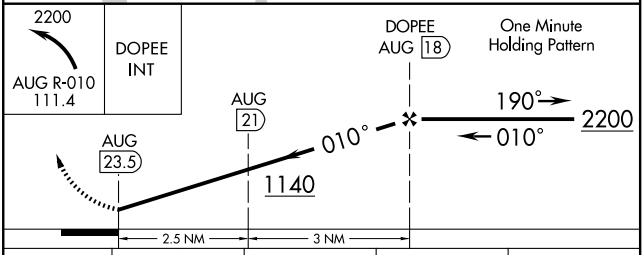
PORTLAND APP CON ★
128.35 299.2

UNICOM
122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-3	1080-1 812 (900-1)	1080-1¼ 812 (900-1¼)	1080-2½ 812 (900-2½)	NA
CIRCLING	1080-1 810 (900-1)	1080-1¼ 810 (900-1¼)	1080-2½ 810 (900-2½)	NA

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3998
115°	TDZE	126
	Apt Elev	127

GPS RWY 12

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

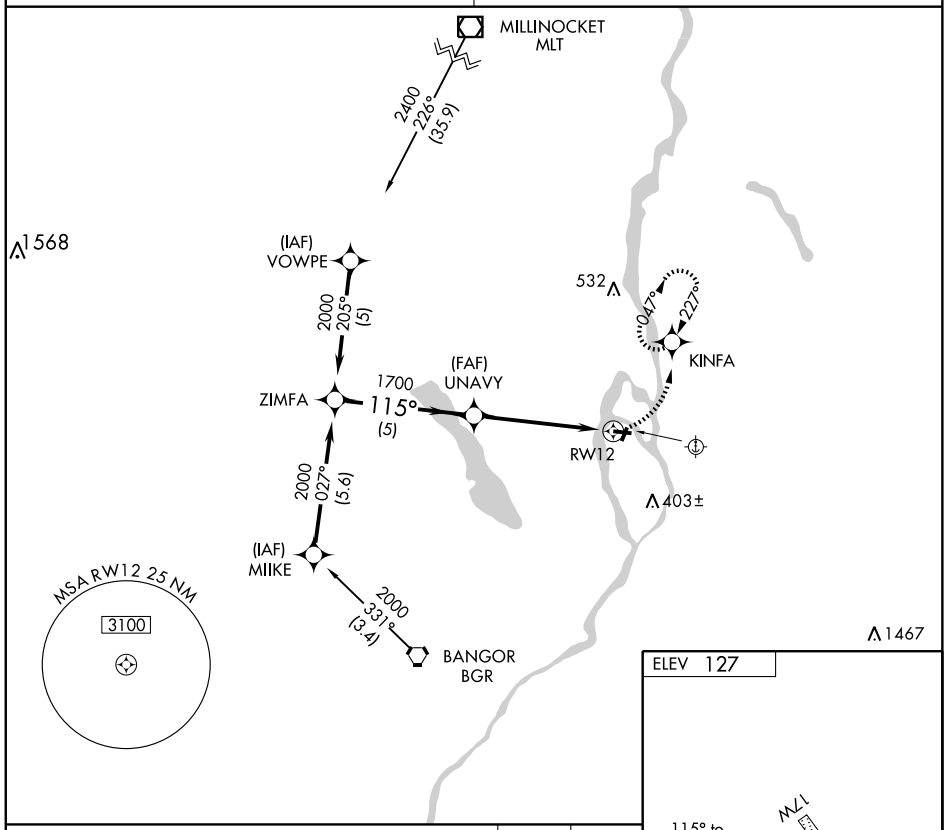
NA

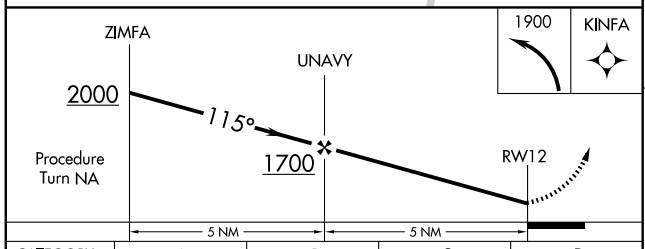
Use Bangor Intl atimeter setting.

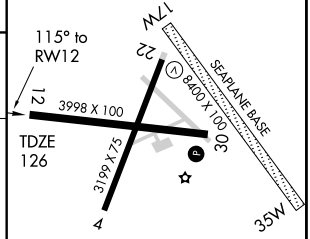
MISSED APPROACH: Climbing left turn to 1900 direct KINFA WP and hold.

BANGOR APP CON
124.5 251.125

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	640-1 514 (600-1)		640-1½ 514 (600-1½)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3998
296°	TDZE	126
	Apt Elev	127

GPS RWY 30

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

NA

Use Bangor Intl atimeter setting.

MISSED APPROACH: Climbing right turn to 1900 direct KINFA WP and hold.

BANGOR APP CON
124.5 251.125

UNICOM
122.8 (CTAF) L

MILLINOCKET
MLT
3000
161°
(34.5)
2014
532
047°
227°
KINFA
(IAF)
OBEVE
2500
206°
(5)
1700
296°
(5)
TIGSE
RW30
(FAF)
SUMAW
403±
2500
026°
(5)
(IAF)
KOXWA
1467
MSA RW30 25 NM
3100
1329
3100
001°
(9)
SURRY
BH

ELEV 127

296° to
RW30

17W
22
12
3998 X 100
8400 X 100
SEAPLANE BASE
30
3199 X 75
4
TDZE
126
35W

1900
KINFA
SUMAW
TIGSE
296°
2500
Procedure
Turn NA
RW30
1700
5 NM
5 NM

CATEGORY	A	B	C	D
S-30	620-1 494 (500-1)		620-1¼ 494 (500-1¼)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB OLD	APP CRS	Rwy Idg	3199
272	227°	TDZE	126
		Apt Elev	127

NDB or GPS RWY 22

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

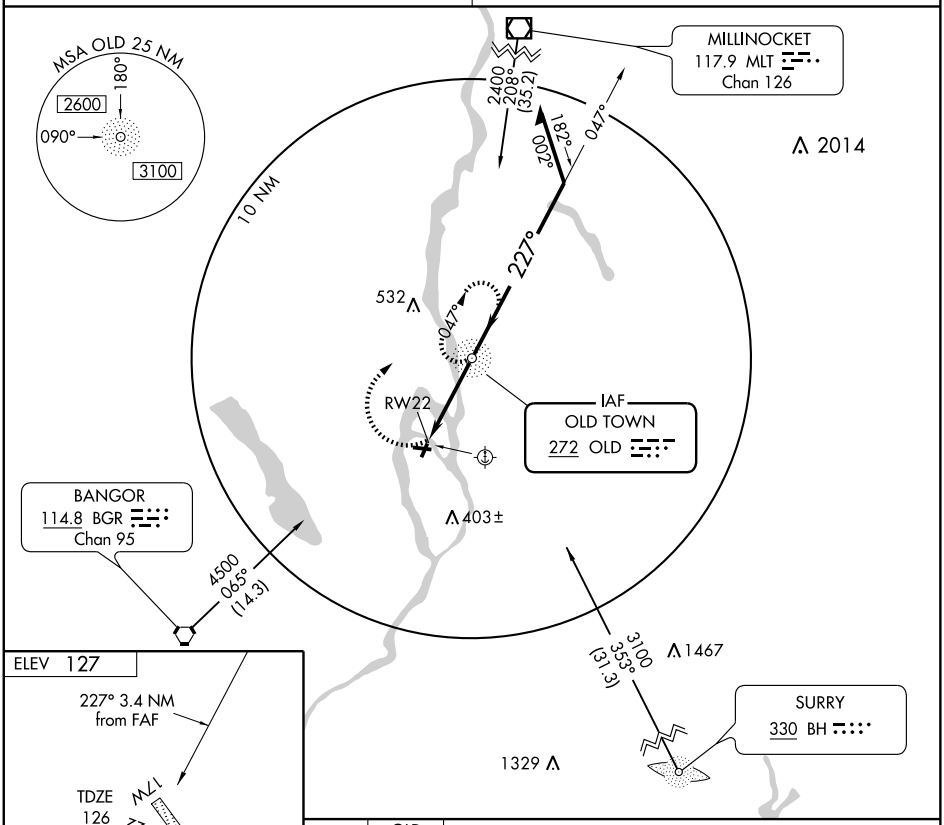
NA

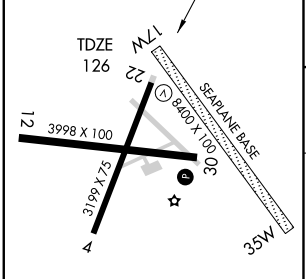
Use Bangor Intl atimeter setting.

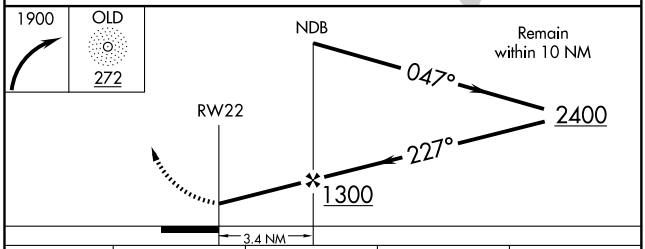
MISSED APPROACH: Climbing right turn to 1900 direct OLD NDB and hold.

BANGOR APP CON
124.5 251.125

UNICOM
122.8 (CTAF) L







REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CATEGORY	A	B	C	D
S-22	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA
CIRCLING	660-1 533 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC BGR 114.8 Chan 95	APP CRS 249°	Rwy Idg 3199 TDZE 126 Apt Elev 127

VOR/DME RWY 22

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

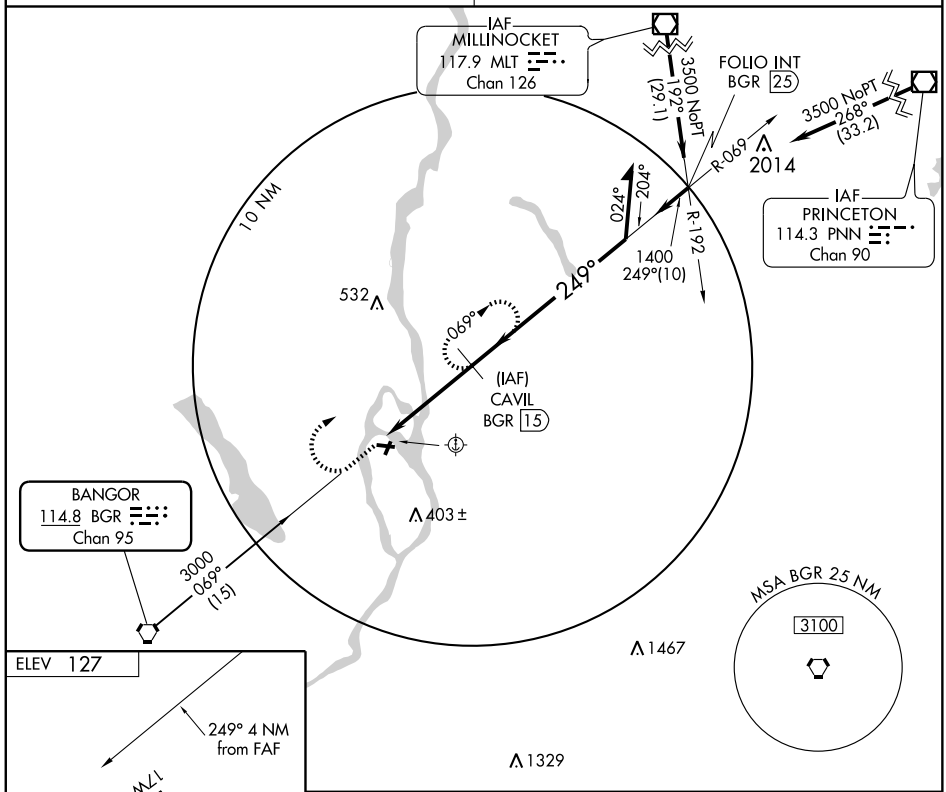
NA

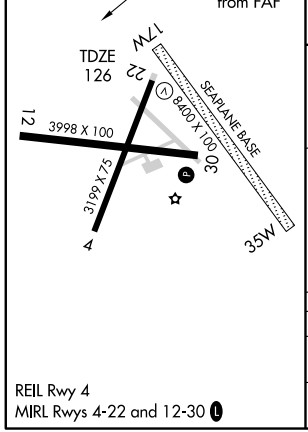
Use Bangor Intl atimeter setting.

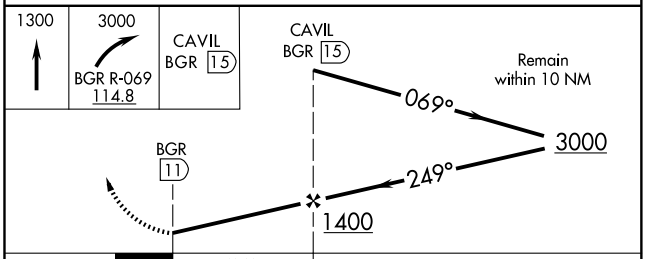
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BGR R-069 to CAVIL 15 DME and hold.

BANGOR APP CON
124.5 251.125

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	600-1 474 (500-1)		600-1¼ 474 (500-1¼)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2997
329°	TDZE	346
	Apt Elev	346

GPS RWY 33
OXFORD COUNTY RGNL (81B)

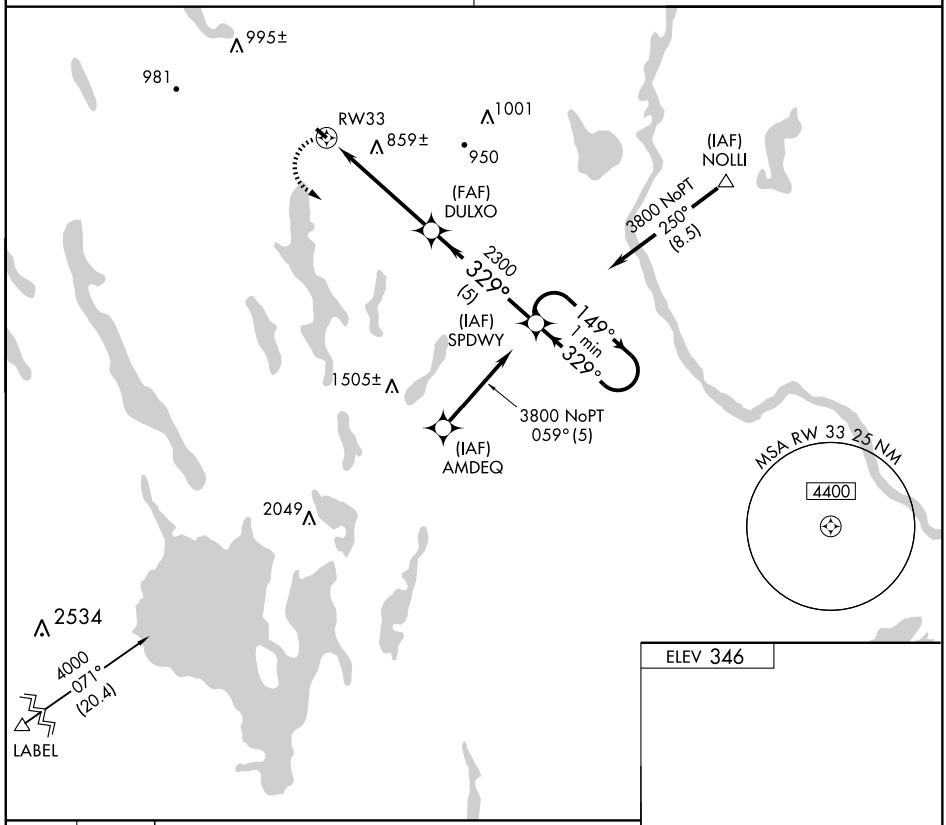
NA

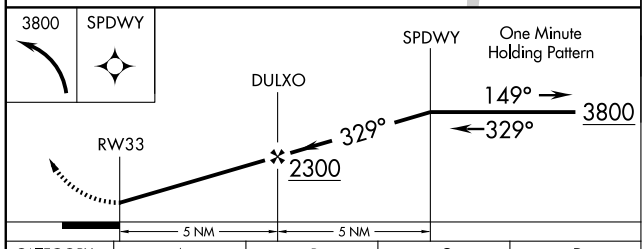
Use Auburn-Lewiston altimeter setting.

MISSED APPROACH: Climbing left turn to 3800 direct SPDWY WP and hold.

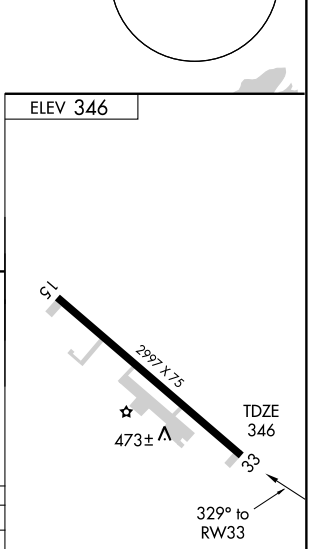
PORTLAND APP CON ★
125.5 353.9

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-33	1120-1 774 (800-1)	1120-1¼ 774 (800-1¼)	NA	
CIRCLING	1180-1 834 (900-1)	1180-1¼ 834 (900-1¼)	NA	



MIRL Rwy 15-33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
185°	TDZE	198
	Apt Elev	198

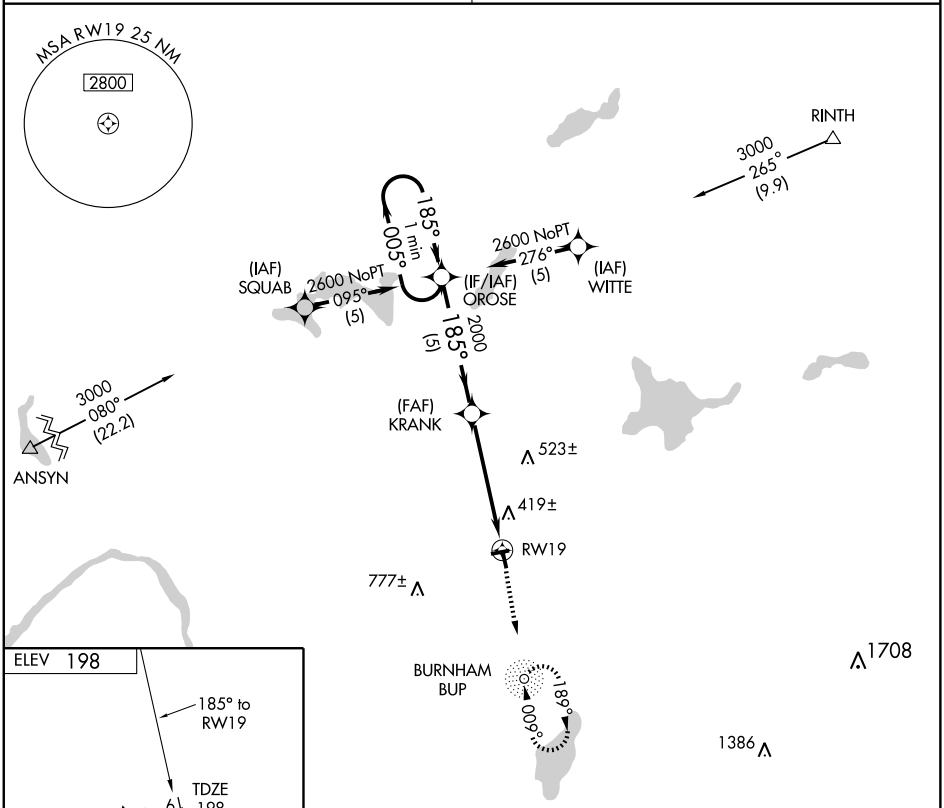
GPS RWY 19
PITTSFIELD MUNI (2B7)

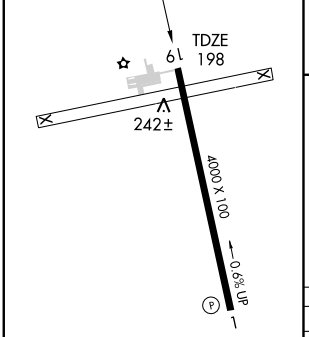
NA

Use Bangor altimeter setting.

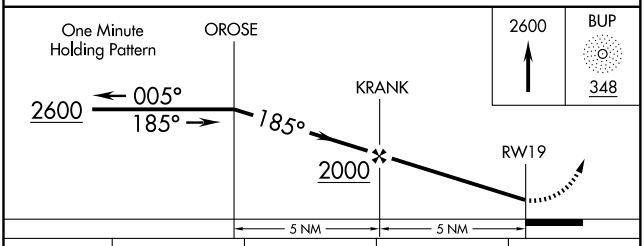
MISSED APPROACH: Climb to 2600 direct BUP NDB and hold.

BANGOR APP CON	UNICOM
118.925 239.3	122.8 (CTAF) L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
S-19	780-1	582 (600-1)	780-1½ 582 (600-1½)	NA
CIRCLING	840-1	642 (700-1)	840-1¾ 642 (700-1¾)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB BUP	APP CRS	Rwy Idg	4000
348	009°	TDZE	195
		Apt Elev	198

NDB or GPS RWY 1

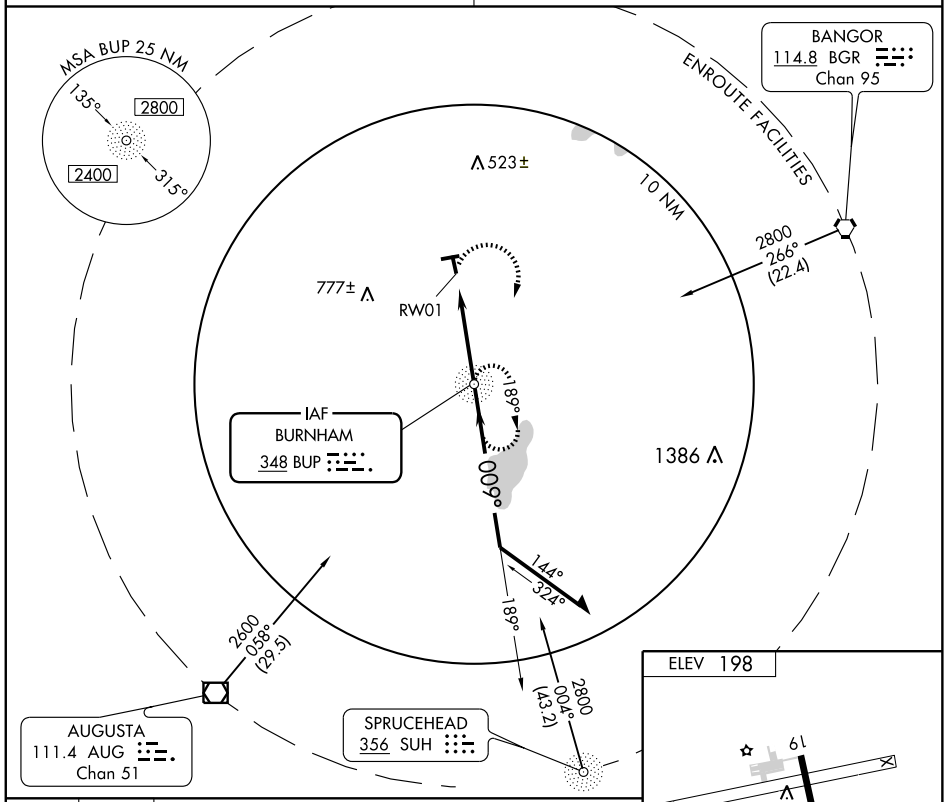
PITTSFIELD MUNI (2B7)

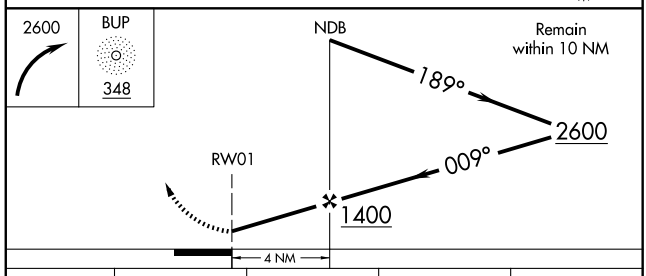
NA

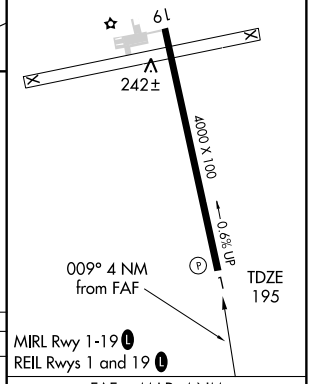
Use Bangor altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct BUP NDB and hold.

BANGOR APP CON	UNICOM
118.925 239.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	780-1	585 (600-1)	780-1½ 585 (600-1½)	NA
CIRCLING	840-1	642 (700-1)	840-1¾ 642 (700-1¾)	NA

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

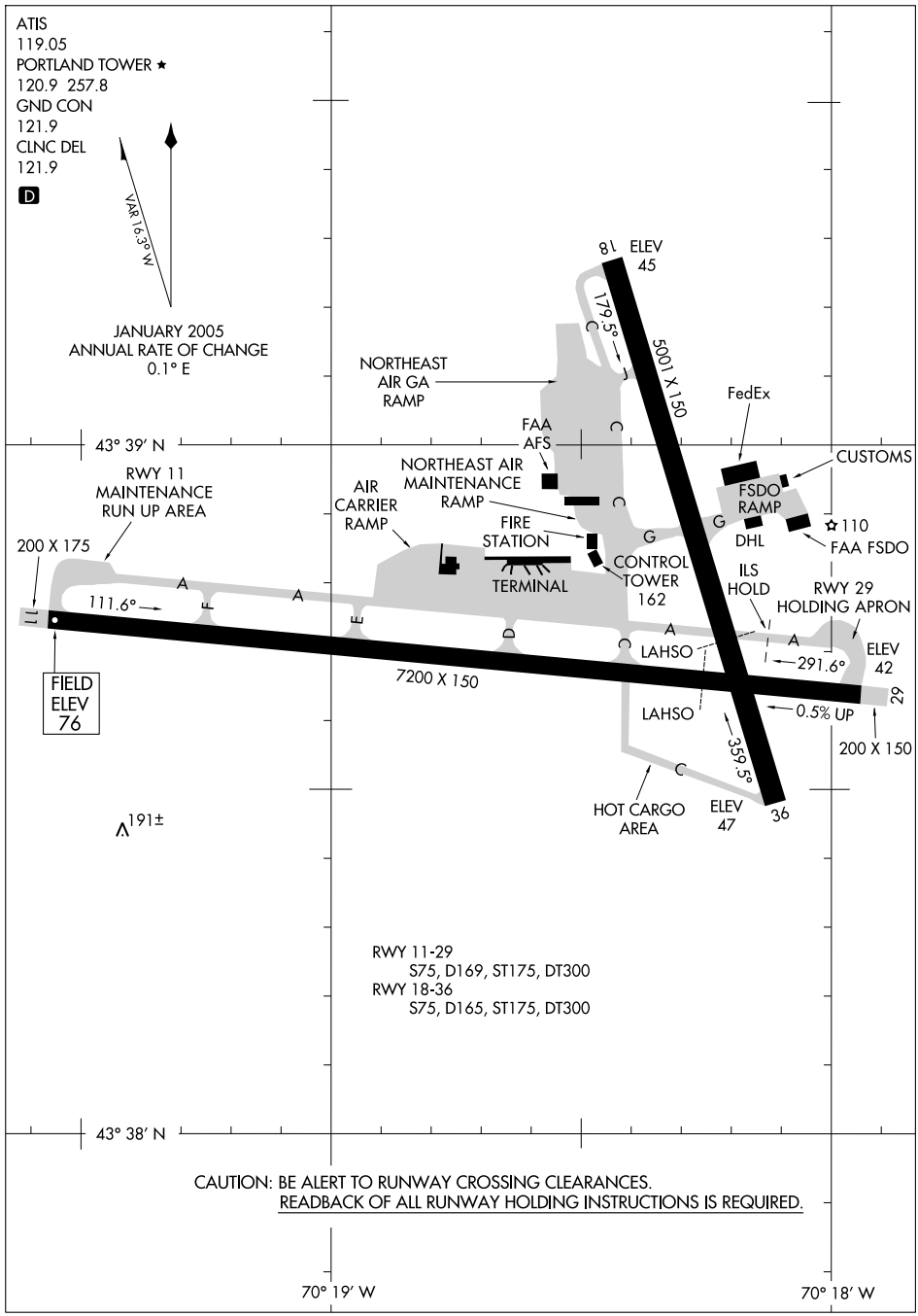
NE-1. 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE



NE-1, 14 JAN 2010 to 11 FEB 2010

CASCO THREE DEPARTURE

ATIS 119.05
GND CON
121.9
PORTLAND TOWER ★
120.9 (CTAF) 257.8
BOSTON CENTER
128.2 322.4

NORTH
DEPARTURE FREQ
125.5 381.2

BANGOR
114.8 BGR
Chan 95
N44°50.51'-W68°52.44'
L-32, H-11

AUGUSTA
111.4 AUG
Chan 51
N44°19.20'-W69°47.79'
L-32

BURLINGTON
117.5 BTV
Chan 122
N44°23.83'-W73°10.95'
L-32, H-11-12

LOCALIZER 109.9
I-PWM
Chan 36

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12

060°

BRUNSWICK
Chan 99 NHZ
N43°52.41'-W69°55.31'
L-32

1.4 DME

SYRACUSE
117.0 SYR
Chan 117
N43°09.63'-W76°12.27'
L-32, H-11-12

CONCORD
112.9 CON
Chan 76
N43°13.19'-W71°34.53'
L-32

PEASE
116.5 PSM
Chan 112
N43°05.07'-W70°49.92'
L-32-33, H-11-12

MANCHESTER
114.4 MHT
Chan 91
N42°52.11'-W71°22.17'
L-32-33

BOSTON
112.7 BOS
Chan 74
N42°21.45'-W70°59.37'
L-33-34, H-10-11-12

TAKEOFF MINIMUMS:
RWYS 18,29,36: NA NOISE ABATEMENT.
RWY 11: STANDARD with obstacle climb of 250 feet per NM to 500 feet, ATC climb of 265 ffet per NM to 500 feet.
RWY 11, when tower closed: STANDARD with obstacle climb of 250 feet per NM to 500 feet, ATC climb of 400 feet per NM to 4000 feet.

NOTE:
This SID is a noise abatement procedure and applies only to turbojet aircraft and turboprop aircraft capable of 210 knots.

TAKE-OFF OBSTACLES:
Rwy 11: Trees 1,024' from DER, 721' right of centerline, 39'AGL/78'MSL.
Bldg 6162' from DER, 1492' left of centerline, 25'AGL/224'MSL.
Trees 1 NM from DER, 1744' left of centerline, 46'AGL/245'MSL
Trees 1 NM from DER, 2043' left of centerline, 31'AGL/230'MSL.
Trees 1.1 NM from DER, 1508' left of centerline, 31'AGL/231'MSL.
Trees 1.2 NM from DER, 1471' left of centerline 63'AGL/232'MSL.

NOTE:
All aircraft must be DME equipped.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via heading 112° to I-PWM 1.4 DME, then turn left heading 060° maintain 3000 feet (5000 feet when tower closed, contact Boston Center). Expect vectors to filed route or depicted NAVAID. Expect further clearance to requested altitide/flight level 5 minutes after departure.

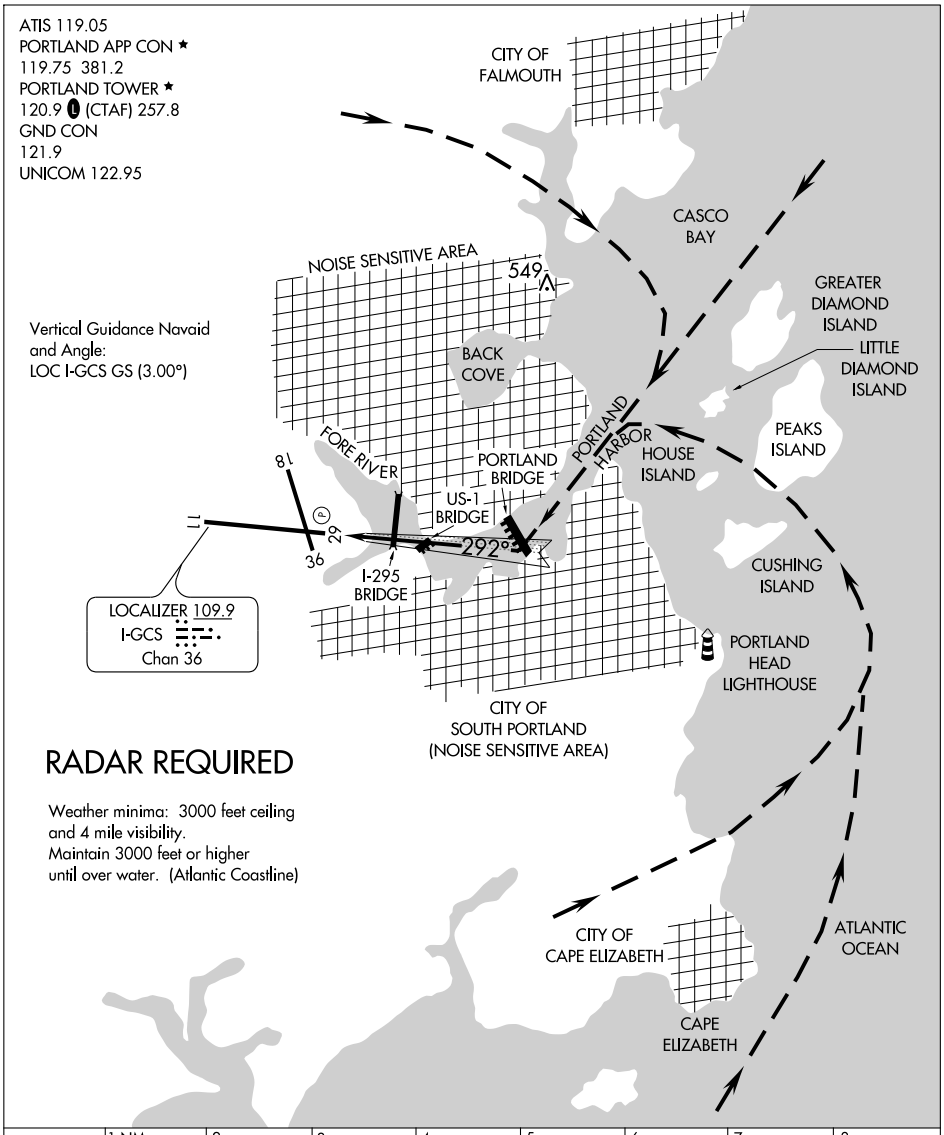
LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course and climb to requested altitude or 10,000 feet, whichever is lower.

NE-1, 14 JAN 2010 to 11 FEB 2010

HARBOR VISUAL RWY 29

AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE



LOC/DME I-PWM	APP CRS	Rwy Idg 6800
109.9	112°	TDZE 77
Chan 36		Apt Elev 77

ILS or LOC RWY 11

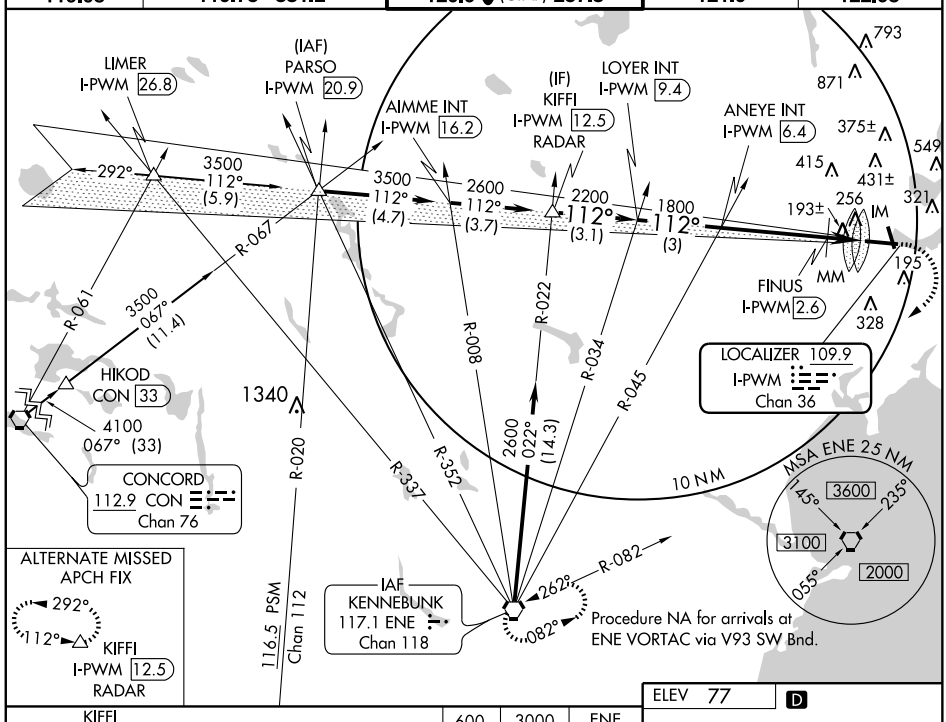
PORTLAND INTL JETPORT (PWM)

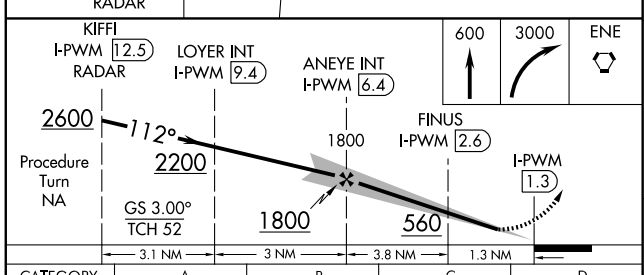
CAT II and III NA when control tower closed.

ALSF-2

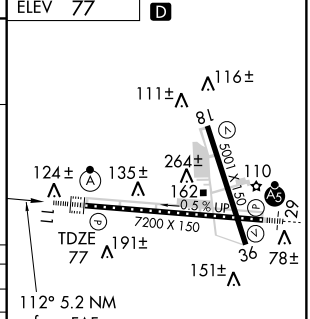
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 11	277/18 200 (200-½)			
S-LOC 11	560/24 483 (500-½)		560/40 483 (500-1¾)	560/50 483 (500-1)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)
FINUS FIX MINIMUMS				
S-LOC 11	460/24 383 (400-½)			460/40 383 (400-¾)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)



TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-GCS	APP CRS	Rwy Idg	7200
109.9	292°	TDZE	57
Chan 36		Apt Elev	77

ILS or LOC RWY 29

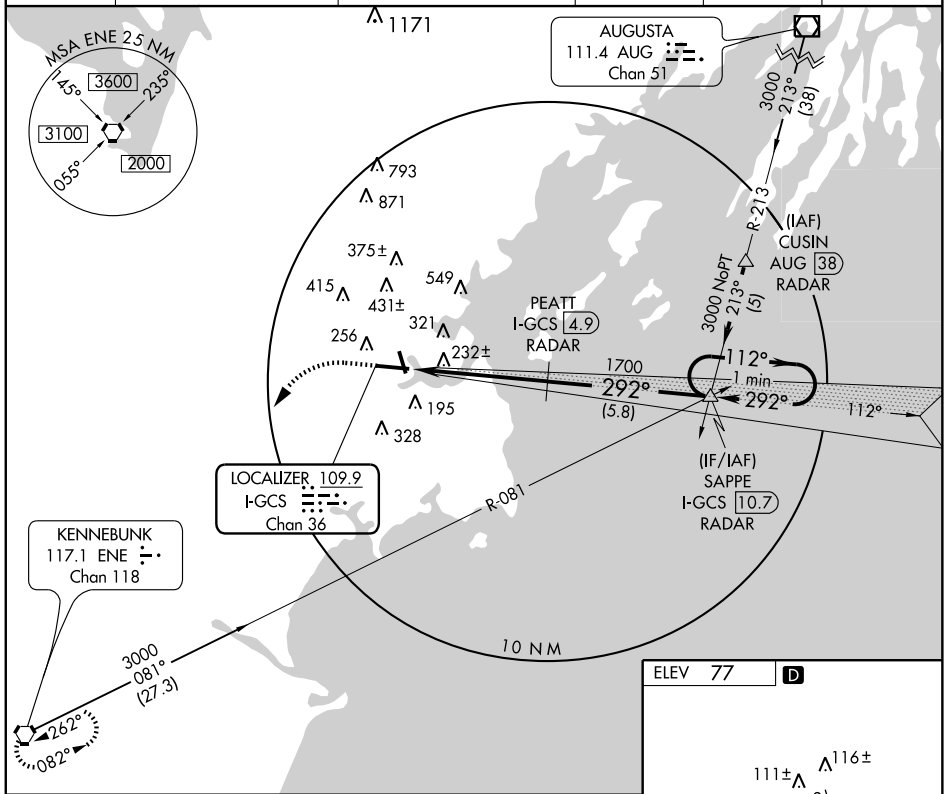
PORTLAND INTL JETPORT (PWM)

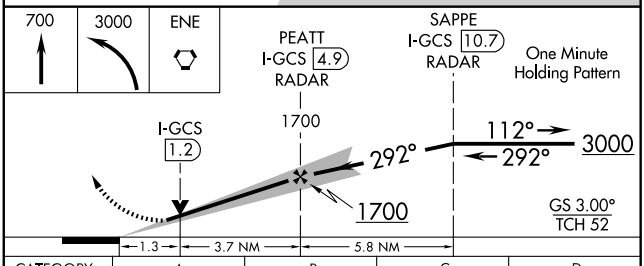
DME or RADAR REQUIRED.
DME required when Portland Approach Control closed.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

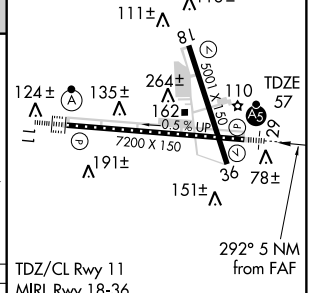
MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct ENE VORTAC and hold.

ATIS	PORTLAND APP CON *	PORTLAND TOWER *	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95







TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
S-ILS 29	*257/24 200 (200-½)			
S-LOC 29	500/24 443 (500-½)		500/40 443 (500-¾)	500/50 443 (500-1)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PWM	APP CRS	Rwy Idg 6800
109.9	112°	TDZE 77
Chan 36		Apt Elev 77

ILS RWY 11 (CAT II)

PORTLAND INTL JETPORT (PWM)

CAT II and III NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95

LIMER I-PWM 26.8

(IAF) PARSO I-PWM 20.9

AIMME INT I-PWM 16.2

(IF) KIFFI I-PWM 12.5 RADAR

LOYER INT I-PWM 9.4

ANEYE INT I-PWM 6.4

292° 3500 112° (5.9)

3500 112° (4.7)

2600 112° (3.7)

2200 112° (3.1)

1800 112° (3)

R-067

R-061

3500 067° (11.4)

HIKOD CON 33

4100 067° (33)

1340

R-008

R-022

R-034

R-045

R-337

R-352

2600 022° (14.3)

10 NM

R-020

R-082

262°

082°

IAF KENNEBUNK 117.1 ENE Chan 118

116.5 PSM Chan 112

LOCALIZER 109.9 I-PWM Chan 36

MSA ENE 2.5 NM

145° 3600 235°

3100

2000

055°

CONCORD 112.9 CON Chan 76

ALTERNATE MISSED APCH FIX

292° 112° KIFFI I-PWM 12.5 RADAR

Procedure NA for arrivals at ENE VORTAC via V93 SW Bnd.

793 871 549 415 431± 321 193± 256 IM MM 328

ELEV 77 D

116± 111± 81 124± 135± 264± 162■ 110 29 78± 151± 191± 36 TDZE 77

5001 X 150 0.5 % UP

7200 X 150

112° 5.2 NM from FAF

KIFFI I-PWM 12.5 RADAR

LOYER INT I-PWM 9.4

ANEYE INT I-PWM 6.4

2600 112°

1800

Procedure Turn NA

GS 3.00° TCH 52

1800

MM IM DH RA 111

77 MSL

600 3000 ENE

3.1 NM 3 NM 4.7 NM 1932′ 931′ 1074′

CATEGORY	A	B	C	D
S-ILS 11	RA 111/12	100 DA 177		

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PWM	APP CRS	Rwy Idg 6800
109.9	112°	TDZE 77
Chan 36		Apt Elev 77

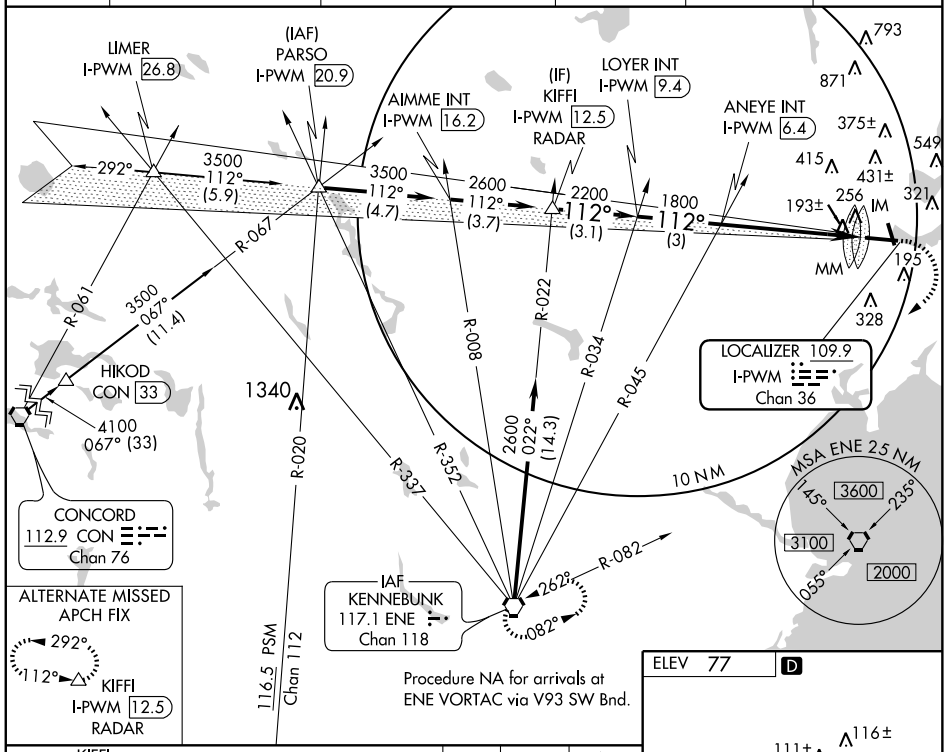
ILS RWY 11 (CAT III)
PORTLAND INTL JETPORT (PWM)

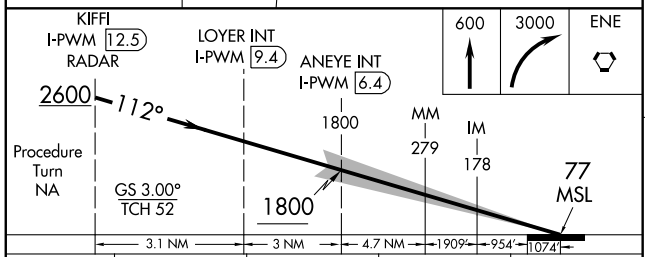
CAT II and III NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

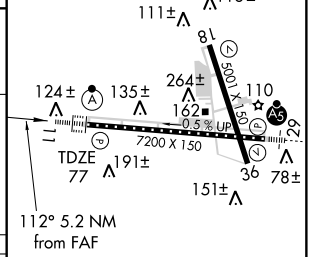
ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa RVR 07		
S-ILS 11		CAT IIIb RVR 06		
S-ILS 11		CAT IIIc NA		

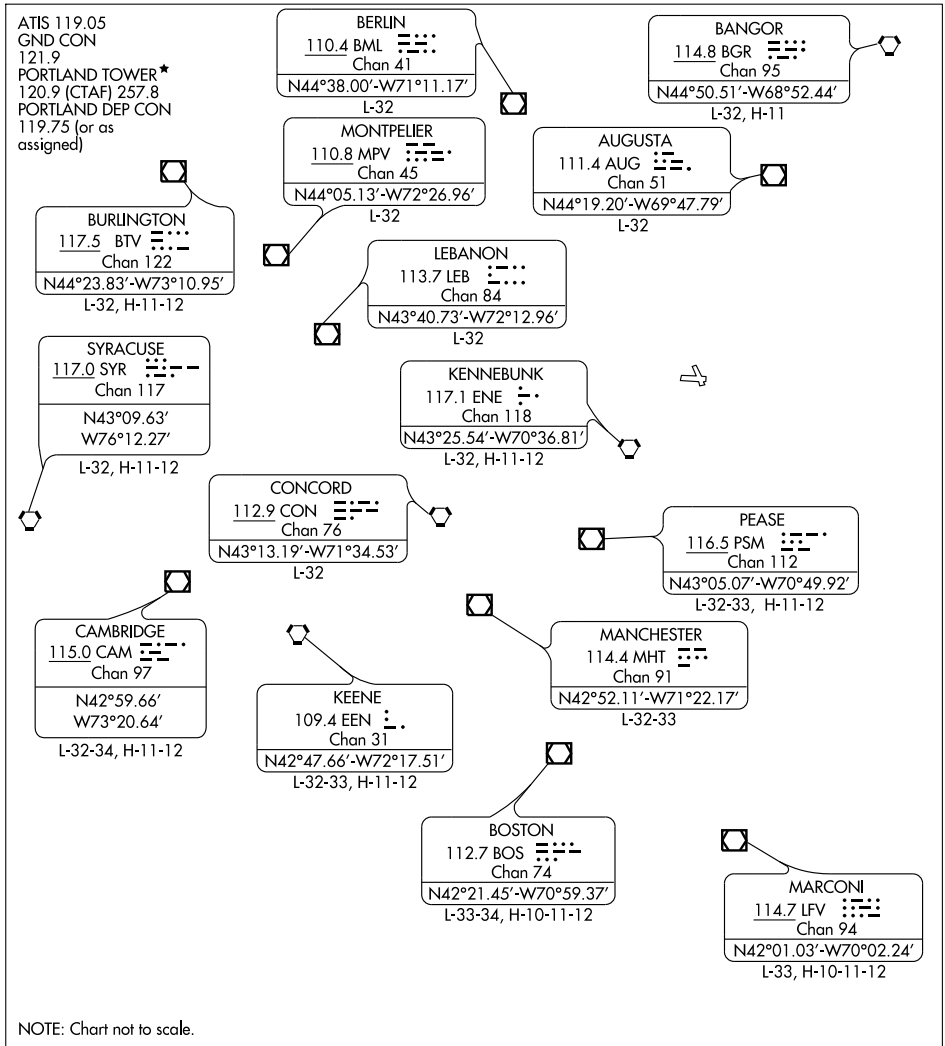
CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

NE-1, 14 JAN 2010 to 11 FEB 2010

PORTLAND FOUR DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RWYS: Fly runway heading, or as assigned by ATC; for radar vectors to assigned ROUTE/NAVAID/FIX. Maintain 3,000 feet or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

WAAS	APP CRS	Rwy Idg	6800
CH 50127	112°	TDZE	77
W11A		Apt Elev	77

RNAV (GPS) RWY 11

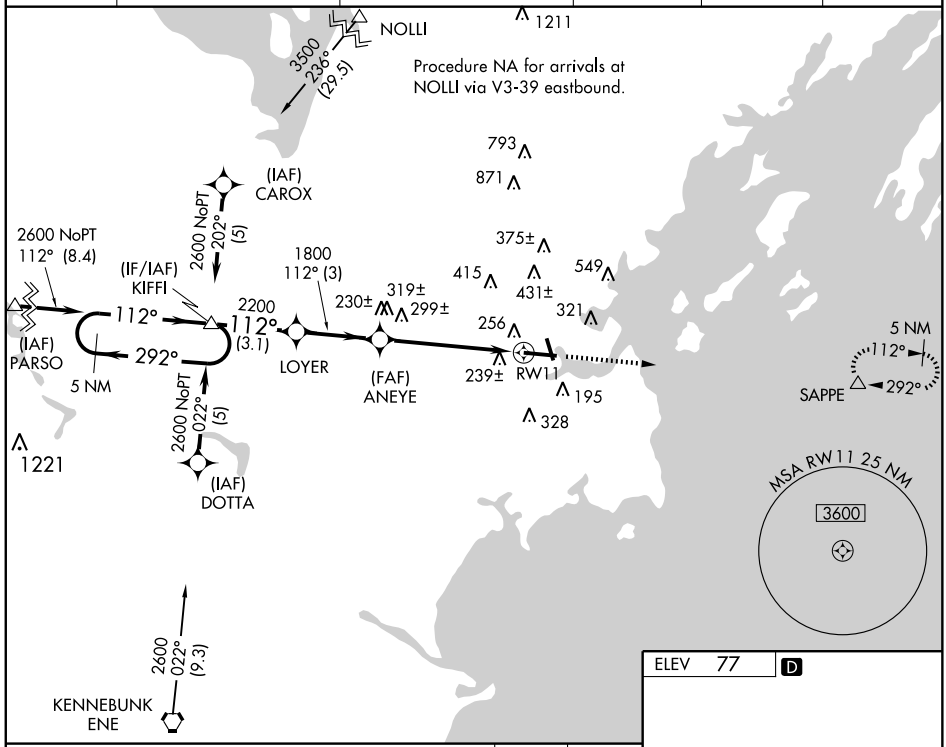
PORTLAND INTL JETPORT (PWM)

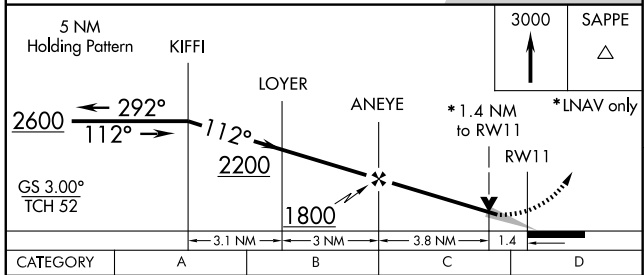
For inoperative ALSF-2, increase LPV visibility to RVR 6000 all Cats.
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

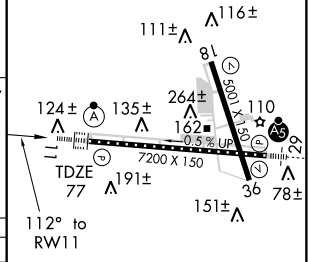
ALSF-2

MISSED APPROACH: Climb to 3000 direct SAPPE and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 (L) (CTAF) 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	416/40 339 (400-¾)			
LNAV/VNAV DA	531/50 454 (500-1)			
LNAV MDA	560/24 483 (500-½)		560/40 483 (500-1¾)	560/50 483 (500-1)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 (L)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
180°	TDZE	50
	Apt Elev	77

RNAV (GPS) RWY 18

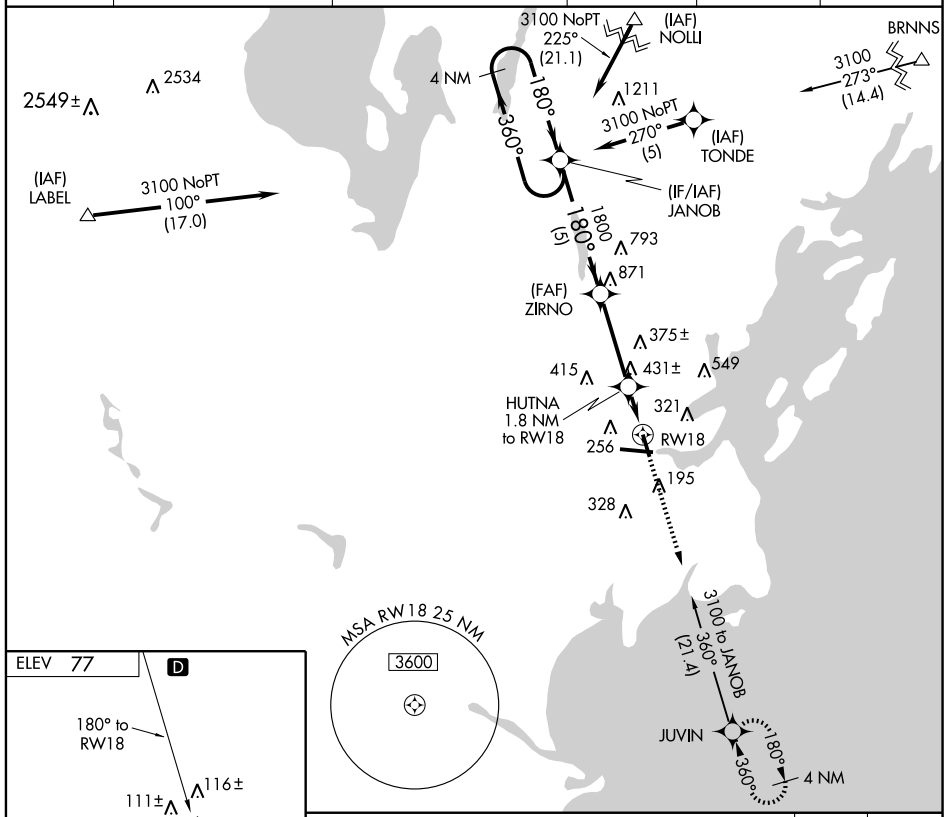
PORTLAND INTL JETPORT (PWM)

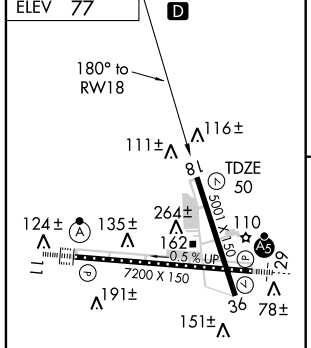
NA

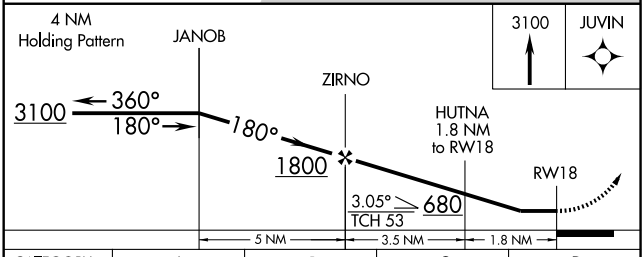
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JUVIN WP and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 (L) (CTAF) 257.8	121.9	121.9	122.95







TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 (L)

CATEGORY	A	B	C	D
LNAV MDA	560-1 510 (500-1)		560-1½ 510 (500-1½)	
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7200
CH 65626	292°	TDZE	57
W29A		Apt Elev	77

RNAV (GPS) RWY 29

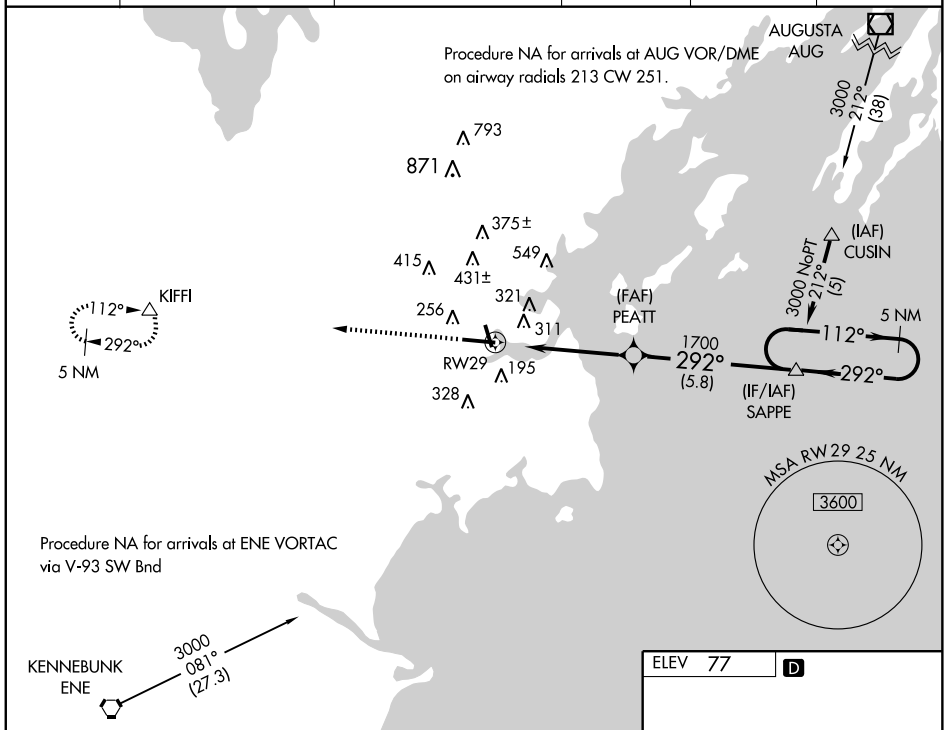
PORTLAND INTL JETPORT (PWM)

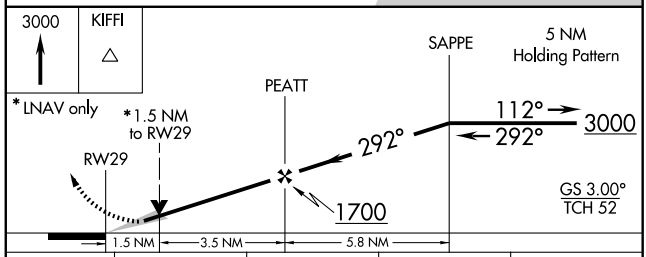
V W DME/DME RNP -0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to RVR 5000.

MALSR

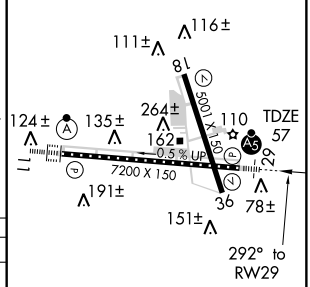
MISSED APPROACH: Climb to 3000 direct KIFFI and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	307/24 250 (300-½)			
LNAV/VNAV DA	620-1½ 563 (600-1½)			
LNAV MDA	560/24 503 (500-½)		560/50 503 (500-1)	
CIRCLING	620-2 543 (600-2)		640-2 563 (600-2)	740-2 663 (700-2)



TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
360°	TDZE	49
	Apt Elev	77

RNAV (GPS) RWY 36

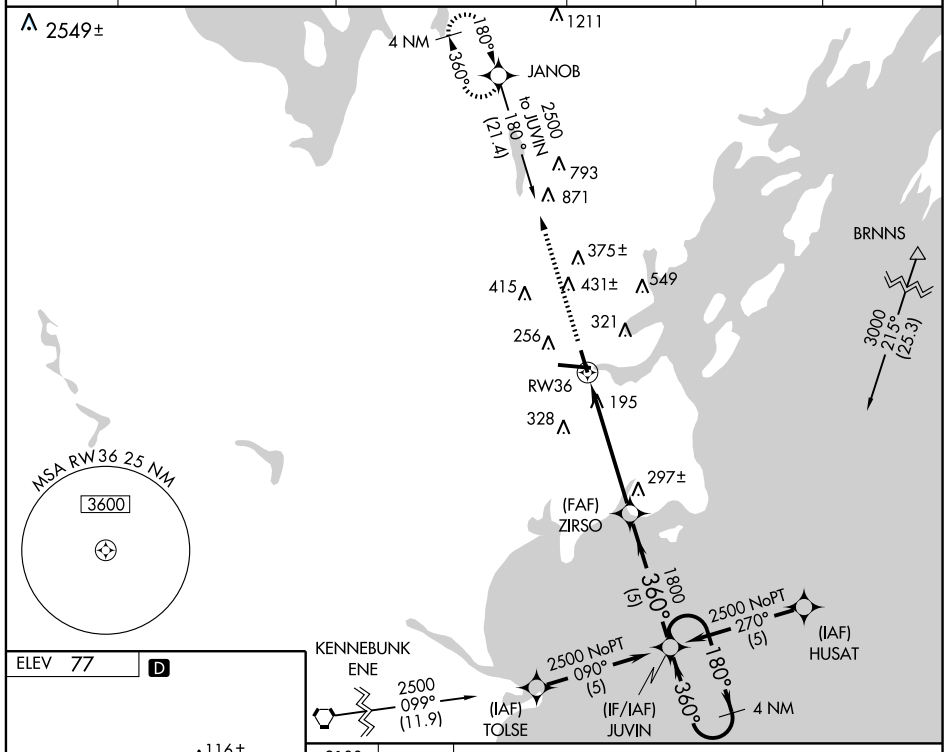
PORTLAND INTL JETPORT (PWM)

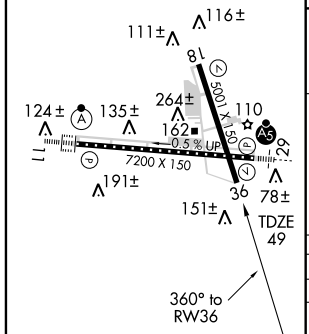
V A NA W

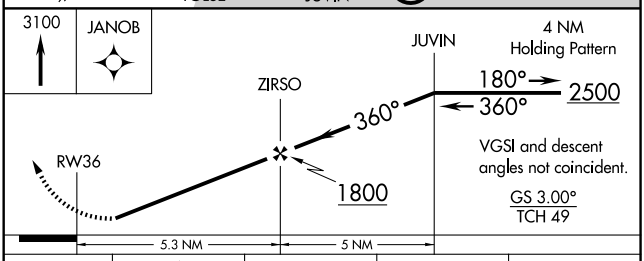
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C(5°F).

MISSED APPROACH: Climb to 3100 direct JANOB WP and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420-1¼ 371 (400-1¼)			
LNAV MDA	460-1 411 (400-1)		460-1¼ 411 (400-1¼)	
CIRCLING	620-1¼ 543 (600-1¼)		640-1½ 563 (600-1½)	740-2 663 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-PQI	APP CRS	Rwy Idg	7439
108.7	006°	TDZE	478
		Apt Elev	534

ILS or LOC RWY 1

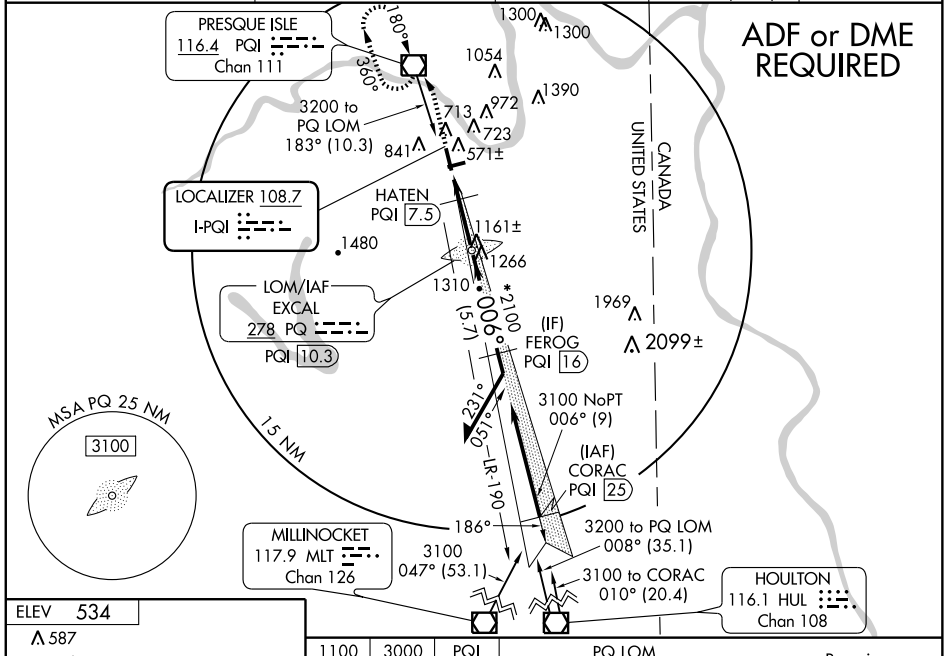
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

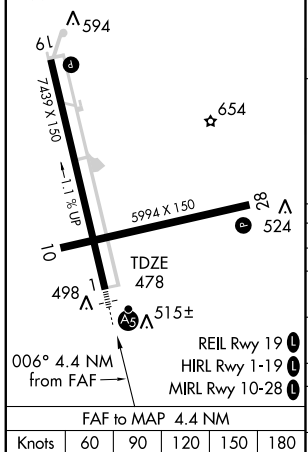
When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC 1 Cats. C and D and Circling Cat. C visibility ¼ mile, increase Circling Cat. D visibility ½ mile, increase HATEN Fix Minimums S-LOC 1 Cat. C and Circling Cat. C visibility ¼ mile, increase S-LOC 1 Cat. D and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Houlton Intl altimeter setting, increase S-ILS-1 all Cats. visibility to 1 mile.
** LOC only, 1140 when using Houlton Intl altimeter setting.

MALSR

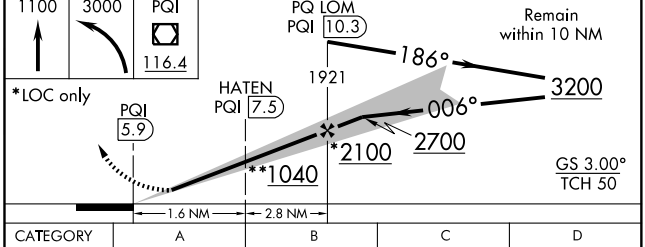
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct PQI VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 1	678-½ 200 (200-½)			
S-LOC 1	1040-½ 562 (600-½)		1040-1 562 (600-1)	1040-1¼ 562 (600-1¼)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)
HATEN FIX MINIMUMS				
S-LOC 1	900-½ 422 (500-½)		900-¾ 422 (500-¾)	
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 87012 W01A	APP CRS 006°	Rwy Idg 7439 TDZE 478 Apt Elev 534

PRESQUE ISLE/ NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

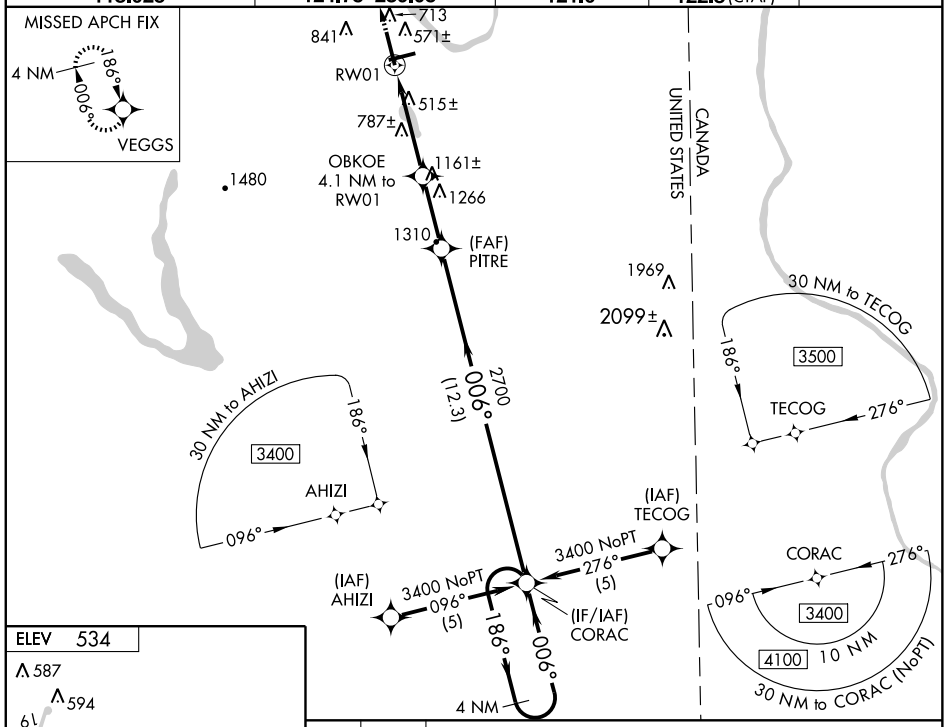
RNAV (GPS) RWY 1

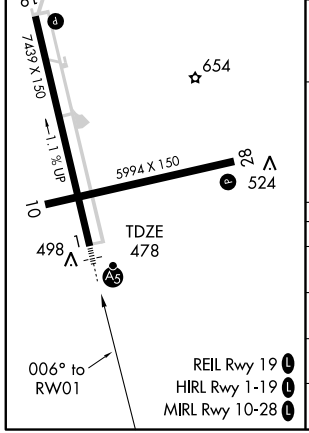
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C visibility ¼ mile, increase Circling Cat. D visibility ½ mile. For inoperative MALSR when using Houlton Intl altimeter setting, increase LPV all Cats. visibility to 1 mile.

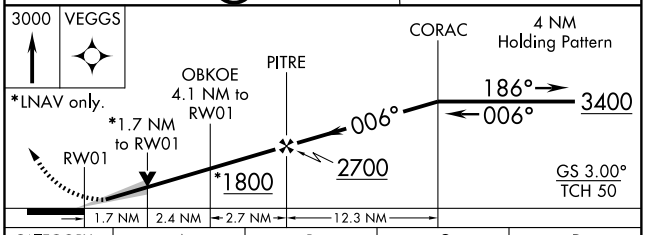
MALSR

MISSED APPROACH: Climb to 3000 direct VEGGS and hold.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
LPV DA	678-½ 200 (200-½)			
LNAV/VNAV DA	1171-2 693 (700-2)			
LNAV MDA	1040-½ 562 (600-½)		1040-1 562 (600-1)	1040-1¼ 562 (600-1¼)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7439
CH 99712	186°	TDZE	534
W19A		Apt Elev	534

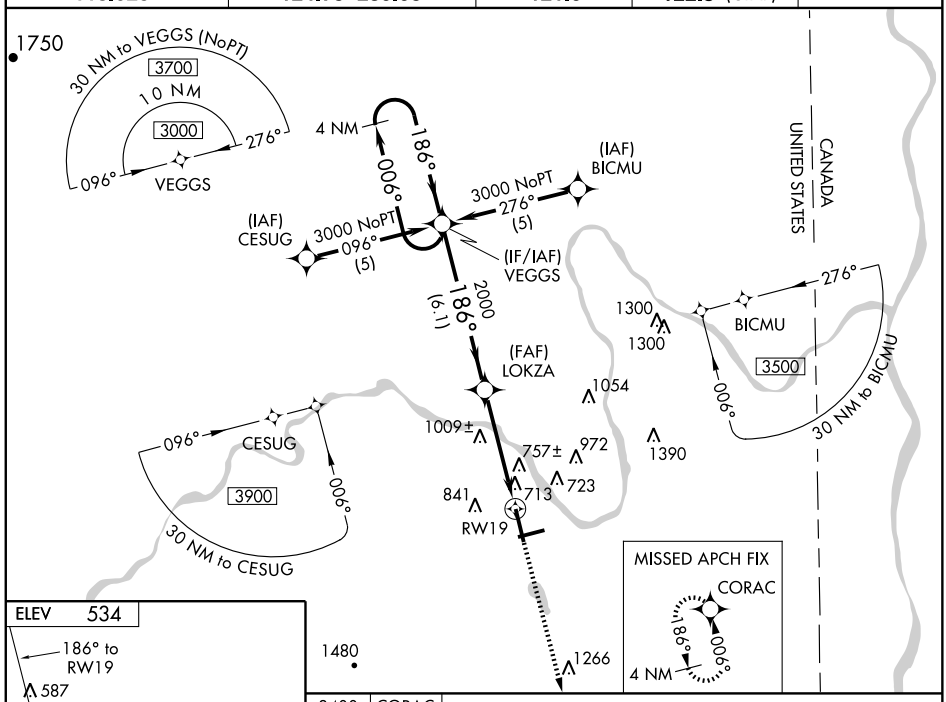
RNAV (GPS) RWY 19

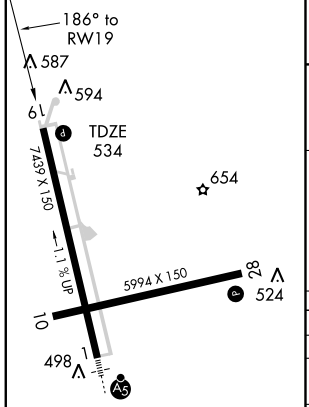
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats., LNAV Cat. B, and Circling Cat. B visibility ¼ mile, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C and D visibility ½ mile.

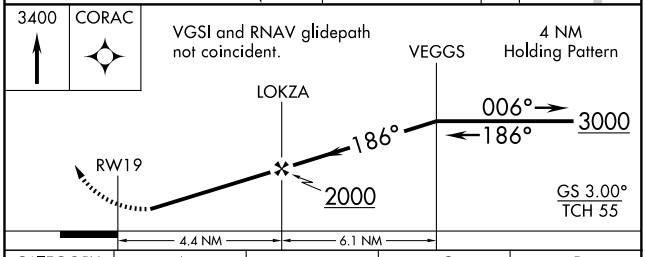
MISSED APPROACH: Climb to 3400 direct CORAC and hold

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L





REIL Rwy 19 L
HIRL Rwy 1-19 L
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA	968-1½ 434 (500-1½)			
LNAV/VNAV DA	1058-1¾ 524 (600-1¾)			
LNAV MDA	1260-1 726 (800-1)		1260-2 726 (800-2)	1260-2¼ 726 (800-2¼)
CIRCLING	1260-1 726 (800-1)		1260-2 726 (800-2)	1260-2¼ 726 (800-2¼)

NE-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 90212 W28A	APP CRS 276°	Rwy Idg 5994 TDZE 473 Apt Elev 534

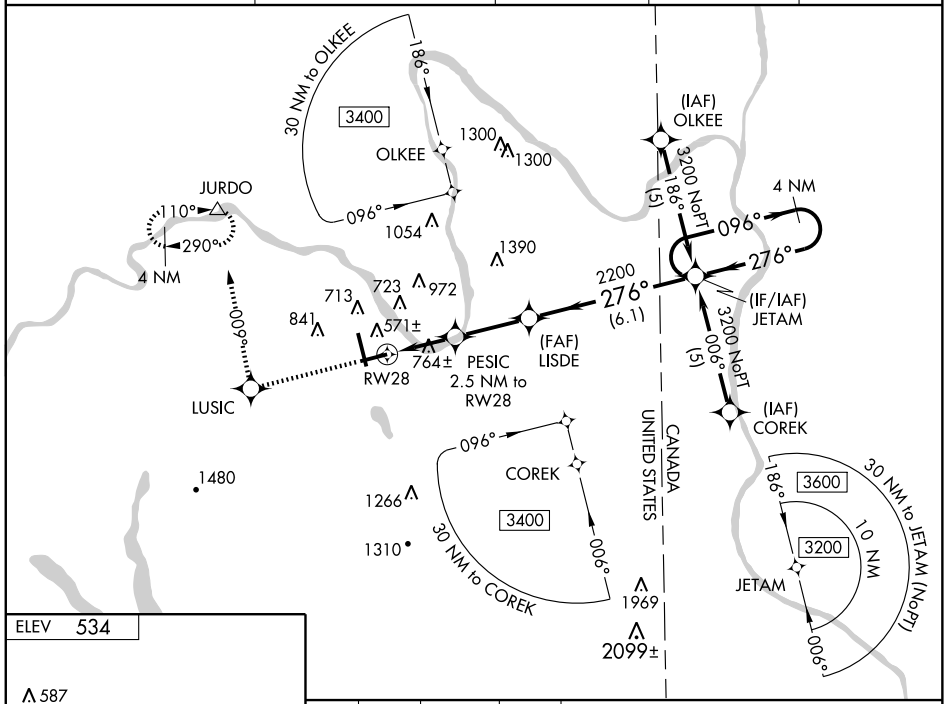
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

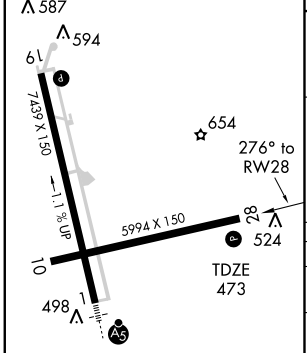
RNAV (GPS) RWY 28

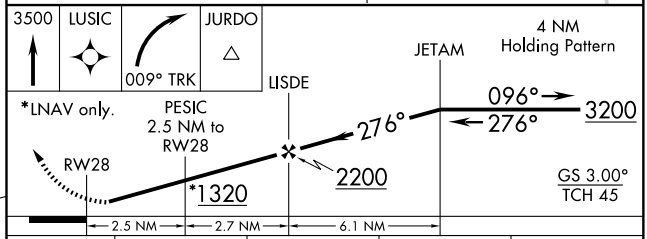
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats., LNAV/VNAV all Cats., and Circling Cat. C visibility ¼ mile, increase LNAV Cats. C and D and Circling Cat. D visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct LUSIC and right turn via track 009° to JURDO and hold, continue climb-in-hold to 3500.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
LPV DA	759-1 286 (300- 1)			
LNAV/VNAV DA	1080-2¼ 607 (600-2¼)			
LNAV MDA	1060-1 587 (600-1)		1060-1½ 587 (600-1½)	1060-1¾ 587 (600-1¾)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

REIL Rwy 19 L
HIRL Rwy 1-19 L
MIRL Rwy 10-28 L

VOR/DME PQI	APP CRS	Rwy Idg	7439
116.4	001°	TDZE	479
Chan 111		Apt Elev	534

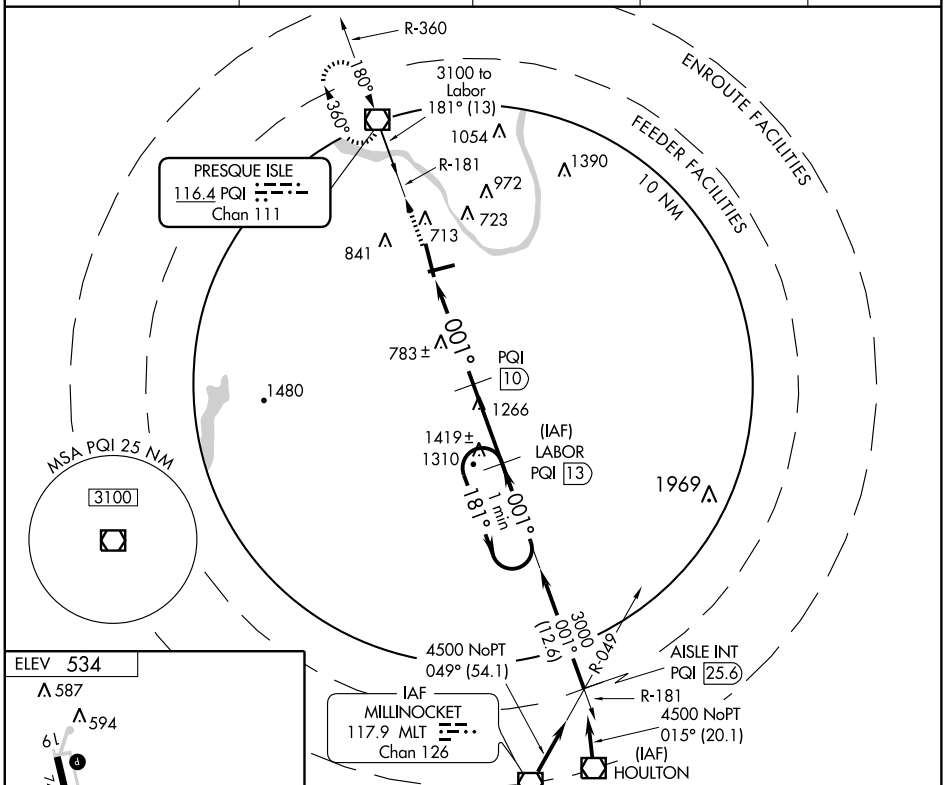
VOR/DME RWY 1

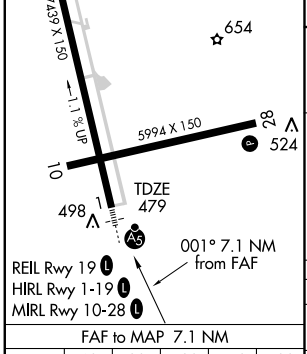
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

MALSR

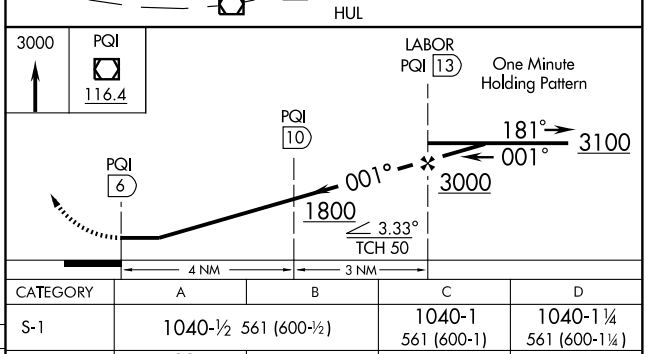
MISSED APPROACH: Climb to 3000 direct PQI VOR/DME and hold.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
S-1	1040-½ 561 (600-½)		1040-1 561 (600-1)	1040-1¼ 561 (600-1¼)
CIRCLING	1100-1 566 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1180-2 646 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

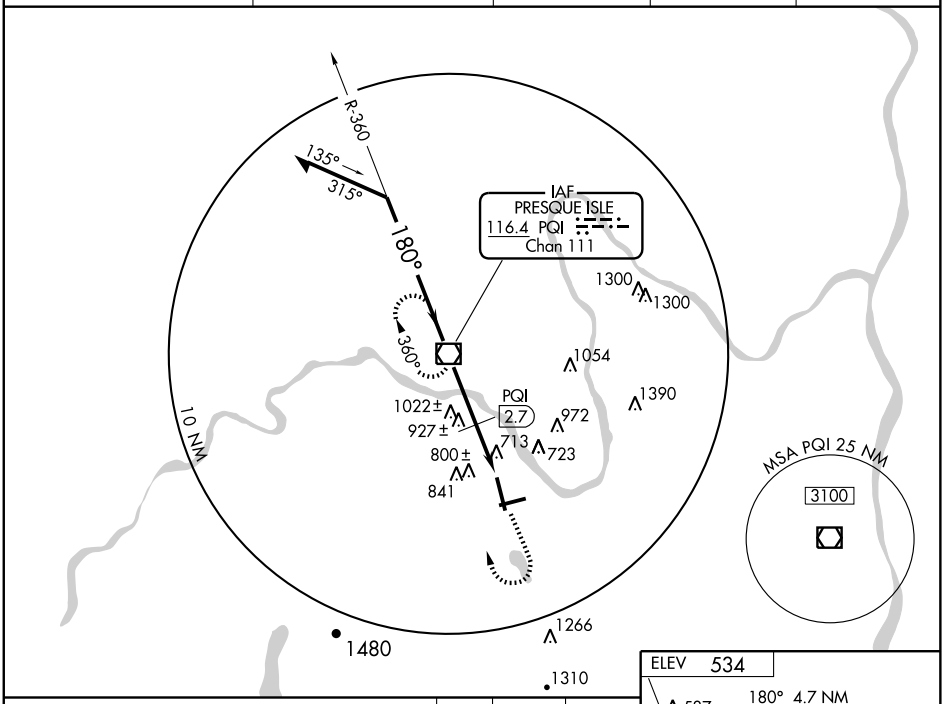
VOR/DME PQI	APP CRS	Rwy Idg	7439
116.4	180°	TDZE	534
Chan 111		Apt Elev	534

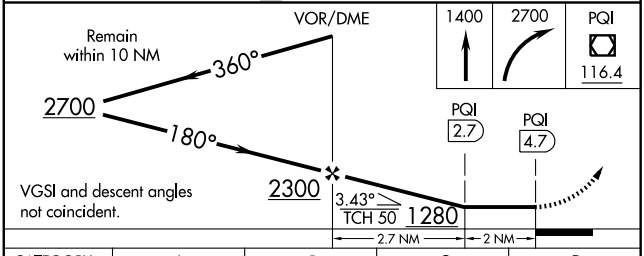
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

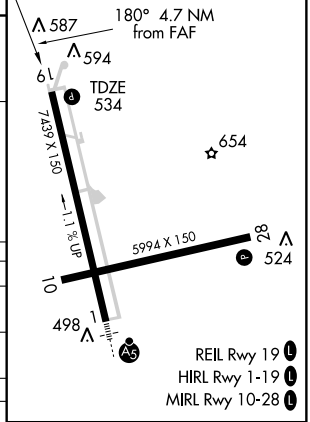
VOR RWY 19

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct PQI VOR/DME and hold.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
S-19	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
CIRCLING	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
DME MINIMUMS				
S-19	1060-1 526 (600-1)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)
CIRCLING	1100-1 566 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1180-2 646 (700-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4004
152°	TDZE	266
	Apt Elev	266

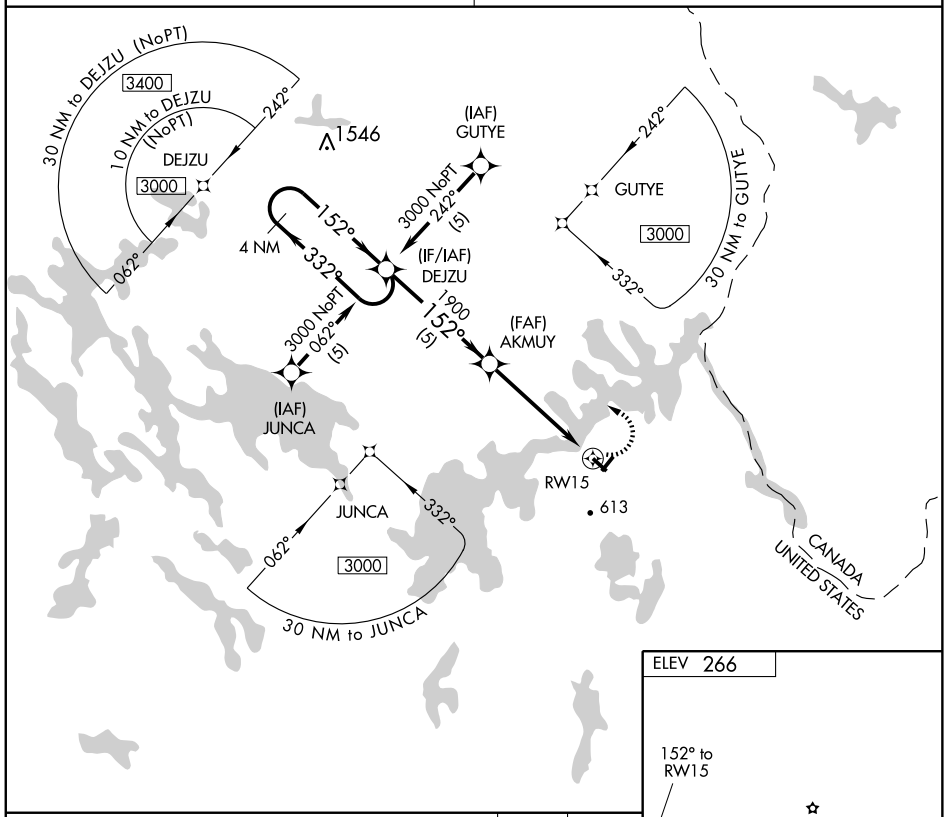
RNAV (GPS) RWY 15
PRINCETON MUNI (PNN)

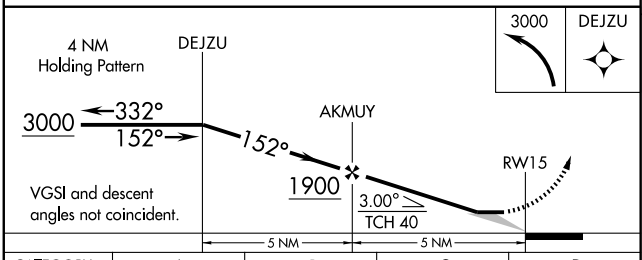
Use Bangor altimeter setting.
DME/DME RNP-0.3 NA.

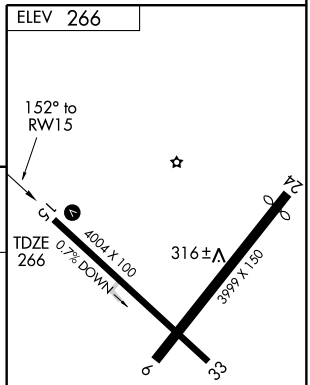
MISSED APPROACH: Climbing left turn to 3000 direct DEJZU WP and hold.

BOSTON CENTER
124.25 290.5

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 554 (600-1)		820-1½ 554 (600-1½)	820-1¾ 554 (600-1¾)
CIRCLING	820-1 554 (600-1)		1060-2¼ 794 (800-2¼)	1160-3 894 (900-3)

MIRL Rwy 15-33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB RQM	APP CRS	Rwy Idg	N/A
221	065°	TDZE	N/A
		Apt Elev	1825

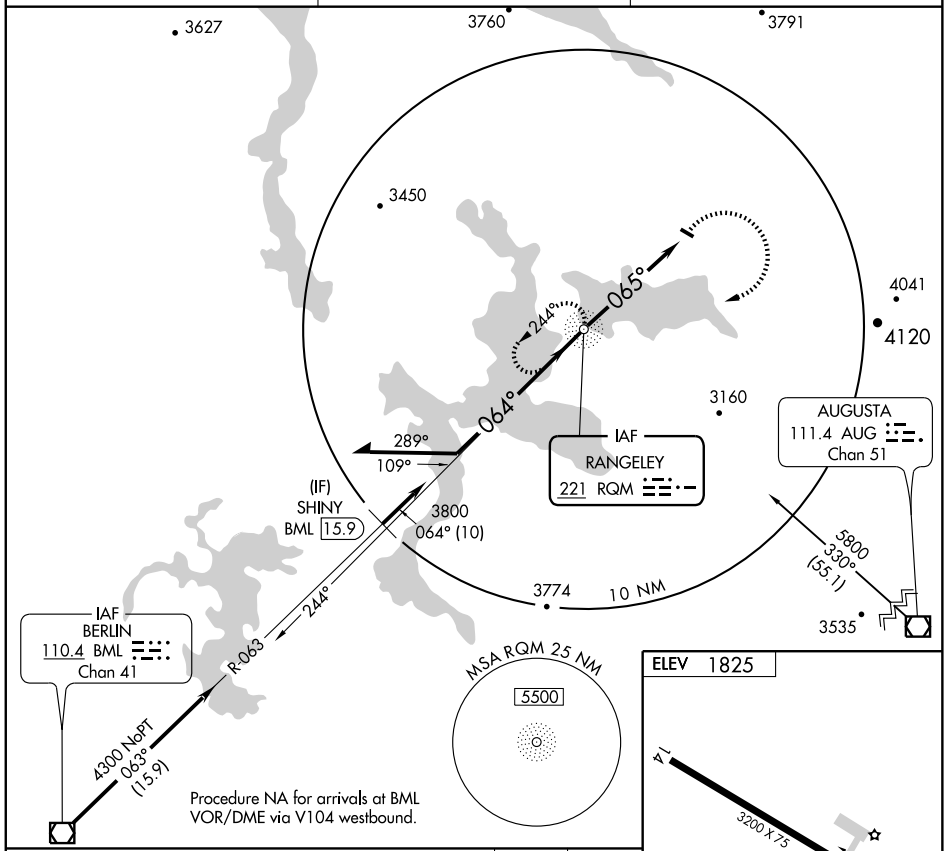
NDB-A

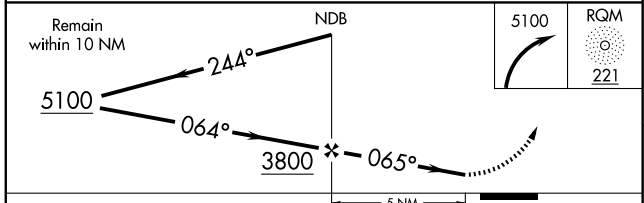
RANGELEY/ STEVEN A. BEAN MUNI (8BØ)

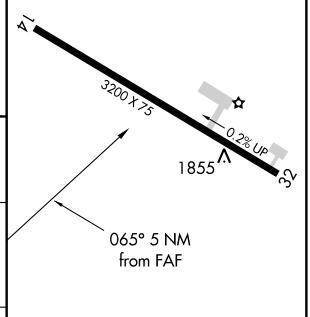
T
A NA — Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

MISSED APPROACH: Climbing right turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

AWOS-3	BOSTON CENTER	UNICOM
118.00	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2520-1	695 (700-1)	NA	

BERLIN ALTIMETER SETTING MINIMUMS

CIRCLING	2700-1 875 (900-1)	2700-1¼ 875 (900-1¼)	NA	

REIL Rwy 32 L
MIRL Rwy 14-32 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
065°	TDZE	N/A
	Apt Elev	1825

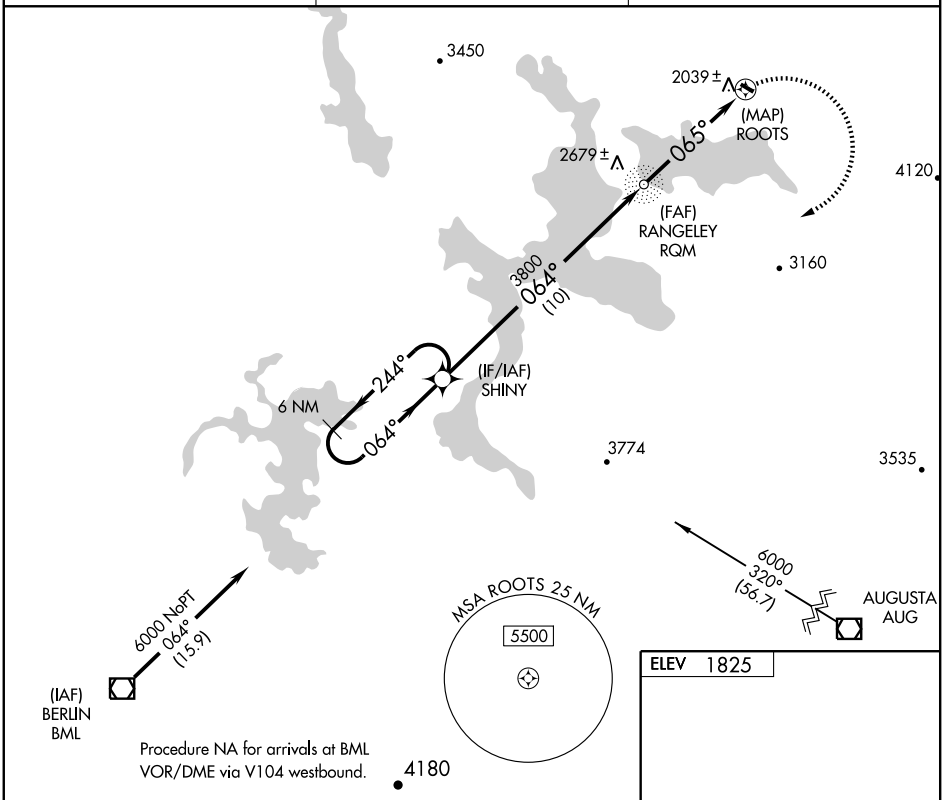
RNAV (GPS)-D

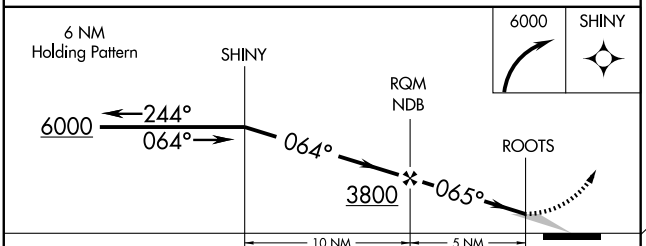
RANGELEY/ STEVEN A. BEAN MUNI (8B0)

DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

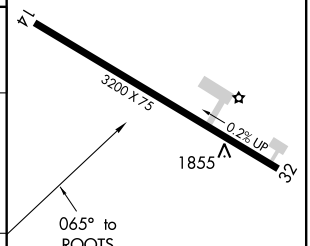
MISSED APPROACH: Climbing right turn to 6000 direct SHINYand hold, continue climb-in-hold to 6000.

AWOS-3	BOSTON CENTER	UNICOM
118.00	124.25 290.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2380-1 555 (600-1)		NA	
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2560-1 735 (800-1)		NA	



REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB RQM	APP CRS	Rwy Idg	N/A
221	091°	TDZE	N/A
		Apt Elev	1518

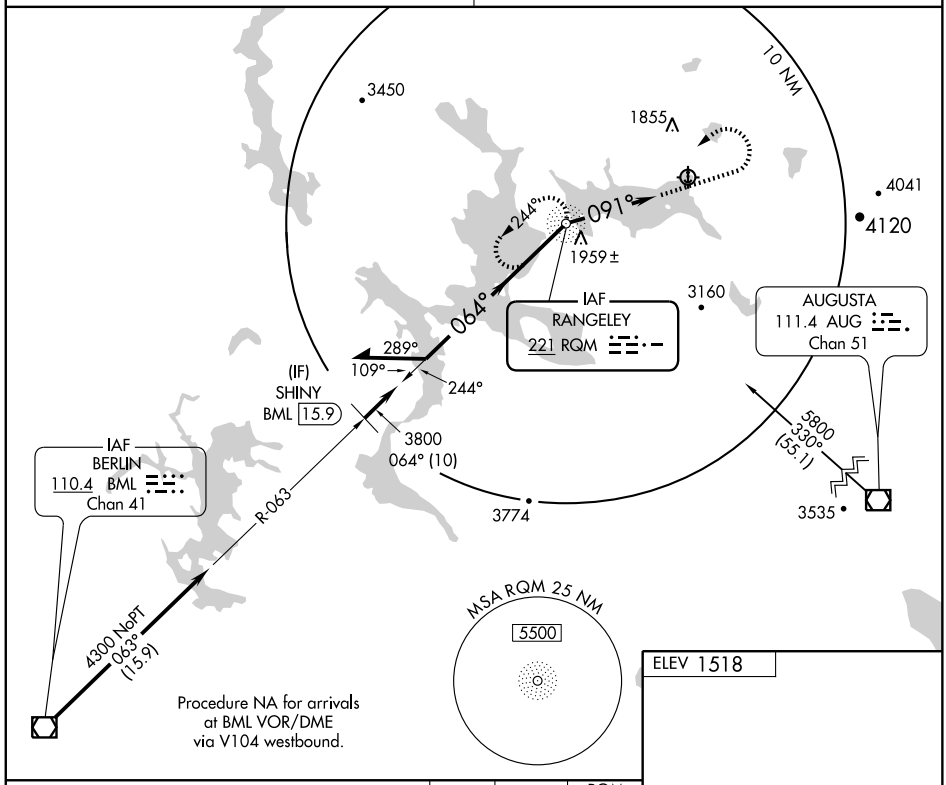
NDB-B

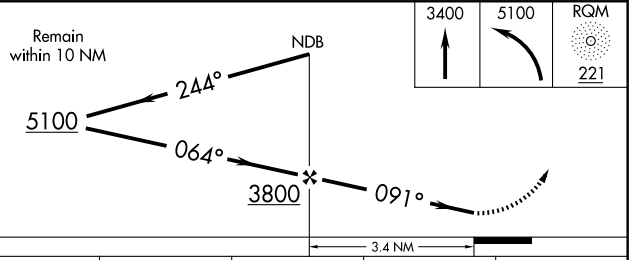
RANGELEY LAKE SEAPLANE BASE (M57)

Procedure NA at night.
Obtain local altimeter setting on CTAF;
when not received, use Berlin altimeter setting.

MISSED APPROACH: Climb to 3400 then climbing left turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

BOSTON CENTER	CTAF
124.25 290.5	122.9





ELEV 1518

SEE
RANGELEY LAKE
LANDING CHART

CATEGORY	A	B	C	D
CIRCLING	2860-1¼ 1342 (1400-1¼)	2860-1½ 1342 (1400-1½)	NA	
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	3000-1¼ 1482 (1500-1¼)	3000-1½ 1482 (1500-1½)	NA	

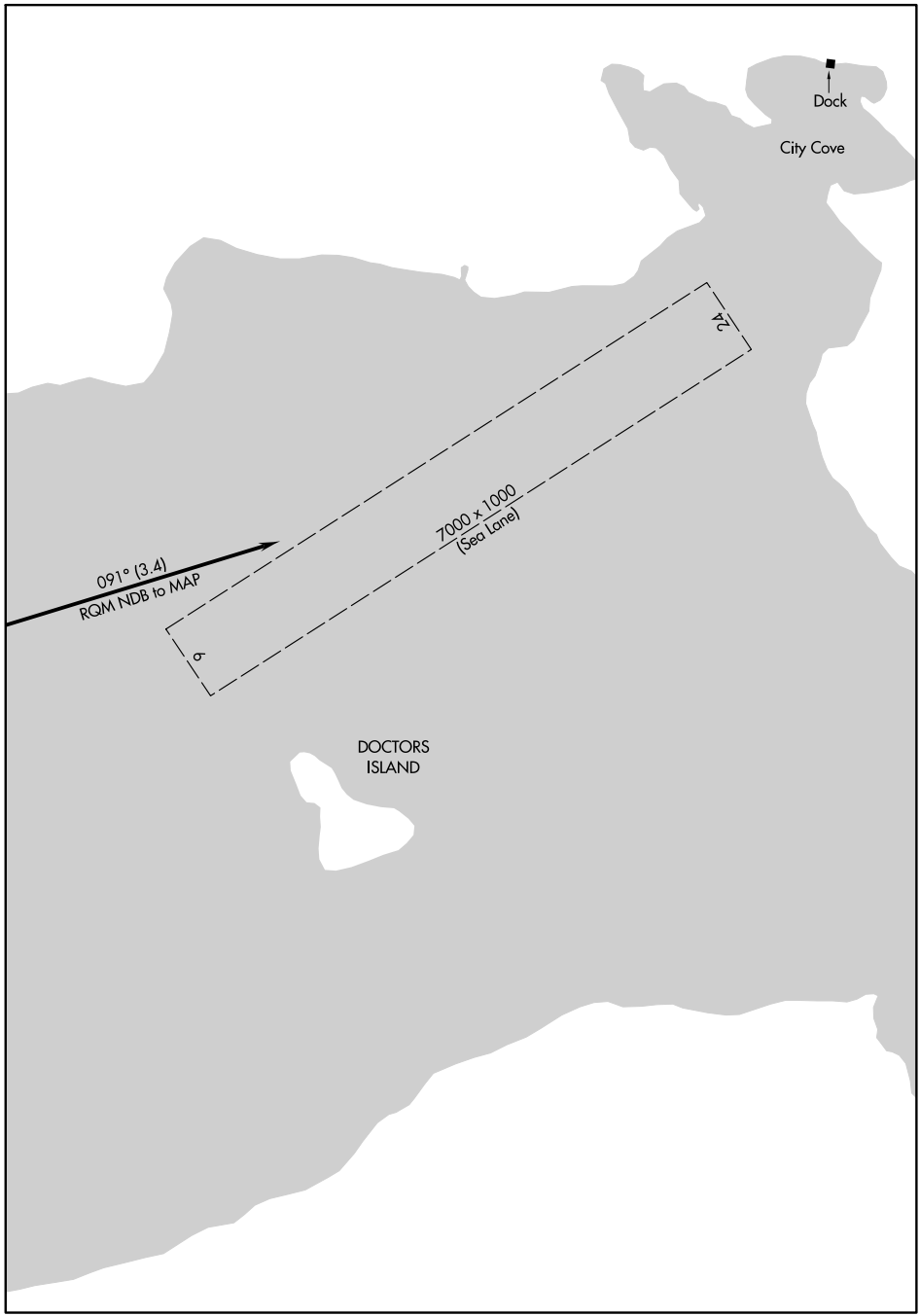
FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB-B LANDING

RANGELEY LAKE SEAPLANE BASE (M57)
AL-9122 (FAA)
RANGELEY, MAINE

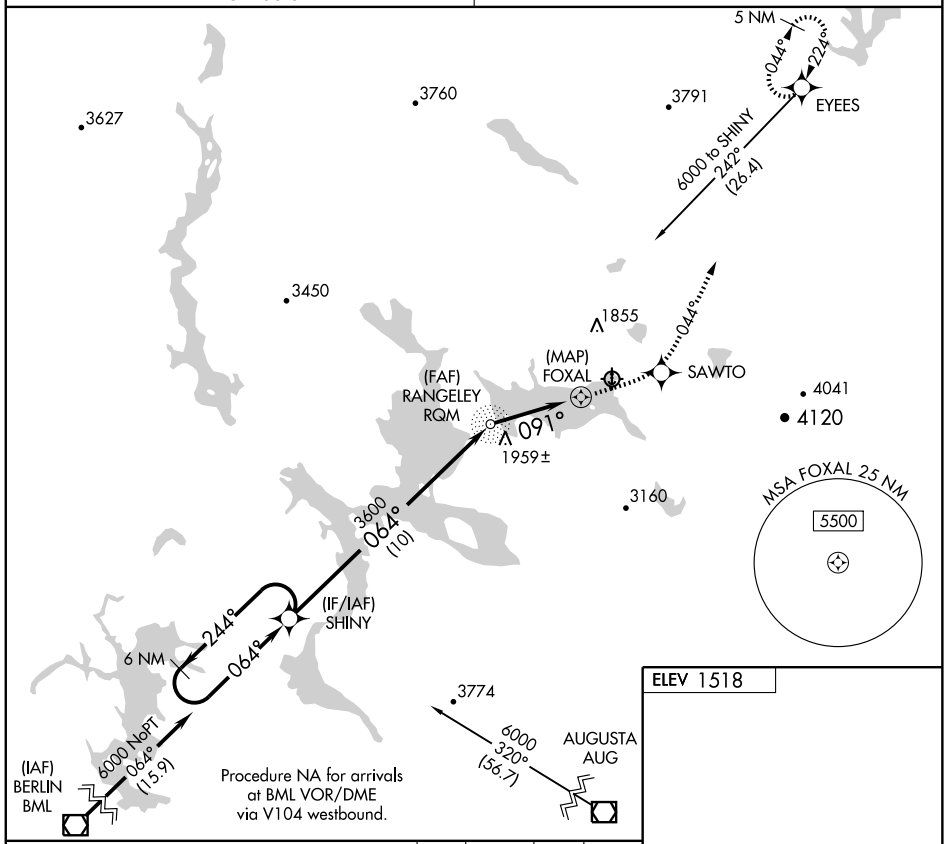


APP CRS	Rwy Idg	N/A
091°	TDZE	N/A
	Apt Elev	1518

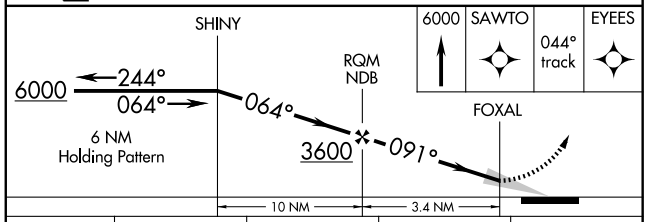
RNAV (GPS)-C

RANGELEY LAKE SEAPLANE BASE (M57)

DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.	MISSED APPROACH: Climb to 6000 direct SAWTO and via 044° track to EYEES and hold, continue climb-in-hold to 6000.
BOSTON CENTER 124.25 290.5	CTAF 122.9



ELEV 1518



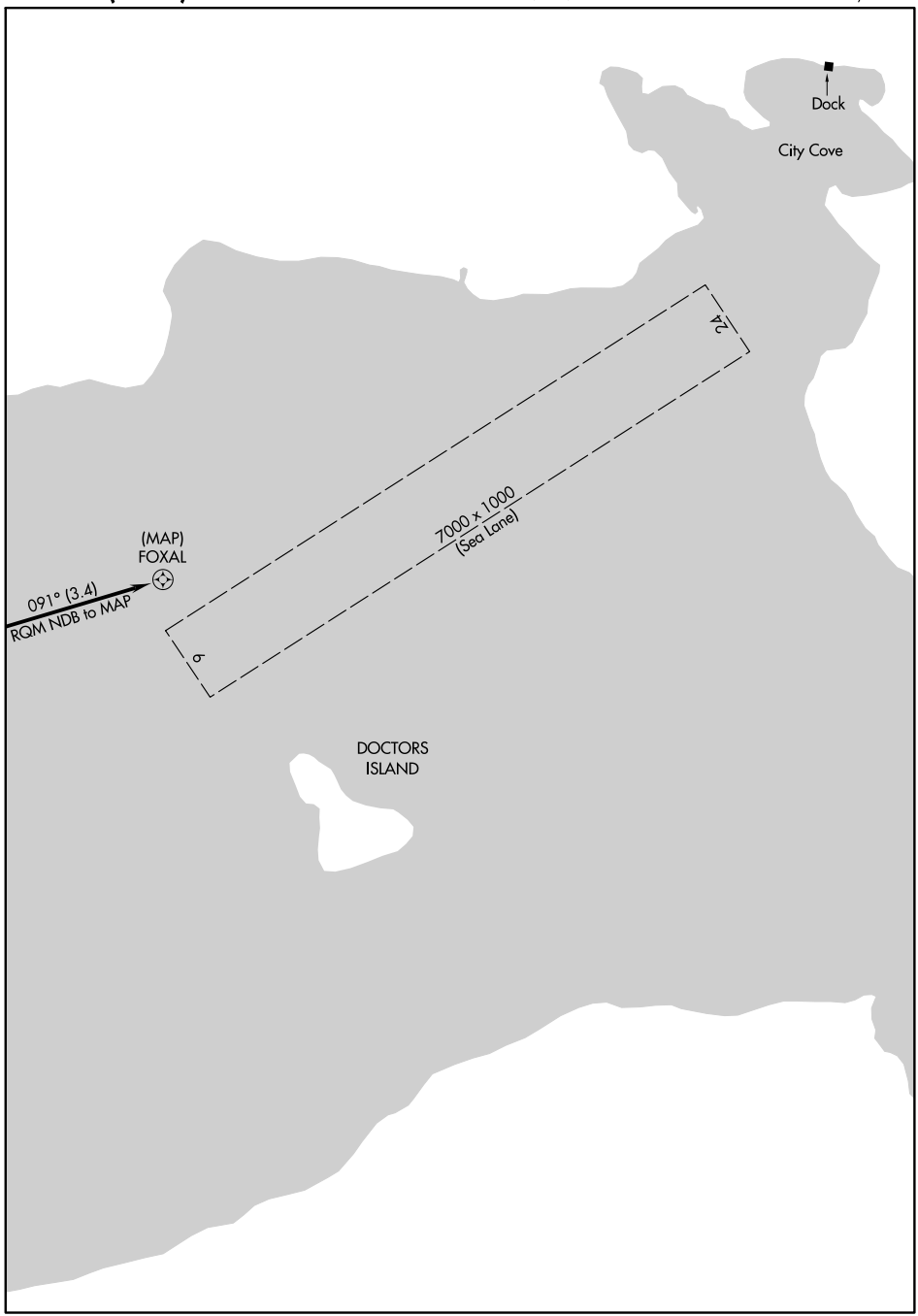
SEE
RANGELEY LAKE
LANDING CHART

CATEGORY	A	B	C	D
CIRCLING	2320-1 802 (900-1)	2320-1¼ 802 (900-1¼)	NA	
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2460-1¼ 942 (1000-1¼)		NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS)-C LANDING

RANGELEY LAKE SEAPLANE BASE (M57)
AL-9122 (FAA)
RANGELEY, MAINE



LOC/DME I-RMZ	APP CRS	Rwy Idg	5007
111.7	129°	TDZE	54
Chan 54		Apt Elev	55

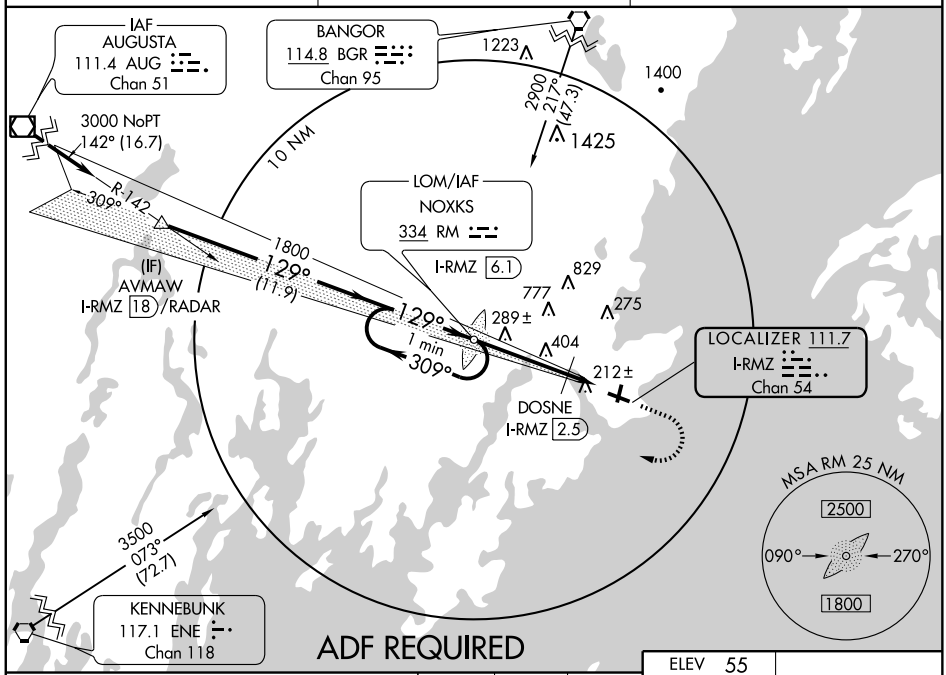
ILS or LOC RWY 13

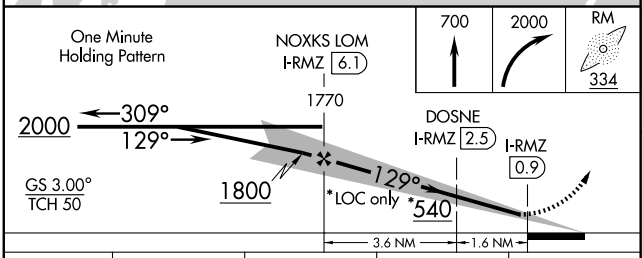
ROCKLAND/ KNOX COUNTY RGNL(RKD)

MALSR

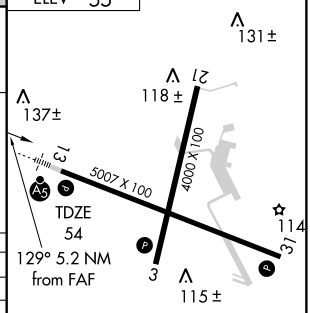
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct NOXKS LOM and hold.

AWOS-3	BRUNSWICK APP CON*	UNICOM
119.025	123.8 263.6	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 13	254-½ 200 (200-½)			
S-LOC 13	540-½ 486 (500-½)		540-¾ 486 (500-¾)	540-1 486 (500-1)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)
DME MINIMUMS				
S-LOC 13	440-½ 386 (400-½)			440-¾ 386 (400-¾)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)



REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB SUH 356	APP CRS 046°	Rwy Idg 4000 TDZE 54 Apt Elev 55

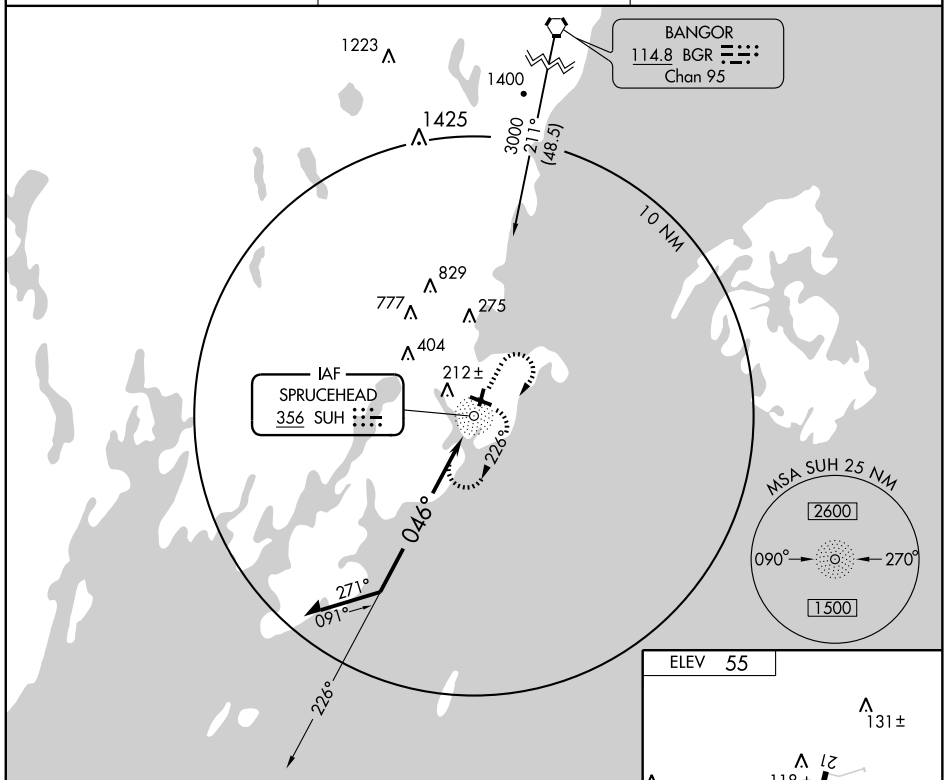
NDB RWY 3

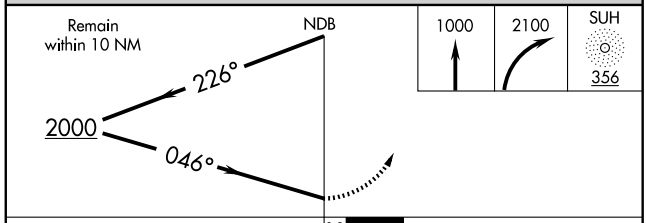
ROCKLAND/ KNOX COUNTY RGNL (RKD)

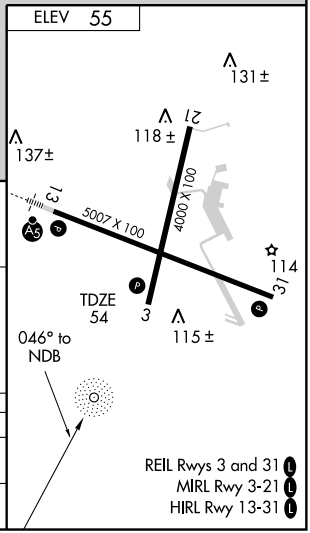
NA

MISSED APPROACH: Climb to 1000, then right climbing turn to 2100 direct SUH NDB and hold.

AWOS-3	BRUNSWICK APP CON★	UNICOM
119.025	123.8 263.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-3	580-1 526 (600-1)		580-1½ 526 (600-1½)	580-1¾ 526 (600-1¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB SUH	APP CRS	Rwy Idg	5007
356	279°	TDZE	55
		Apt Elev	55

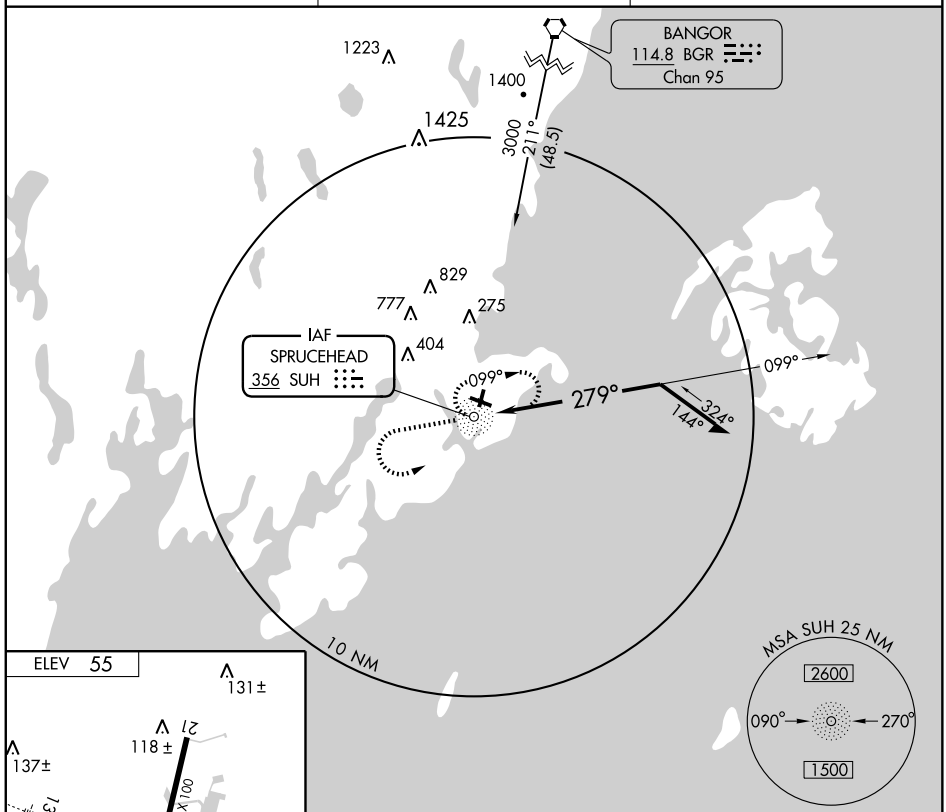
NDB RWY 31

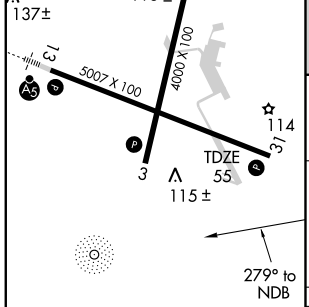
ROCKLAND/ KNOX COUNTY RGNL (RKD)

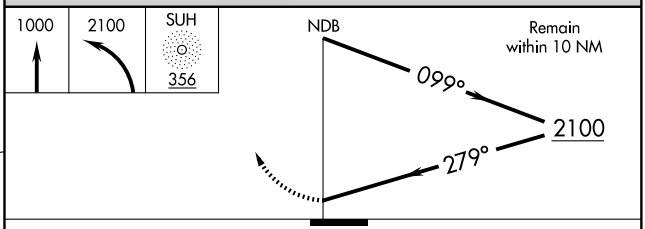
T
NA Straight-In minimums not authorized at night.

MISSED APPROACH: Climb to 1000 then left climbing turn to 2100 direct SUH NDB and hold.

AWOS-3	BRUNSWICK APP CON★	UNICOM
119.025	123.8 263.6	123.05 (CTAF) L







REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-31	620-1	565 (600-1)	620-1½ 565 (600-1½)	620-1¾ 565 (600-1¾)
CIRCLING	620-1	565 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4000
CH 40210	031°	TDZE	54
W03A		Apt Elev	55

RNAV (GPS) RWY 3

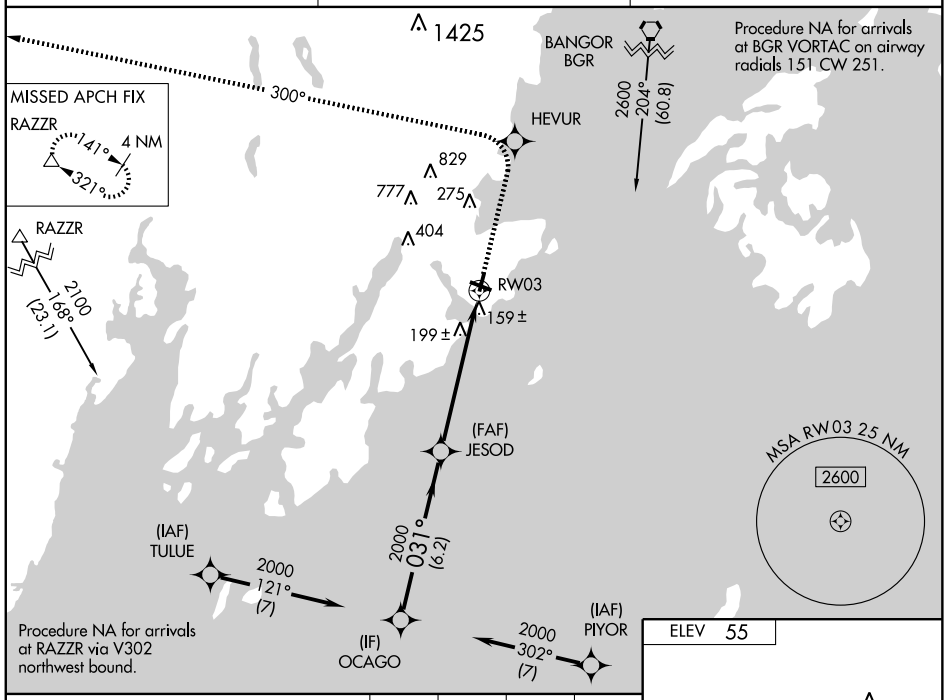
ROCKLAND/ KNOX COUNTY RGNL (RKD)

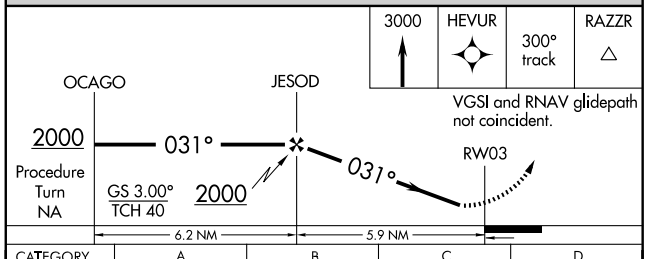
Baro-VNAV NA when using Wiscasset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

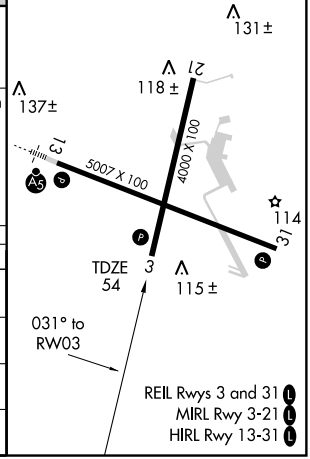
Visibilty reduction by helicopters NA. When local altimeter setting not received, use Wiscasset altimeter setting and increase all DA 65 feet, all MDA 80 feet, LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HEVUR and via 300° track to RAZZR and hold.

AWOS-3	BRUNSWICK APP CON ★	UNICOM
119.025	123.8 263.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	374-1¼ 320 (400-1¼)			
LNAV/VNAV DA	459-1½ 405 (500-1½)			
LNAV MDA	540-1 486 (500-1)		540-1¼ 486 (500-1¼)	540-1½ 486 (500-1½)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS		
309°	Rwy Idg	5007
	TDZE	55
	Apt Elev	55

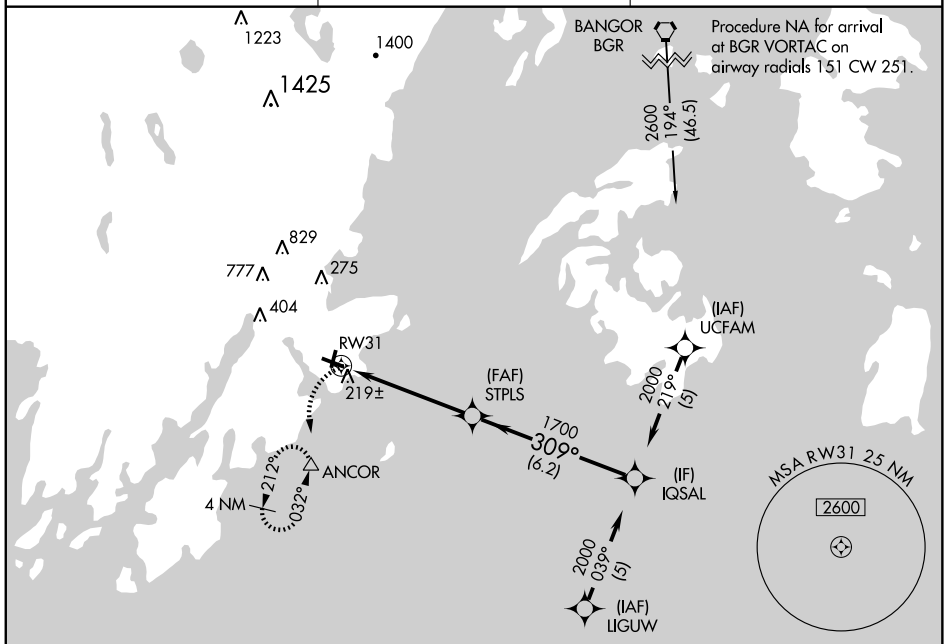
RNAV (GPS) RWY 31

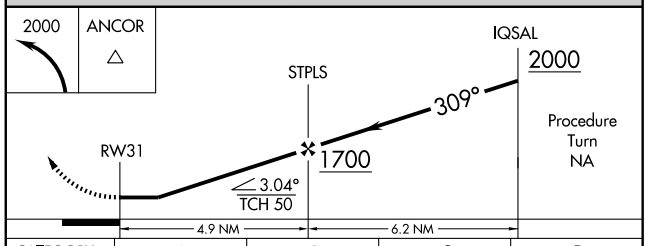
ROCKLAND/ KNOX COUNTY RGNL (RKD)

DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.
When local altimeter setting not received, use Wiscasset altimeter setting and increase all MDA 80 feet, LNAV Cat C and D and circling Cat C visibility ¼ mile.

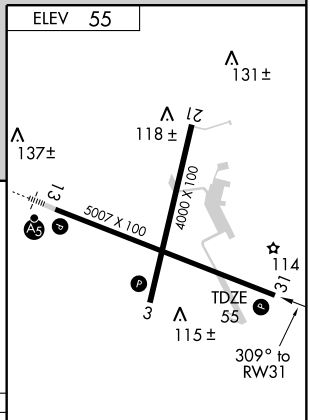
MISSED APPROACH: Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.

AWOS-3	BRUNSWICK APP CON★	UNICOM
119.025	123.8 263.6	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 425 (500-1)		480-1¼ 425 (500-1¼)	
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)



REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NE-1. 14 JAN 2010 to 11 FEB 2010

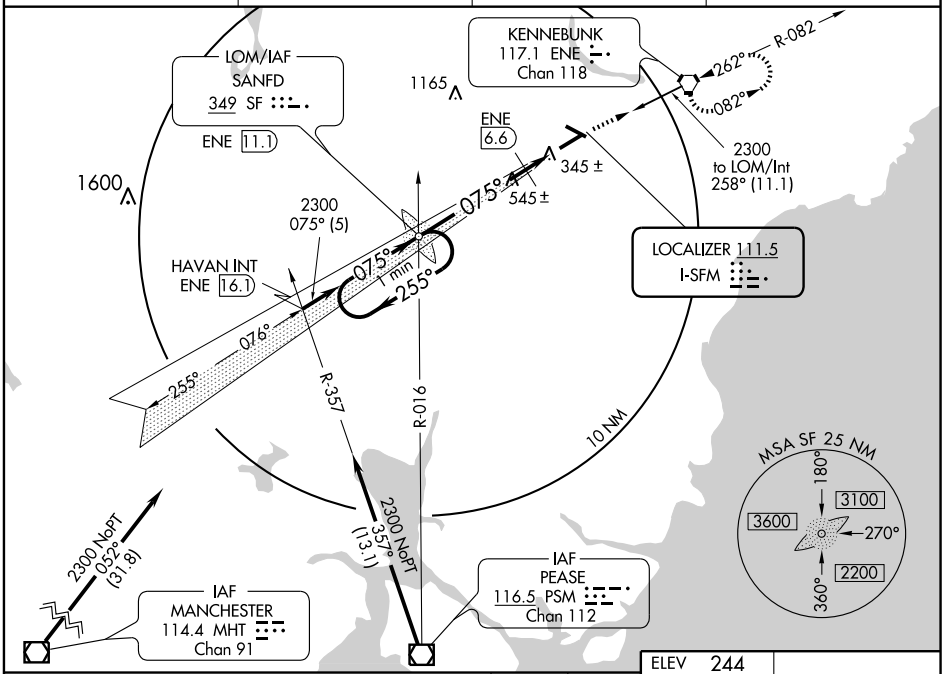
LOC I-SFM	APP CRS	Rwy Idg	6000
111.5	075°	TDZE	238
		Apt Elev	244

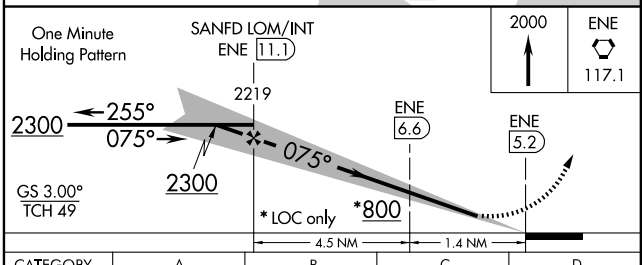
ILS or LOC RWY 7
SANFORD RGNL (SFM)

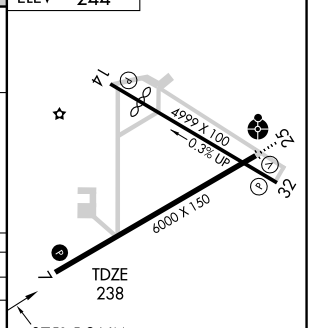
NA

MISSED APPROACH: Climb to 2000 direct ENE VORTAC and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 7	438-¾ 200 (200-¾)			
S- LOC 7	800-1 562 (600-1)		800-1½ 562 (600-1½)	800-1¾ 562 (600-1¾)
CIRCLING	800-1 556 (600-1)		800-1½ 556 (600-1½)	800-2 616 (700-2)
DME MINIMUMS				
S-LOC 7	600-1 362 (400-1)			600-1¼ 362 (400-1¼)
CIRCLING	740-1 496 (500-1)		740-1½ 496 (500-1½)	860-2 616 (700-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC ENE	APP CRS	Rwy Idg	6000
117.1	080°	TDZE	238
Chan 118		Apt Elev	244

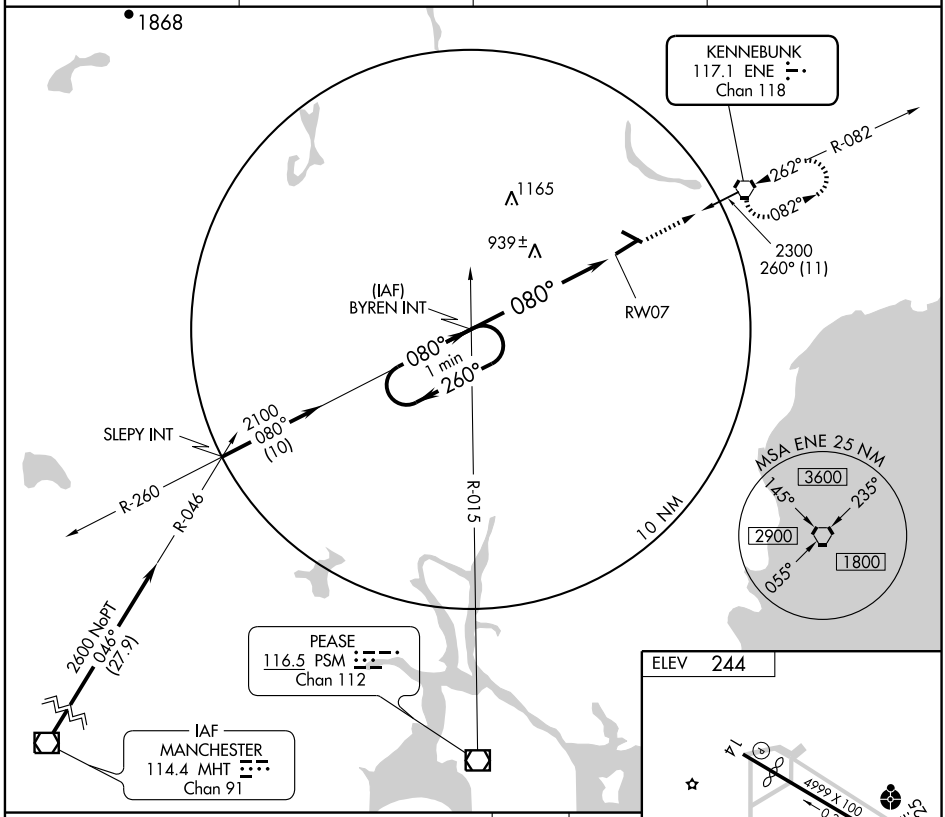
VOR or GPS RWY 7

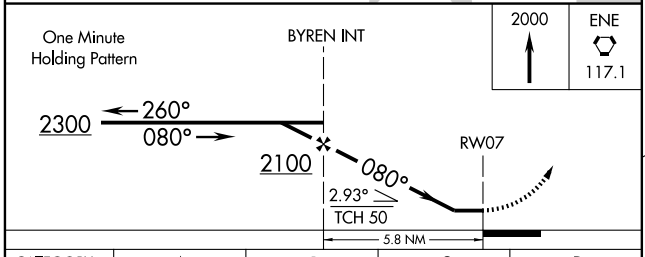
SANFORD RGNL (SFM)

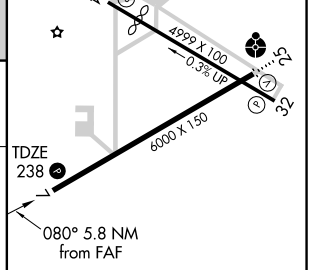
NA

MISSED APPROACH: Climb to 2000 direct ENE VORTAC and hold.

AWOS-3	PORTLAND APP CON★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF) L







REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-7	1200-1¼ 962 (1000-1¼)	1200-1½ 962 (1000-1½)	1200-3 962 (1000-3)	
CIRCLING	1200-1¼ 956 (1000-1¼)	1200-1½ 956 (1000-1½)	1200-3 956 (1000-3)	

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC ENE	APP CRS	Rwy Idg	6000
117.1	261°	TDZE	234
Chan 118		Apt Elev	244

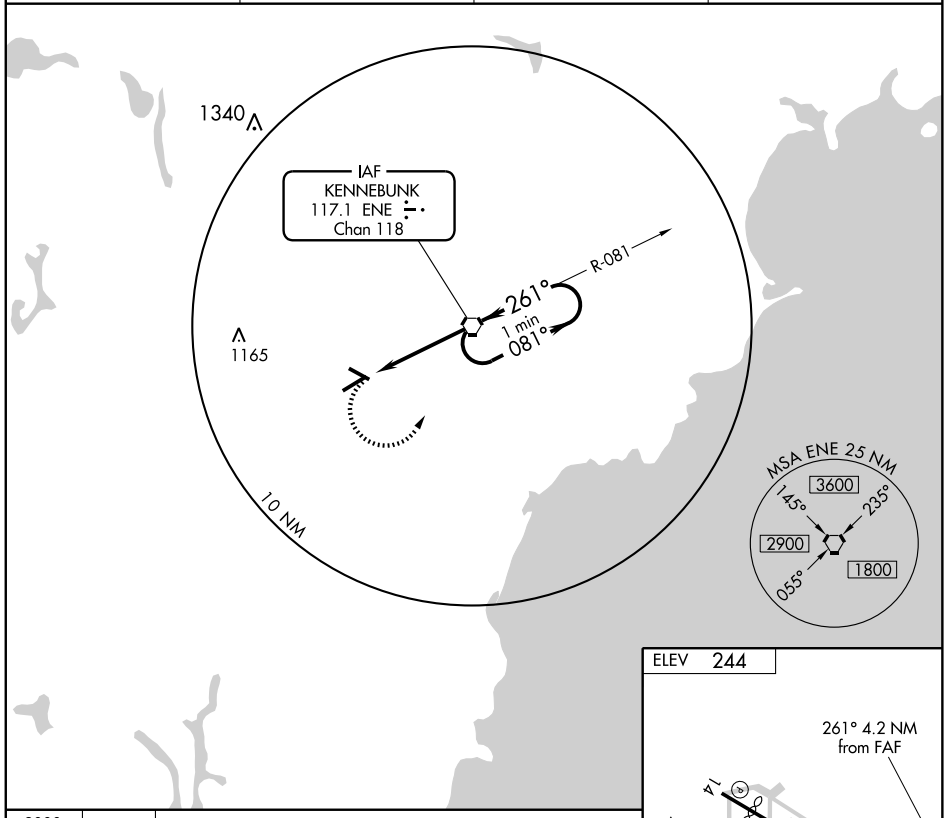
VOR RWY 25
SANFORD RGNL (SFM)

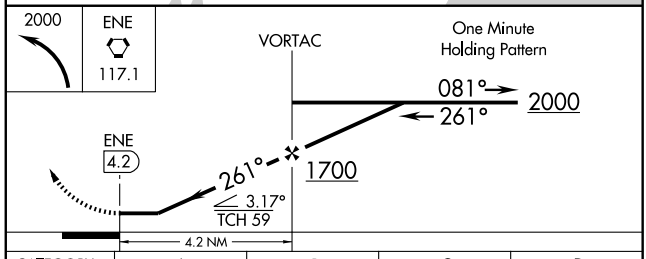
NA

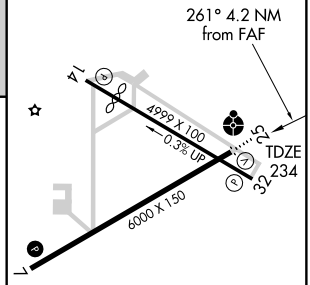
ODALS

MISSED APPROACH: Climbing left turn to 2000 direct ENE VORTAC and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF) L







REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-25	600-1 366 (400-1)			600-1¼ 366 (400-1¼)
CIRCLING	740-1 496 (500-1)		740-1½ 496 (500-1½)	860-2 616 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RLU	APP CRS	Rwy Idg	5500
110.5	047°	TDZE	309
Chan 42		Apt Elev	333

ILS or LOC RWY 5

WATERVILLE ROBERT LAFLEUR (WVL)

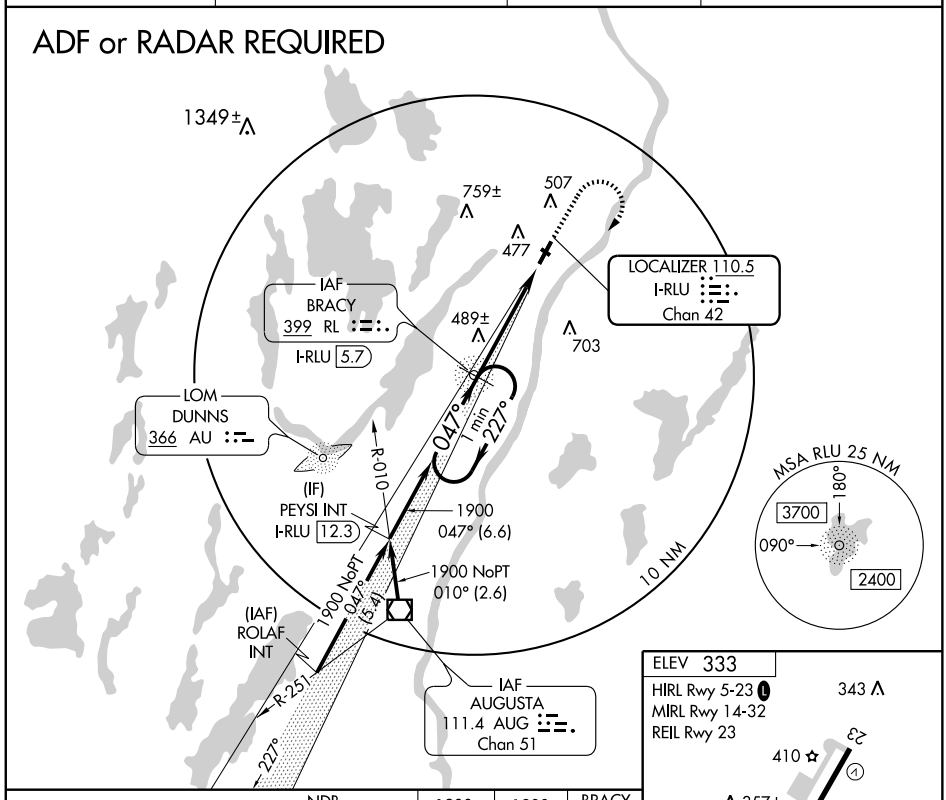
NA — Inoperative table does not apply to S-LOC 5 Cat C and D.

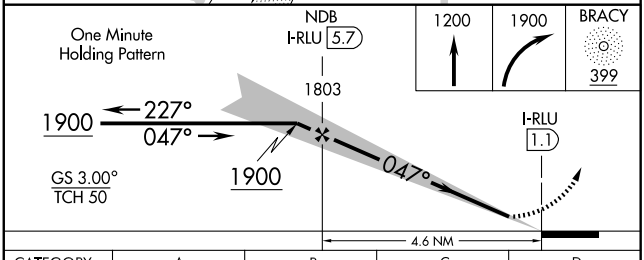
MALSF

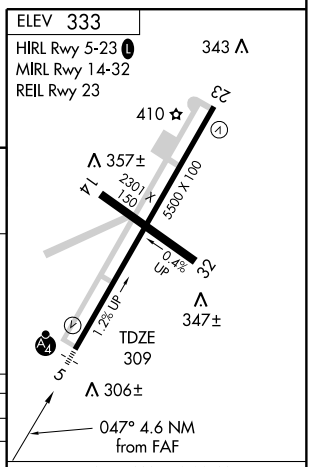
MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct BRACY NDB and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6	122.7 L (CTAF)

ADF or RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	559-¾ 250 (300-¾)			
S-LOC 5	800-¾ 491 (500-¾)		800-1¼ 491 (500-1¼)	800-1½ 491 (500-1½)
CIRCLING	820-1 487 (500-1)		820-1½ 487 (500-1½)	900-2 567 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 63100 W23A	APP CRS 227°	Rwy Idg 5500 / TDZE 333 / Apt Elev 333

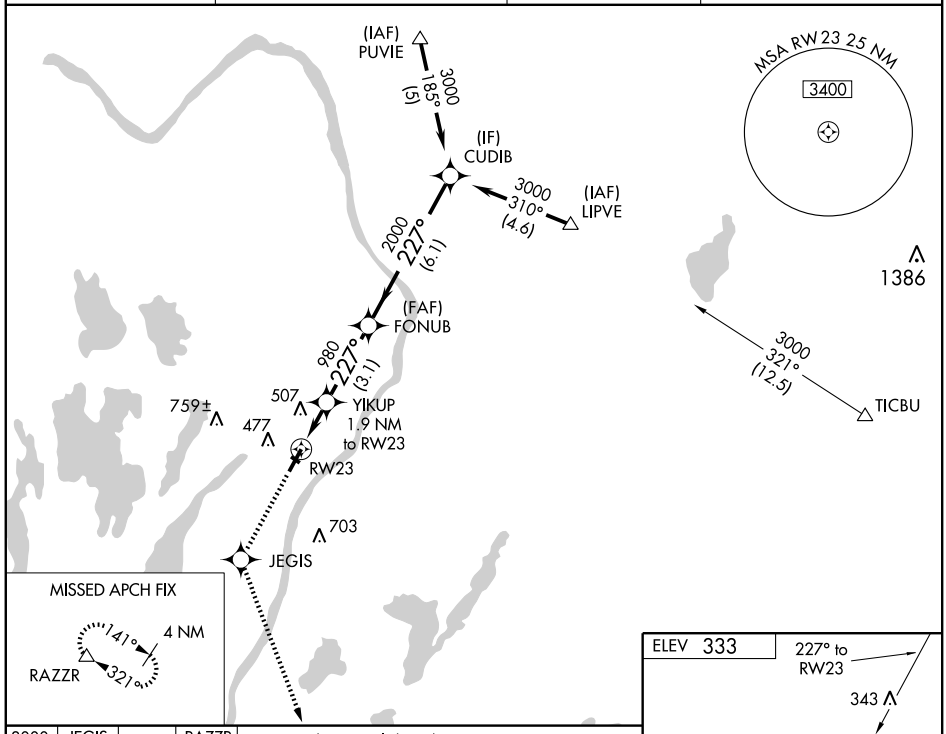
RNAV (GPS) RWY 23

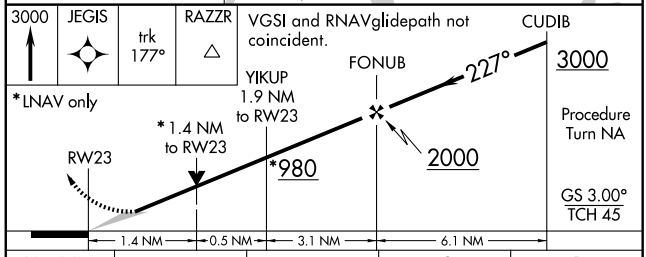
WATERVILLE ROBERT LAFLEUR (WVL)

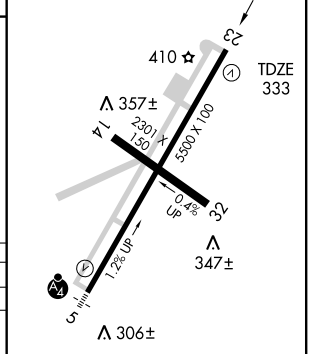
Circling to Rwy 14 and 32 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta altimeter setting and increase LPV DA to 618 feet and all MDA 40 feet; increase LPV all Cats and LNAV Cat C visibility ¼ mile. VDP NA when using Augusta altimeter setting.

MISSED APPROACH: Climb to 3000 direct JEGIS and via 177° track to RAZZR and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6	122.7 L (CTAF)







CATEGORY	A	B	C	D
LPV DA	583-¾ 250 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	800-1 467 (500-1)		800-1¼ 467 (500-1¼)	800-1½ 467 (500-1½)
CIRCLING	860-1 527 (600-1)		860-1½ 527 (600-1½)	900-2 567 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwy 23

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME AUG	APP CRS	Rwy Idg	5500
111.4	040°	TDZE	309
Chan 51		Apt Elev	333

VOR/DME or GPS RWY 5

WATERVILLE ROBERT LAFLEUR (WVL)

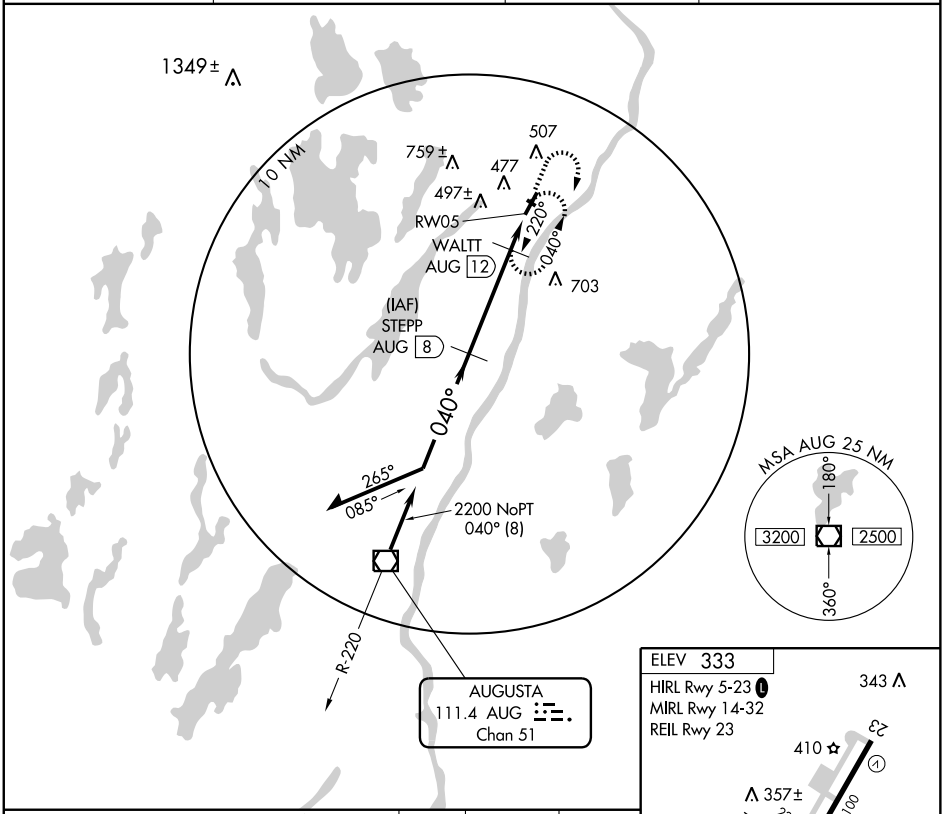
NA

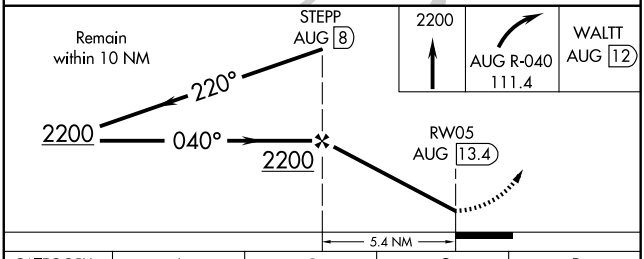
Inoperative table does not apply.

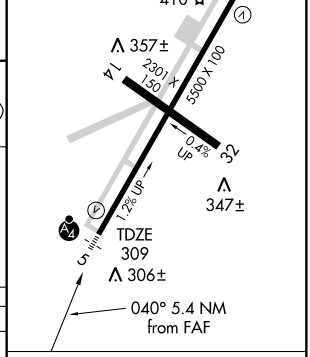
MALSF

MISSED APPROACH: Climb to 2200 then right turn via AUG R-040 to WALTT AUG 12 DME and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6	122.7 L (CTAF)







CATEGORY	A	B	C	D
S-5	760-1 451 (500-1)		760-1¼ 451 (500-1¼)	760-1½ 451 (500-1½)
CIRCLING	820-1 487 (500-1)		820-1½ 487 (500-1½)	900-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3397
070°	TDZE	70
	Apt Elev	70

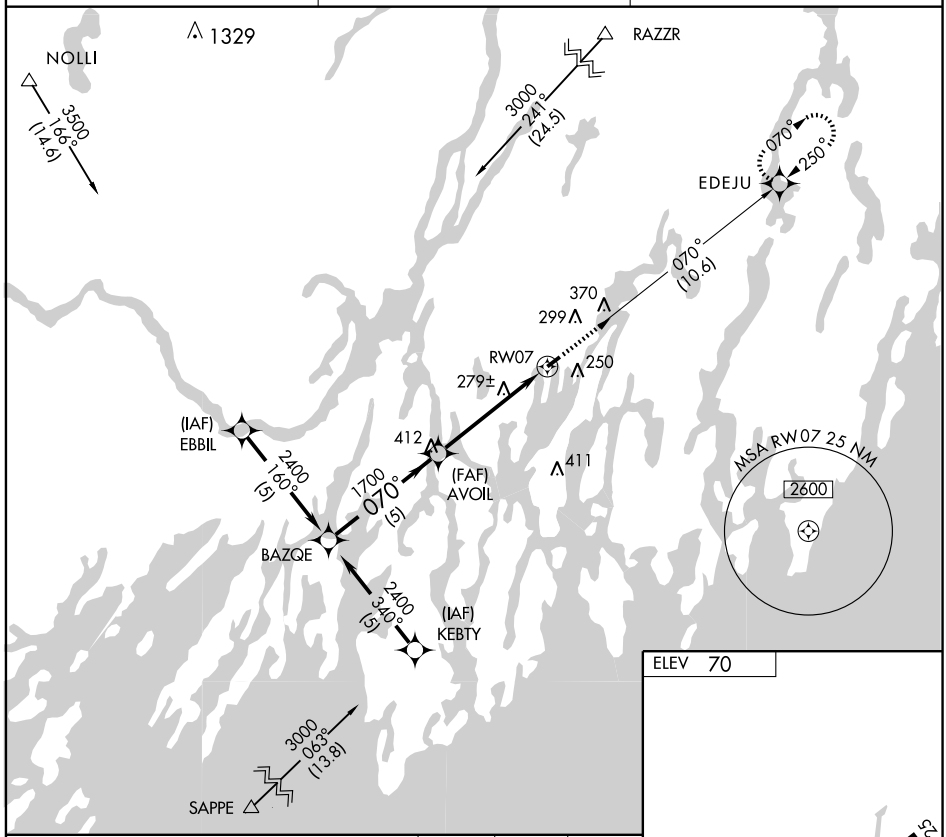
GPS RWY 7
WISCASSET (IWI)

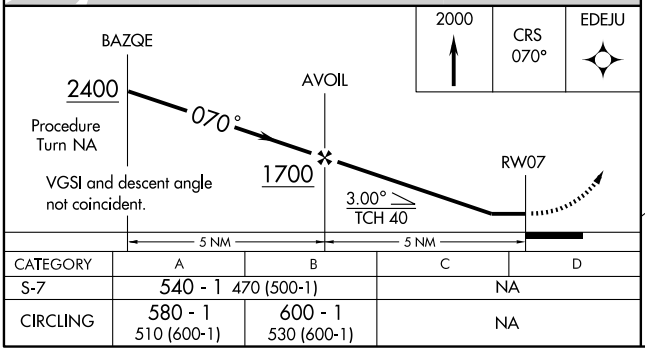
NA

CIRCLING NA Southeast RWY 7-25

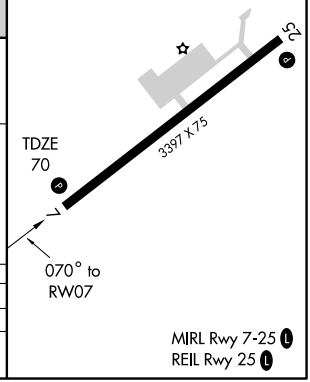
MISSED APPROACH: Climb to 2000 via 070° course to EDEJU WP and hold.

ASOS	BRUNSWICK APP CON ★	UNICOM
135.725	118.15 263.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-7	540 - 1 470 (500-1)		NA	
CIRCLING	580 - 1 510 (600-1)	600 - 1 530 (600-1)	NA	



NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3397
250°	TDZE	67
	Apt Elev	70

GPS RWY 25
WISCASSET (IWI)

NA

CIRCLING NA Southeast RWY 7-25

MISSED APPROACH: Climb to 1900 direct BAZQE WP and hold.

ASOS	BRUNSWICK APP CON ★	UNICOM
135.725	118.15 263.6	122.8 (CTAF) L

MSA RW25 25 NM
2600

RAZZR
3000
203°
(5.3)

1329
3000
107°
(23.7)
NOLLI

(IAF)
GEMIN
2400
180°
(5)

EDEJU

1700
250°
(5)

(FAF)
OMDOW

2400
340°
(5)

3000
289°
(14.6)
ANCOR

(IAF)
CEZAC

370
299
206
RW25
250
2 NM to
RW25

411

BAZQE
070°
250°

ELEV 70

250° to
RW25

TDZE
67

3397 X 75

1900

BAZQE

EDEJU

OMDOW

2400

2 NM to
RW25

250°

Procedure
Turn NA

RW25

1700

700

3.02°
TCH 40

VGSI and descent angles
not coincident.

2 NM
3 NM
5 NM

CATEGORY	A	B	C	D
S-25	560 - 1 493 (500-1)		NA	
CIRCLING	580 - 1 510 (600-1)	600 - 1 530 (600-1)	NA	

MIRL Rwy 7-25 L
REIL Rwy 25 L

NE-1. 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[3]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[36]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME — ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .... **RNAV (GPS) Rwy 28**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[1]
ILS Rwy 22L[1]
ILS Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 15R[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL .... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **LOC Rwy 8[123]**
VOR or GPS-A[4]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

NAME ALTERNATE MINIMUMS

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[12]**
VOR Rwy 2[3]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]NA when local weather not available.
[3]Categories A,B, 1200-2; Category C,D, 1200-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME or GPS Rwy 17[3]

[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**
NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**
Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD ... **RNAV (GPS) Rwy 18**
NA when local weather not available.

PAWTUCKET, RI

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B
NA when local weather not available.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29
ILS, Category D, 700-2.

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]
[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34
NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31
NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

VINEYARD HAVEN, MA

MARTHA'S VINEYARD .... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[34]
VOR Rwy 20[35]
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[5]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

NAME ALTERNATE MINIMUMS

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Rwy 10**

Categories A,B, 900-2; Category C, 900-2¾.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR or TACAN Rwy 6[4]
VOR or TACAN Rwy 15[5]
VOR or TACAN Rwy 24[6]
VOR or TACAN Rwy 33[6]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

BANGOR, ME

Amdt. 4B, SEP 25, 2008 (FAA)

ELEV **192**

BANGOR INTL

RADAR- 124.5 239.3 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33		AB	**580**/24	417	(400-½)
			C	**580**/40	417	(400-¾)
			DE	**580**/50	417	(400-1)
	15		AB	**700**/24	508	(600-½)
			CD	**700**/50	508	(600-1)
			E	**700**/60	508	(600-1¼)
CIRCLING			AB	**700**-1	508	(600-1)
			C	**700**-1½	508	(600-1½)
			DE	**760**-2	568	(600-2)

Circling not authorized Northeast of Rwy 15-33.
For inoperative SSALR, S-15 and S-33 increase visibility Cat E ½ mile.

BRUNSWICK NAS (KNHZ), ME (09351 USN)

ELEV 72

RADAR - (E) 118.15 121.2 233.9 263.6 346.8 302.0 312.4 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	1R[2]	3.0°/49/1031	ABCDE	161-¼	100	(100-¼)
	19L[2]	3.0°/51/980	ABCDE	171-¼	100	(100-¼)

[1]No-NOTAM preventive maint TUE 1300-1700Z++. [2]When ALS inop, increase vis to ½ mile.

PORTSMOUTH, NH Amdt 1, AUG 27, 2009 (FAA) ELEV 100

PORTSMOUTH INTL AT PEASE

RADAR- 125.05 269.4 NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	34	3.0°/64/1221	ABCDE	**284**/24	200	(200-½)
ASR	34		ABC	**560**/40	476	(500-¾)
			D	**560**/50	476	(500-1)
			E	**560**/60	476	(500-1¼)
	16		ABC	**520**/40	420	(500-¾)
			DE	**520**/50	420	(500-1)
CIR			AB	**560**-1¼	460	(500-1¼)
			C	**560**-1½	460	(500-1½)
			D	**680**-2	580	(600-2)
			E	**720**-2¼	620	(700-2¼)

Circling NA east of Rwy 16/34.
For inoperative MALSR increase PAR S-34 Cat E visibility to RVR 4000, ASR S-34 Cat E visibility to 1¾.
For inoperative MALSR increase ASR S-16 Cat D visibility to RVR 5000 and Cat E to 1½.
Lost Communications (All Rwys): As directed by ATC on inital contact.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading at 250' per NM to 400 feet before turning.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right. **Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL. **Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 33L, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BRUNSWICK NAS (KNHZ)

BRUNSWICK, ME 09295

Rwy 1L, CAUTION: Cross DER at or above 30' AGL/102' MSL.

Rwy 1R, CAUTION: Cross DER at or above 10' AGL/82' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)

AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK

NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 300-1½ with a min. climb of 471' per NM to 6600, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA

GARDNER MUNI

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA

WALTER J. KOLADZA

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME

GREENVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT

HARTFORD-BRAINARD

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.

NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

HAVERHILL, NH

DEAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 800-2. **Rwy 35,** 300-1.

LYNDONVILLE, VT

CALEDONIA COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA

MANSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI

TAKE-OFF MINIMUMS: **Rwy 29,** 700-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 700-1 or std. with a min. climb of 290' per NM to 1300.

MONTAGUE, MA

TURNERS FALLS

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 14,** 300-1 or std. with a min. climb of 340' per NM until 200. **Rwy 20,** 300-1 or std. with a min. climb of 240' per NM until 100. **Rwy 32,** 400-1 or std. with a min. climb of 420' per NM until 500.

NEWPORT, RI
NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.
NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT
NEWPORT STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.
DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME
CENTRAL MAINE AIRPORT OF NORRIDGEWOCK
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.
DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI
QUONSET STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA
NORTHAMPTON
TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA
NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.
NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

PLYMOUTH, MA

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from departure end of runway, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from departure end of runway, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI

NOTE: **Rwy 7,** trees beginning 133' from departure end of runway, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from departure end of runway, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from departure end of runway, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course.

Rwy 32, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 260' per NM until passing 1000.

Rwys 10, 28 NA.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 300-2 or std. with a min. climb of 260' per NM to 700. **Rwy 33,** 1200-3 or std. with a min. climb of 250' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1700 before proceeding on course. **Rwy 15,** climb runway heading to 1400 before proceeding on course. **Rwy 20,** climb runway heading to 2200 before proceeding on course. **Rwy 33,** climb runway heading to 1500 before proceeding on course.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400. RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL.**Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 700-3 or std. w/ min. climb of 326' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before proceeding on course. **Rwy 33,** Climb heading 328° to 1000 before proceeding on course.

NOTES: **Rwy 1,** Trees beginning 887' from departure end of runway, 493'left of centerline, up to 100' AGL/239' MSL. Trees beginning 1846' from departure end of runway, on centerline, up to 100' AGL/265' MSL. **Rwy 6,** Trees beginning 21' from departure end of runway, 464' left of centerline, up to 100' AGL/184' MSL. Trees beginning 1335' from departure end of runway, on centerline, up to 100' AGL/289' MSL. **Rwy 15,** Vehicle on road 453' from departure end of runway, 615' left of centerline, 15' AGL/186' MSL. Trees beginning 2341' from departure end of runway, 767' right of centerline, up to 76' AGL/244' MSL. Vehicle on road 409' from departure end of runway, 591' left of centerline, 15' AGL/186' MSL. Trees beginning 1520' from departure end of runway, 429' right of centerline, up to 77' AGL/219' MSL. **Rwy 19,** Aircraft 1843' from departure end of runway, 223' right of centerline, 40' AGL/269' MSL. Light pole 2843' from departure end of runway, 223' right of centerline, up to 88' AGL/222' MSL. **Rwy 24,** obstruction light fence 1240' from departure end of runway, 784' left of centerline, 50' AGL/215' MSL. Trees beginning 3389' from departure end of runway, 599' left of centerline, up to 100' AGL/ 267' MSL trees beginning 2346' from departure end of runway, 489' right of centerline, up to 70' AGL/273' MSL. **Rwy 33,** Trees beginning 1590' from departure end of runway, on centerline up to 100' AGL/256' MSL. Obstruction light tower 2.4 NM from departure end of runway, 3534' left of centerline 117' AGL/774' MSL. Trees beginning 1618' from departure end of runway, 580' right of centerline, up to 100' AGL/252' MSL. Trees beginning 3125' from departure end of runway, 308' right of centerline, up to 100' AGL/256' MSL.

WISCASSET, ME

WISCASSET

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 240' per NM to 600.

WORCESTER, MA

WORCESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 29,** 300-2 or std. with a min. climb of 250' per NM to 1300. **Rwy 33,** 700-2 or std. with a min. climb of 320' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb runway heading to 1300 before proceeding on course. **Rwy 33,** climb runway heading to 2000 before proceeding on course.

APP CRS	Rwy Idg	5200
191°	TDZE	1161
	Apt Elev	1161

RNAV (GPS) RWY 18

BERLIN RGNL (BML)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 5000 direct ELSEQ WP and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L

Procedure NA for arrivals at PLOTT via V447 southwestbound, at UMUMY via V322 northbound, BML VOR/DME airway radials 310 CW 071, GMA NDB bearing 353° CW 114°.

HURDS
5800
106°
(23)

(IAF)
UMUMY

5000 NoPT
146°
(13.2)

MSA BIISN 25 NM
7500

CONDOR 1 MOA

4 NM
3400
191°
011°
3500
(IF/IAF)
ELSEQ
4400
191°
(3.5)

3740

PIPPO
2.5 NM
to ACCOW
3900
(2.5)
2213±
(FAF)
ACCOW

3520
5800
087°
(44.8)
PLOTT

3661

191°
5800 to ELSEQ
010° (10.5)

1879±
BERLIN
BML
HELNO
2.4 NM
to BIISN
(MAP)
BIISN

2800
3800

5800 to ELSEQ
054°
(33.4)

MAHN
GMA

YANKEE 1 MOA

4180
2262

ELEV 1161

TDZE
1161

18
0.5% DOWN
5200 X 100
36

4 NM
Holding Pattern
ELSEQ
PIPPO
2.5 NM
to ACCOW
ACCOW
HELNO
2.4 NM
to BIISN
BIISN
5000
011°
191°
191°
4400
3900
2220
3.35°
TCH 50
VGSI and descent angles not coincident.

5000 ELSEQ

3.5 NM 2.5 NM 4.7 NM 2.4 NM 0.5

CATEGORY	A	B	C	D
LNAV MDA	2040-1 879 (900-1)	2040-1¼ 879 (900-1¼)	2040-2½ 879 (900-2½)	2040-2¾ 879 (900-2¾)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

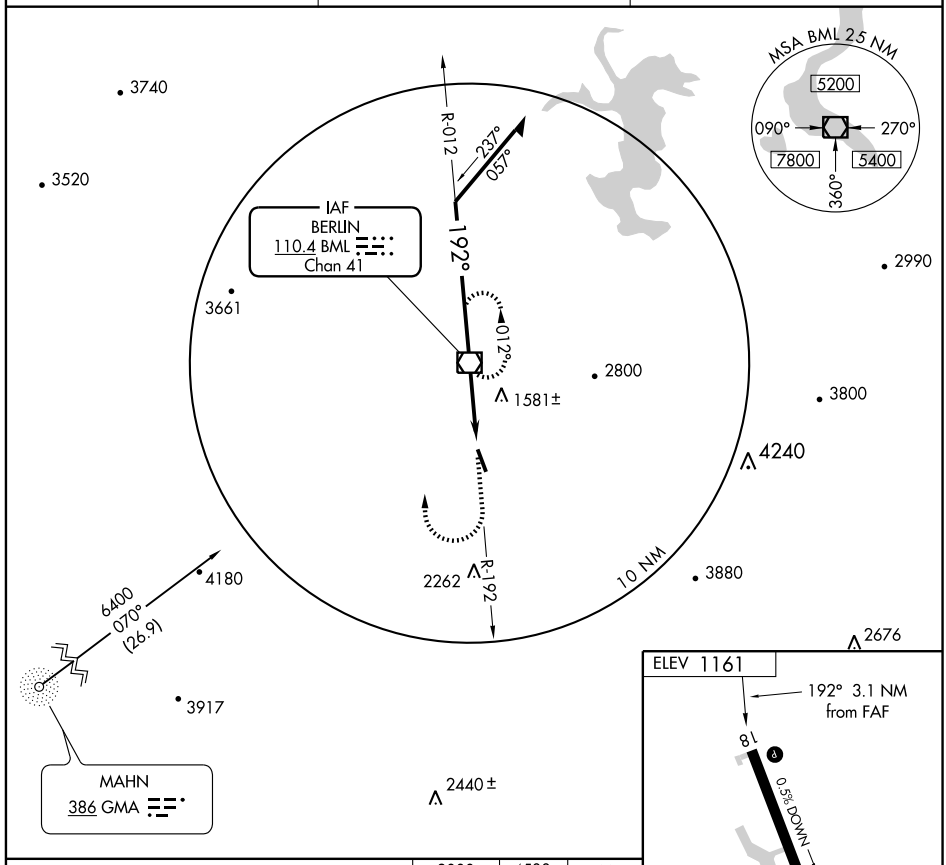
NE-1, 14 JAN 2010 to 11 FEB 2010

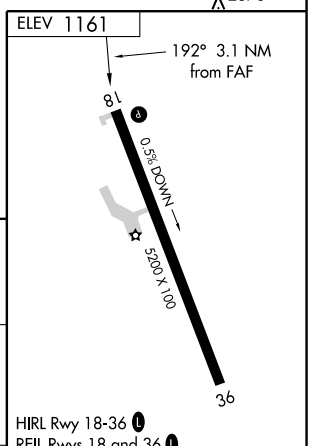
VOR/DME BML	APP CRS	Rwy Idg	N/A
110.4	192°	TDZE	N/A
Chan 41		Apt Elev	1161

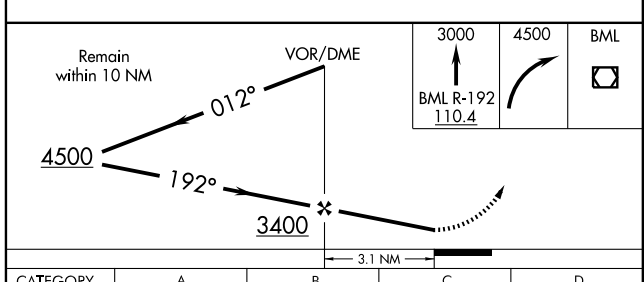
VOR-B
BERLIN RGNL (BML)

MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4500 direct BML VOR/DME and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2180-1¼ (1019 (1100-1¼))	2260-1½ (1099 (1100-1½))	2260-3 (1099 (1100-3))	2360-3 (1199 (1200-3))

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

NE-1. 14 JAN 2010 to 11 FEB 2010

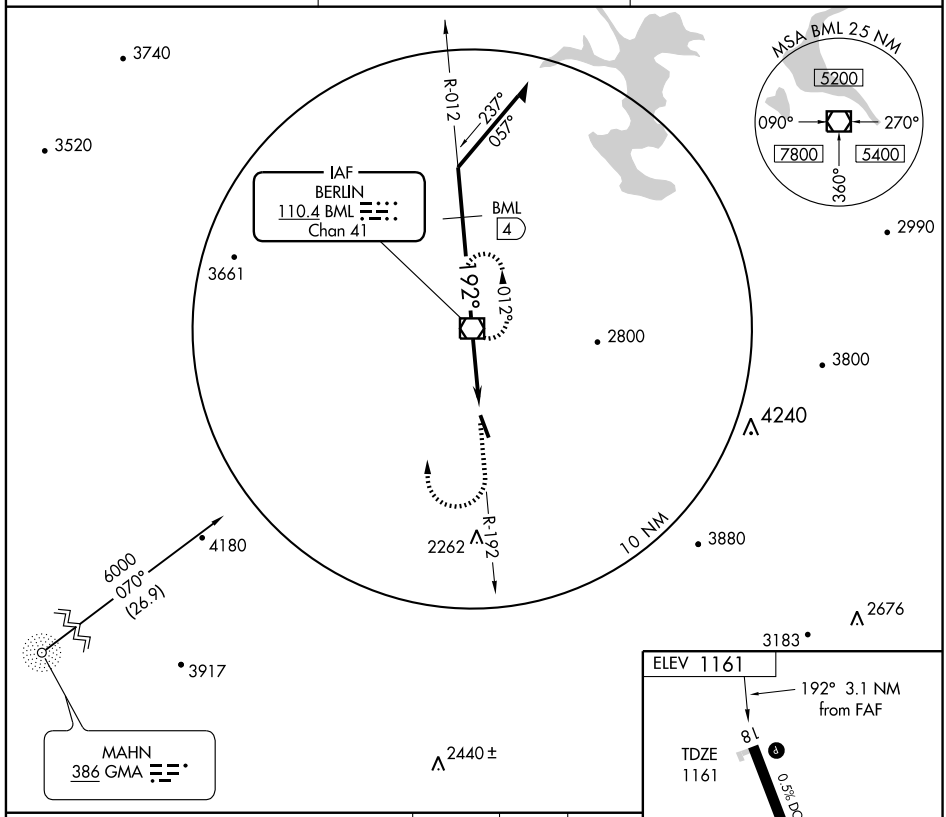
VOR/DME BML	APP CRS	Rwy Idg	5200
110.4	192°	TDZE	1161
Chan 41		Apt Elev	1161

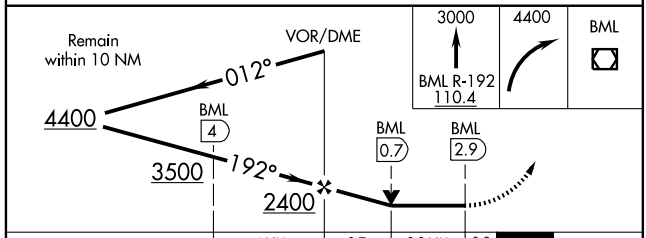
VOR/DME RWY 18

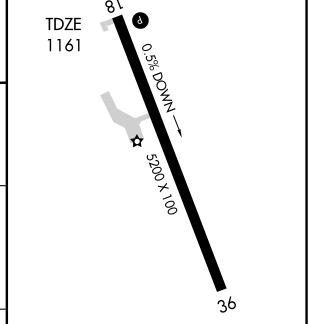
BERLIN RGNL (BML)

MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	1940-1 779 (800-1)	1940-1¼ 779 (800-1¼)	1940-2¼ 779 (800-2¼)	1940-2½ 779 (800-2½)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3100
289°	TDZE	544
	Apt Elev	545

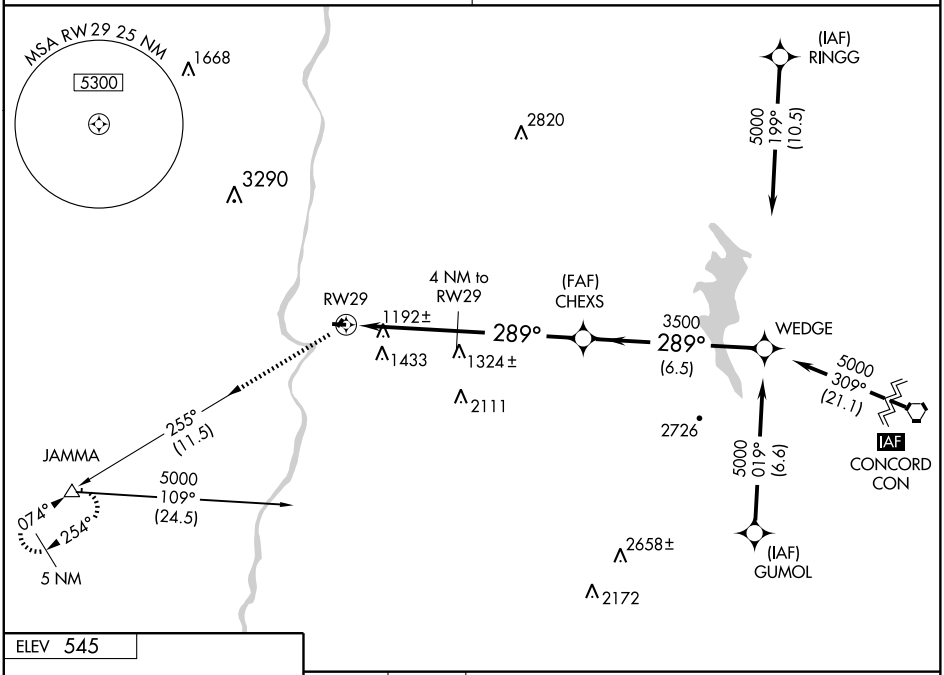
GPS RWY 29
CLAREMONT MUNI (CNH)

T
NA

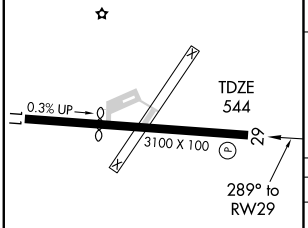
IAF ARM APPROACH MODE PRIOR TO IAF.
Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting.

MISSED APPROACH: Climb to 5000 via course 255° to JAMMA WP and hold.

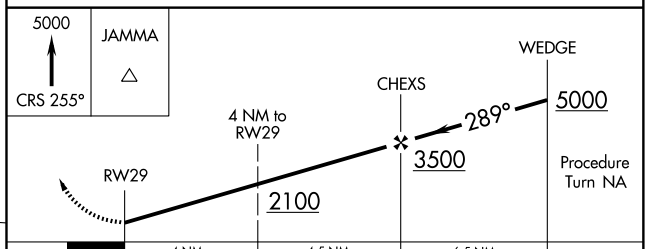
BOSTON CENTER	UNICOM
134.7 381.4	122.7 (CTAF) L



ELEV 545



REIL Rwy 29 L
MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
S-29	1560-1¼ 1016 (1100-1¼)	1560-1½ 1016 (1100-1½)	NA	
CIRCLING	1560-1¼ 1015 (1100-1¼)	1600-1½ 1055 (1100-1½)	NA	
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-29	1580-1¼ 1036 (1100-1¼)	1580-1½ 1036 (1100-1½)	NA	
CIRCLING	1580-1¼ 1035 (1100-1¼)	1620-1½ 1075 (1100-1½)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB CNH 233	APP CRS 048°	Rwy Idg N/A TDZE N/A Apt Elev 545

NDB-A
CLAREMONT MUNI (CNH)

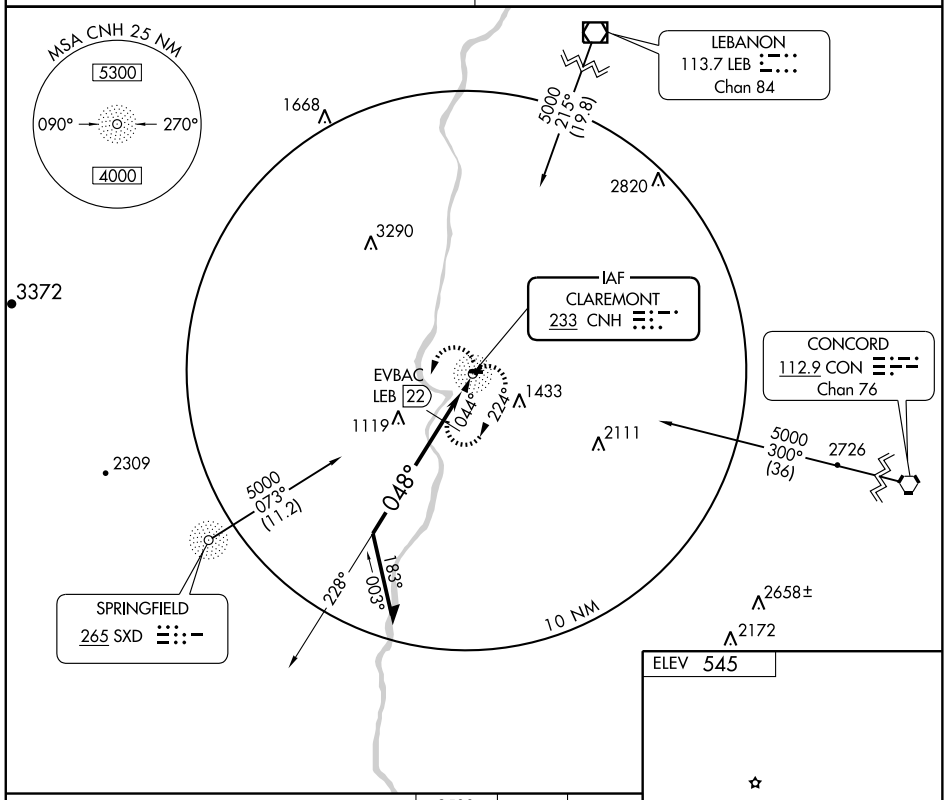
NA

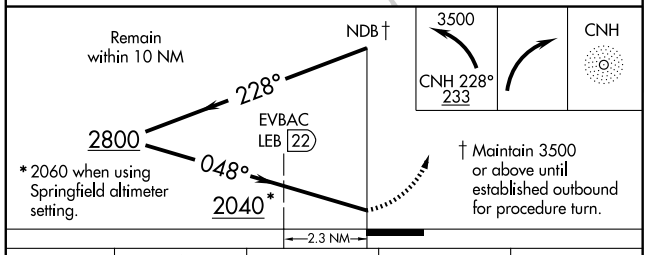
Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all MDAs 20 feet.

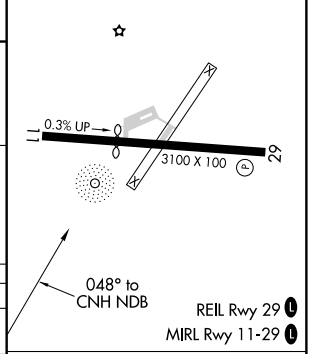
MISSED APPROACH: Climbing left turn to 3500 via CNH NDB 228° bearing outbound, then right turn direct CNH NDB and hold.

BOSTON CENTER
134.7 381.4

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2040-1¼ 1495 (1500-1¼)	2040-1½ 1495 (1500-1½)	NA	

EVBAC DME MINIMUMS

CIRCLING	1520-1¼ 975 (1000-1¼)	1600-1½ 1055 (1100-1½)	NA	

Knots	60	90	120	150	180
Min:Sec					

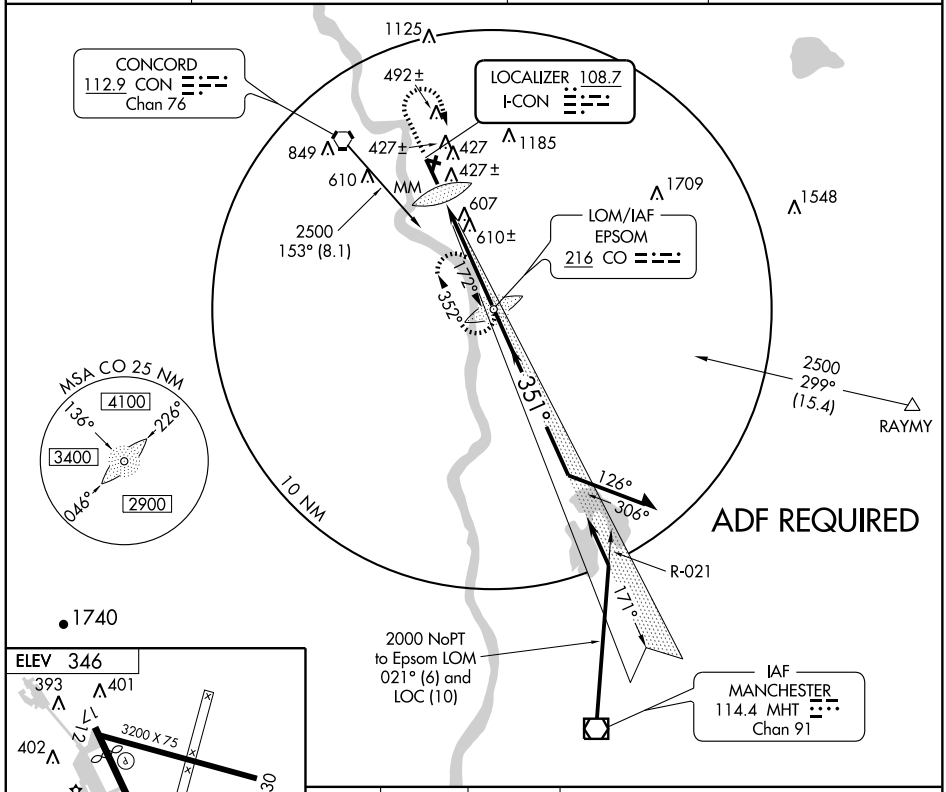
NE-1. 14 JAN 2010 to 11 FEB 2010

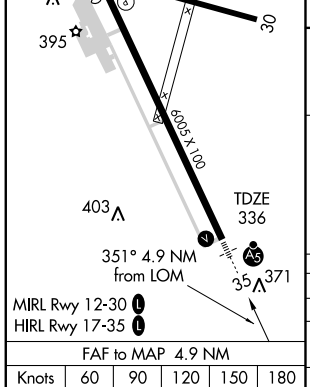
LOC I-CON	APP CRS		
108.7	351°	Rwy Idg	6005
		TDZE	336
		Apt Elev	346

ILS RWY 35
CONCORD MUNI (CON)

T NA	Inoperative table does not apply to S-ILS CAT A-D and S-LOC A and B.	MALSR	MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 via CO 172° course to EPSOM LOM and hold.

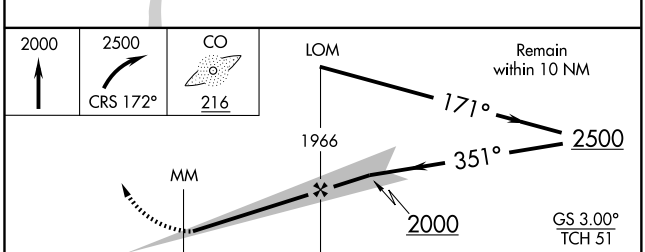
ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L





FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 35	586-1	250 (300-1)		
S-LOC 35	860-1	524 (600-1)		860-1¼ 524 (600-1¼)
CIRCLING	920-1 574 (600-1)	1020-1 674 (700-1)	1020-2 674 (700-2)	1100-2½ 754 (800-2½)

NE-1, 14 JAN 2010 to 11 FEB 2010

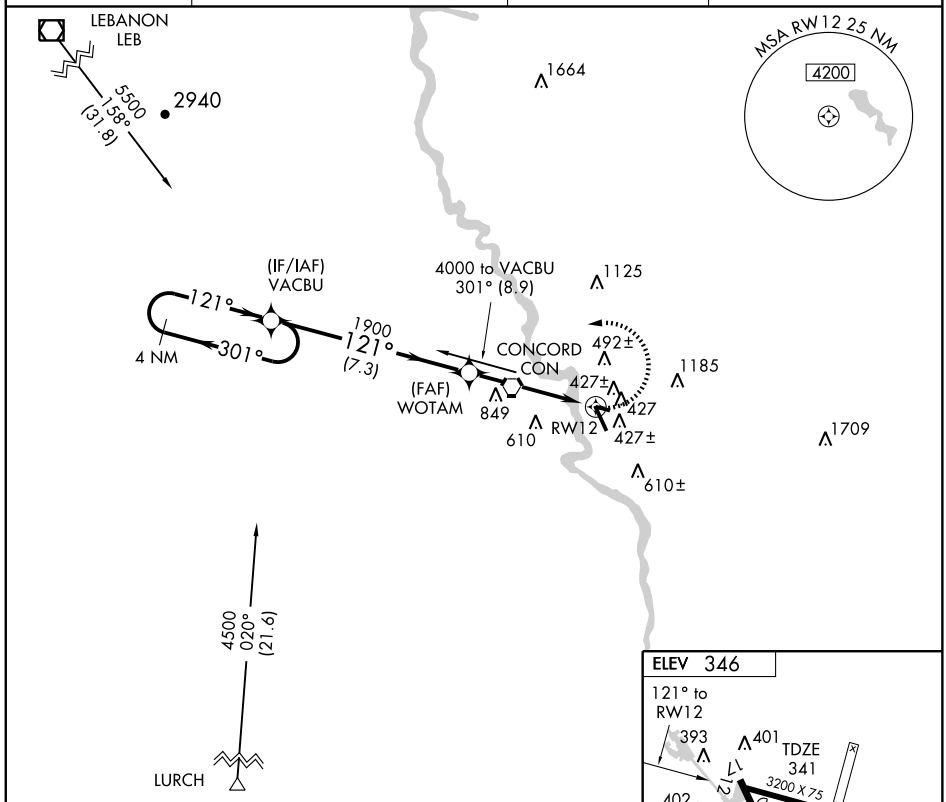
APP CRS		
121°	Rwy Idg	3200
	TDZE	341
	Apt Elev	346

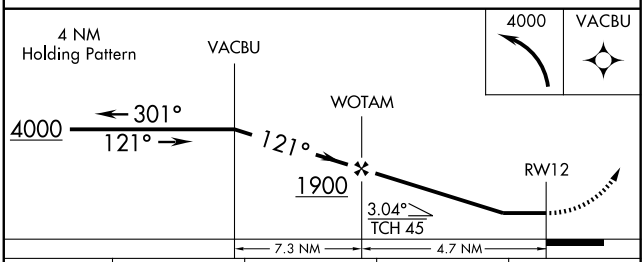
RNAV (GPS) RWY 12
CONCORD MUNI (CON)

Straight-in/circling Rwy 12 NA at night. Circling to Rwy 17 and 30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

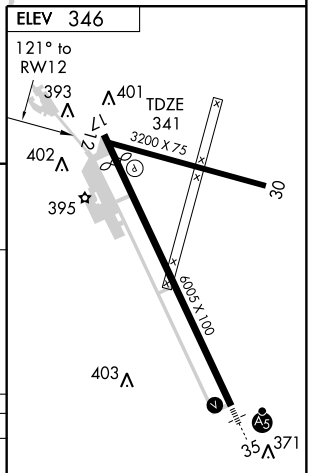
MISSED APPROACH: Climbing left turn to 4000 direct VACBU and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1 819 (900-1)	1160-1¼ 819 (900-1¼)	1160-2½ 819 (900-2½)	1160-2¾ 819 (900-2¾)
CIRCLING	1160-1 814 (900-1)	1160-1¼ 814 (900-1¼)	1160-2½ 814 (900-2½)	1220-2¾ 874 (900-2¾)



NE-1. 14 JAN 2010 to 11 FEB 2010

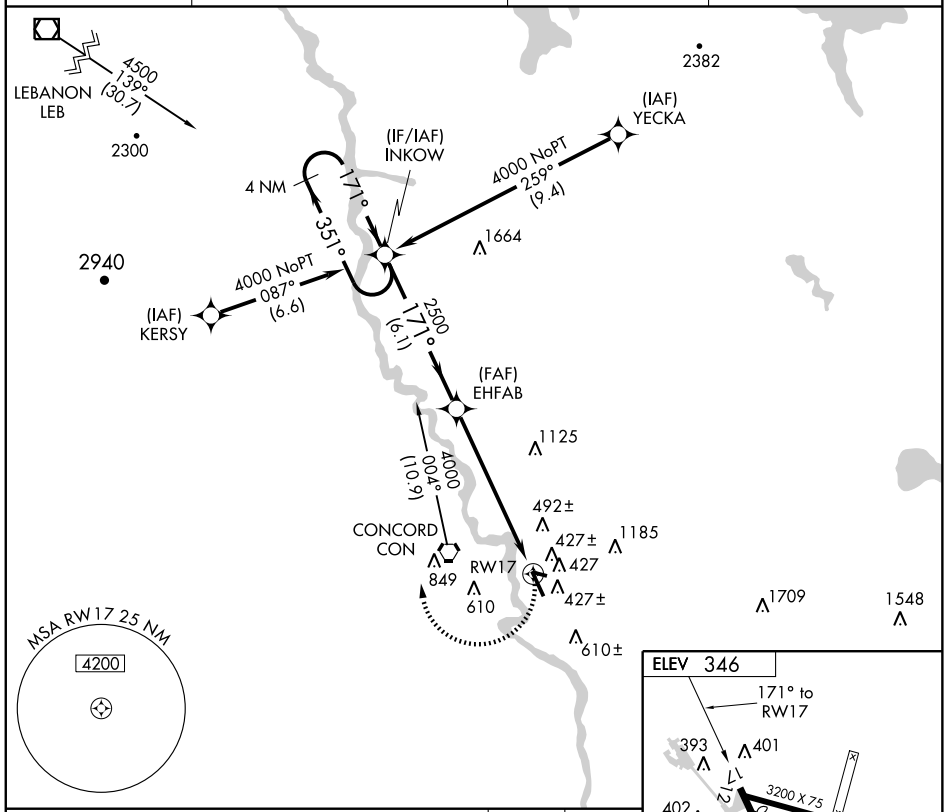
APP CRS	Rwy Idg	5355
171°	TDZE	340
	Apt Elev	346

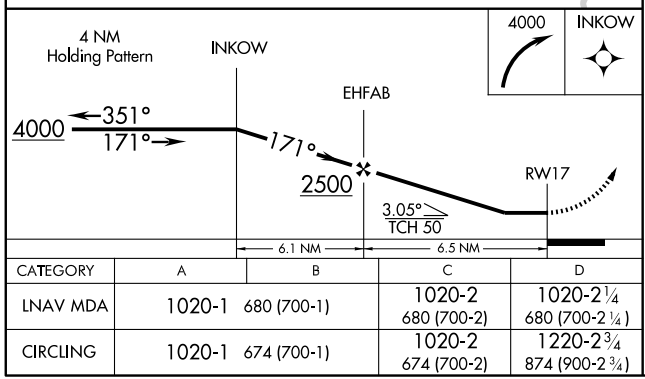
RNAV (GPS) RWY 17
CONCORD MUNI (CON)

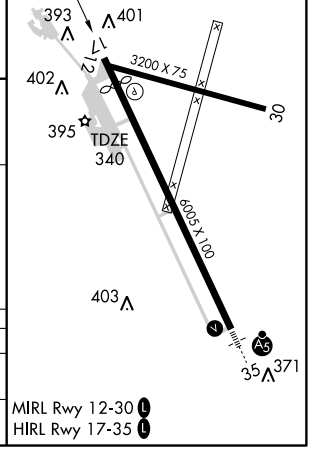
DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct INKOW and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1020-1	680 (700-1)	1020-2 680 (700-2)	1020-2¼ 680 (700-2¼)
CIRCLING	1020-1	674 (700-1)	1020-2 674 (700-2)	1220-2¾ 874 (900-2¾)

MIRL Rwy 12-30
HIRL Rwy 17-35

NE-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6005
Ch 90112	351°	TDZE	336
W35A		Apt Elev	346

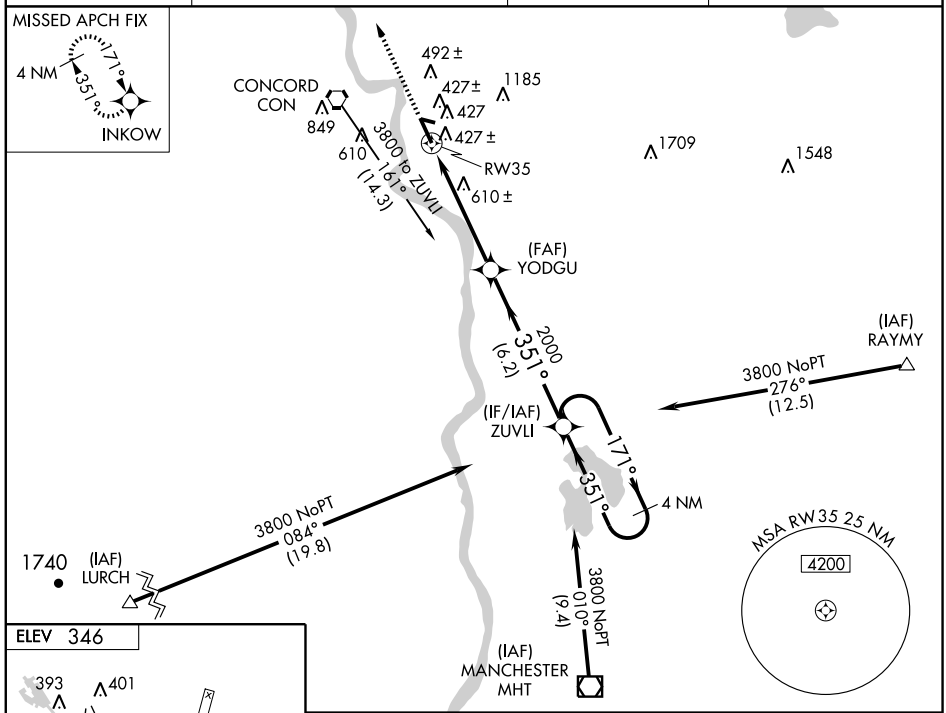
RNAV (GPS) RWY 35
CONCORD MUNI (CON)

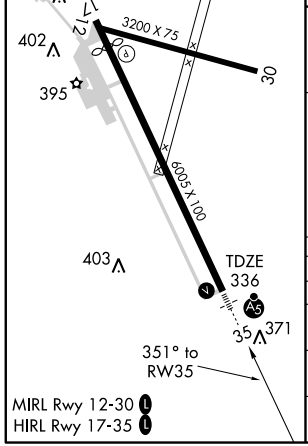
T A W — DME/DME RNP-0.3 NA. Circling to Rwy 17 and Rwy 30 NA at night. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV MDA Cats A, B visibility to 1.

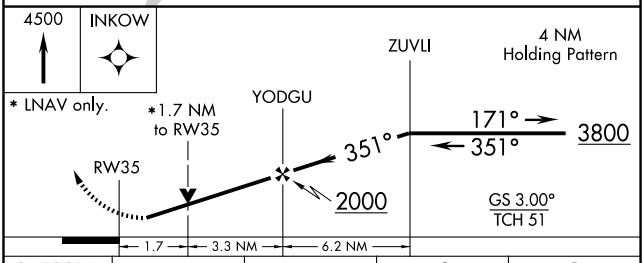
MALSR

MISSED APPROACH: Climb to 4500 direct INKOW and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	590-¾ 254 (300-¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	940-¾ 604 (600-¾)		940-1¼ 604 (600-1¼)	940-1½ 604 (600-1½)
CIRCLING	940-1 594 (600-1)	1020-1 674 (700-1)	1020-2 674 (700-2)	1220-2¾ 874 (900-2¾)

NE-1. 14 JAN 2010 to 11 FEB 2010

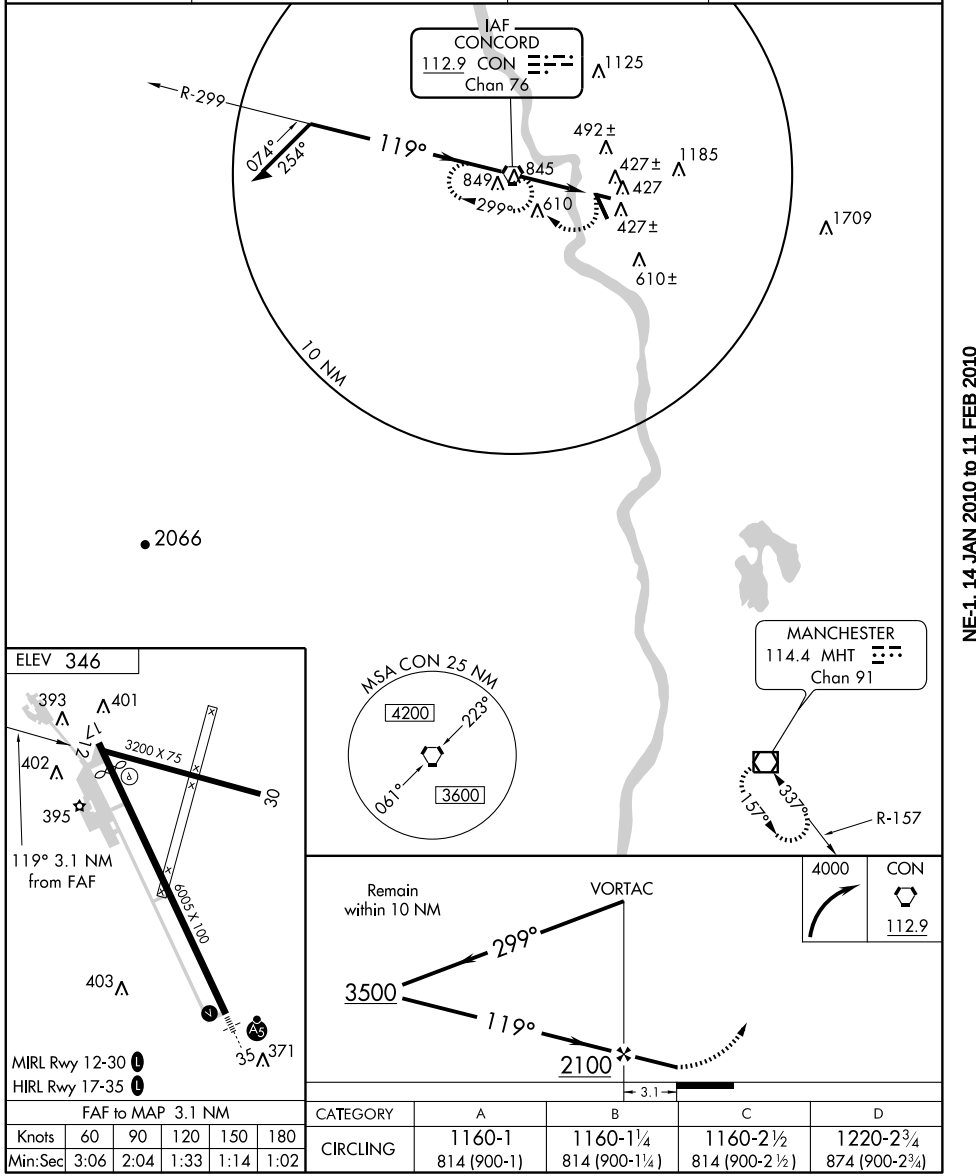
VORTAC CON	APP CRS	Rwy Idg	N/A
112.9	119°	TDZE	N/A
Chan 76		Apt Elev	346

VOR-A
CONCORD MUNI (CON)

Circling to Rwy 12, 17, 30 NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct CON VORTAC and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L



FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
CIRCLING	1160-1 814 (900-1)	1160-1¼ 814 (900-1¼)	1160-2½ 814 (900-2½)	1220-2¾ 874 (900-2¾)

NE-1. 14 JAN 2010 to 11 FEB 2010

HAVERHILL, NEW HAMPSHIRE

AL-10136 (FAA)

APP CRS	Rwy Idg	2511
188°	TDZE	582
	Apt Elev	582

RNAV (GPS) RWY 19

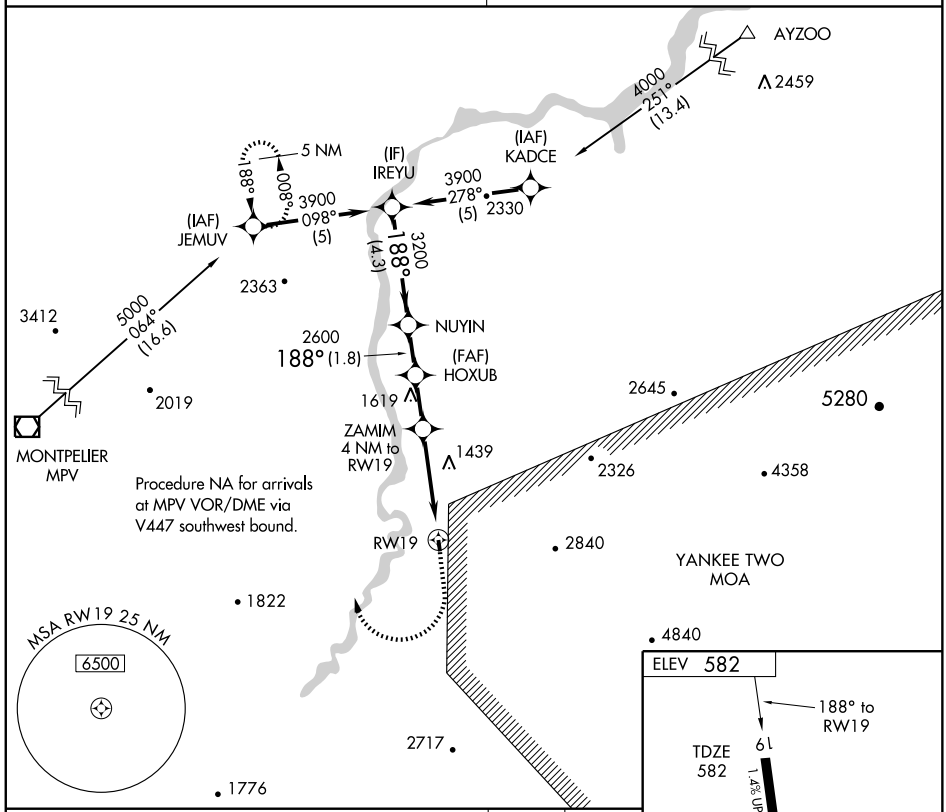
HAVERHILL/DEAN MEMORIAL (5B9)

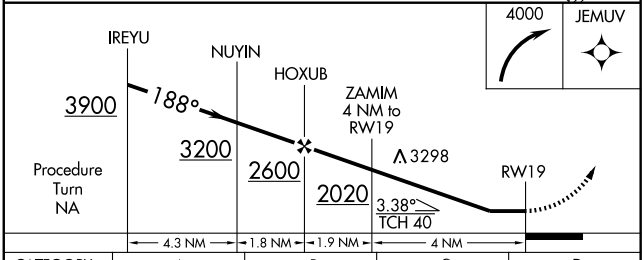
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Lebanon altimeter setting; if not received, use Barre-Montpelier, VT altimeter setting and increase all MDAs 80 feet.

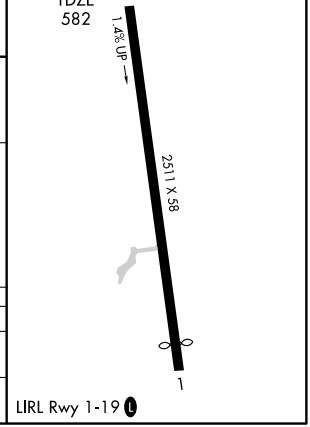
NA

MISSED APPROACH: Climbing right turn to 4000 direct JEMUV and hold.

LEBANON ASOS	UNICOM
118.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1780-1¼ 1198 (1200-1¼)	1780-1½ 1198 (1200-1½)	NA	
CIRCLING	1780-1¼ 1198 (1200-1¼)	2060-1½ 1478 (1500-1½)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME GDM	APP CRS	Rwy Idg	N/A
110.6	023°	TDZE	N/A
Chan 43		Apt Elev	1040

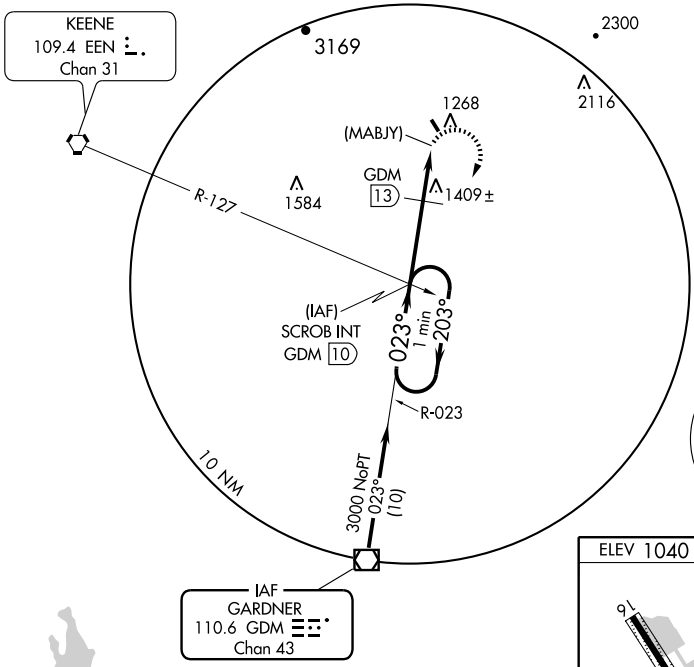
VOR or GPS-A

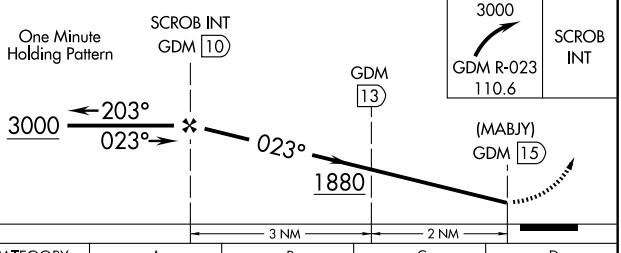
JAFFREY AIRPORT-SILVER RANCH (AFN)

Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3000 via GDM R-023 to SCROB Int/GDM 10 DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.875	123.75 338.2	122.8 (CTAF)



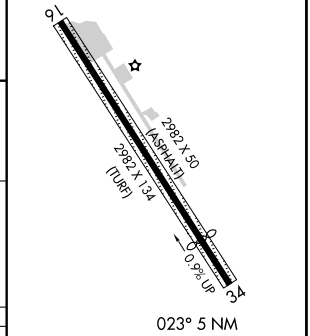


3000
GDM R-023
110.6
SCROB INT

CATEGORY	A	B	C	D
CIRCLING	1880-1 840 (900-1)	1880-1¼ 840 (900-1¼)	NA	

DME MINIMUMS

CIRCLING	1720-1 680 (700-1)	NA	



FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

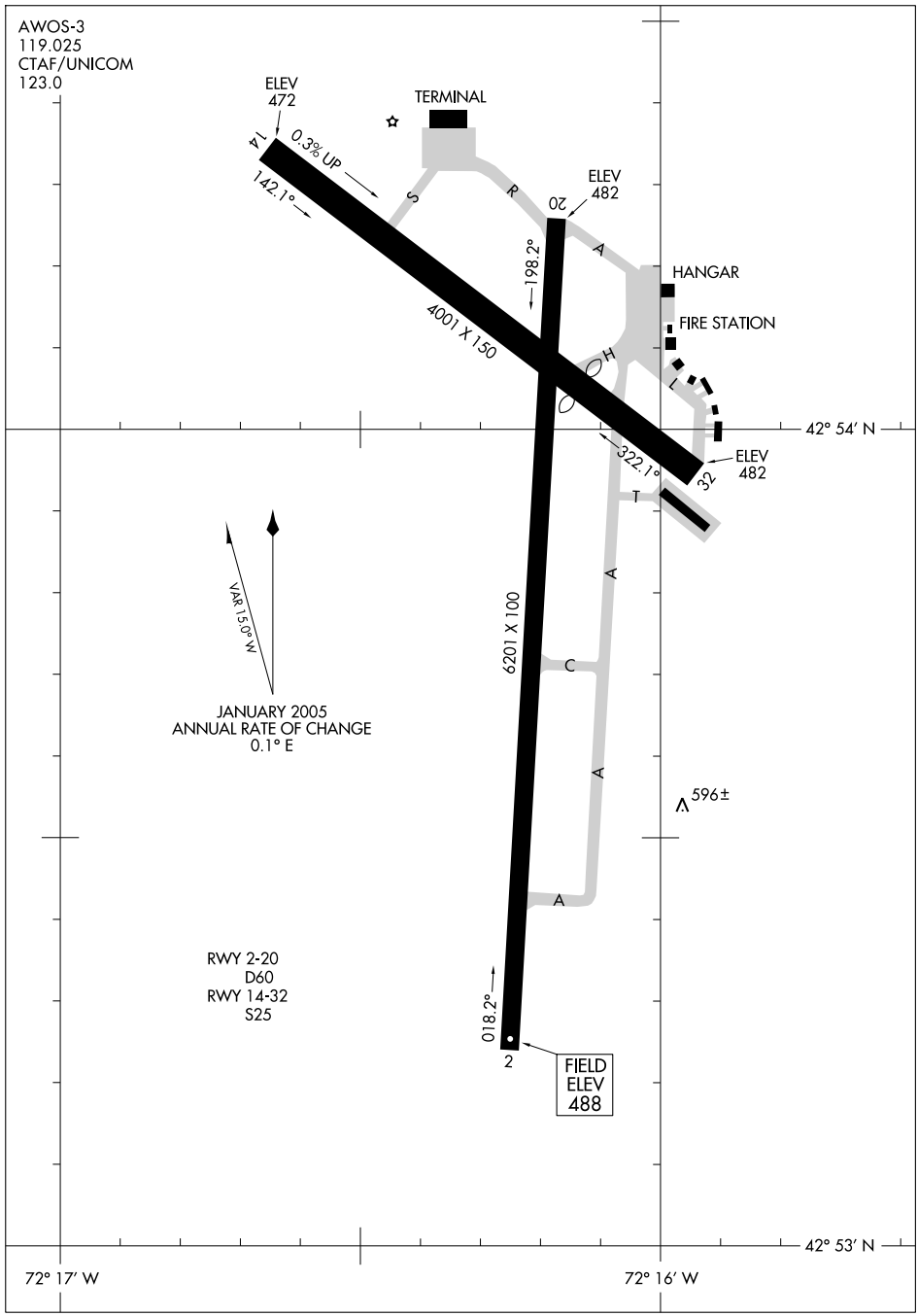
NE-1, 14 JAN 2010 to 11 FEB 2010

09071

AIRPORT DIAGRAM

AL-868 (FAA)

KEENE / DILLANT-HOPKINS (EEN)
KEENE, NEW HAMPSHIRE



NE-1, 14 JAN 2010 to 11 FEB 2010

LOC I-EEN	APP CRS	Rwy Idg	6201
108.9	018°	TDZE	488
		Apt Elev	488

ILS or LOC RWY 2

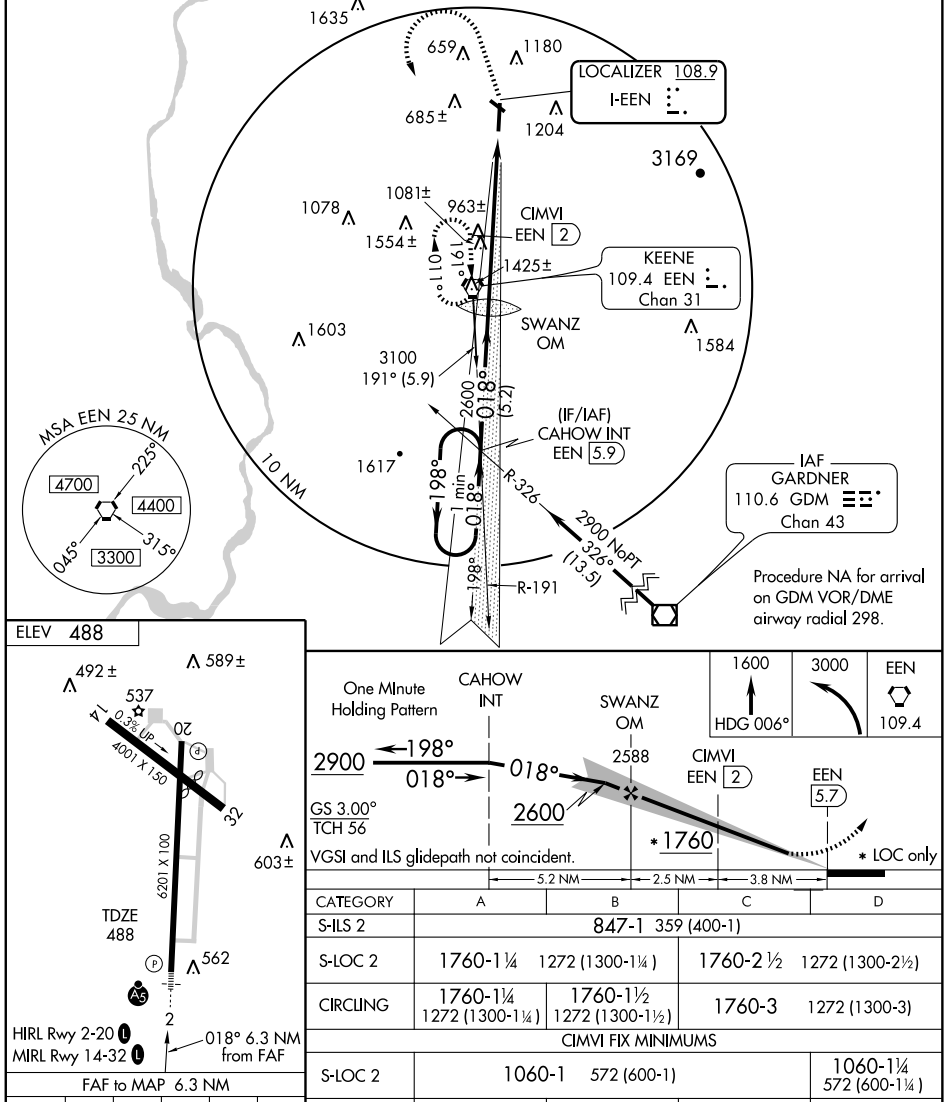
KEENE/DILLANT-HOPKINS (EEN)

NA — If local altimeter setting not received, use Orange Muni altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to S-LOC Cat A. For inoperative MALSR, increase S-LOC Cat B visibility to 1½. CIMVI FIX minimums: Inoperative table does not apply to S-LOC Cats A and B.

MALSR

MISSED APPROACH: Climb to 1600 via heading 006° then climbing left turn to 3000 direct EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L



FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-ILS 2	847-1 359 (400-1)			
S-LOC 2	1760-1¼ 1272 (1300-1¼)		1760-2½ 1272 (1300-2½)	
CIRCLING	1760-1¼ 1272 (1300-1¼)	1760-1½ 1272 (1300-1½)	1760-3 1272 (1300-3)	
CIMVI FIX MINIMUMS				
S-LOC 2	1060-1 572 (600-1)			1060-1¼ 572 (600-1¼)
CIRCLING	1380-1¼ 892 (900-1¼)	1500-1½ 1012 (1100-1½)	1500-3 1012 (1100-3)	1680-3 1192 (1200-3)

NE-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6201
CH 65708	018°	TDZE	488
W02A		Apt Elev	488

RNAV (GPS) RWY 2

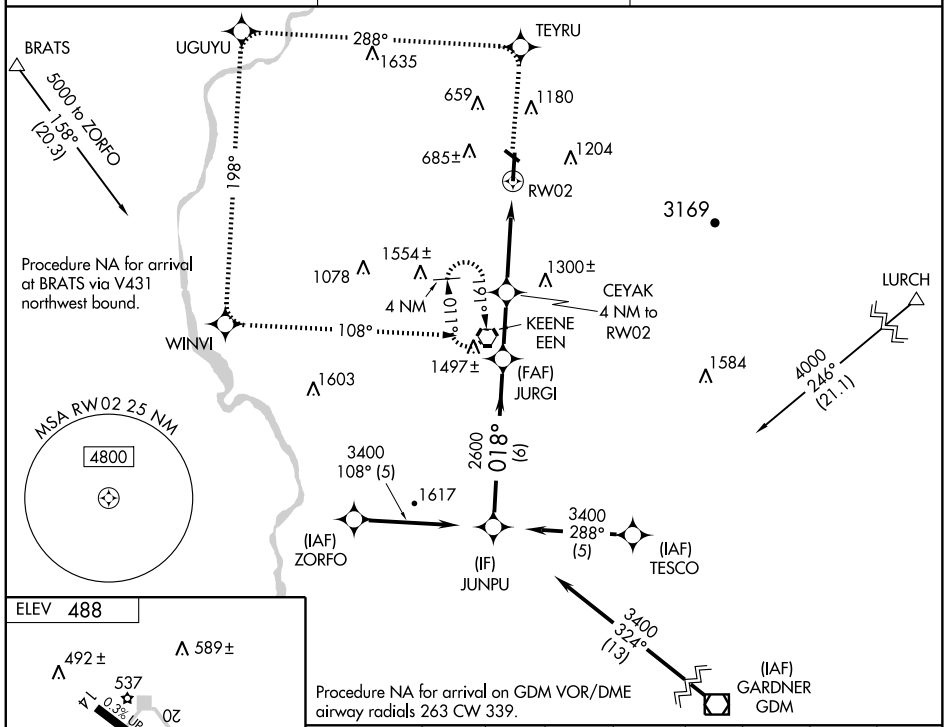
KEENE/DILLANT-HOPKINS (EEN)

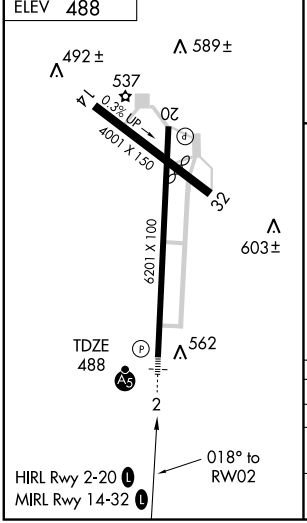
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Orange, MA altimeter setting and increase all DA 55 feet and all MDA 60 feet and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, increase LPV visibility all Cats. to 1½ mile and LNAV Cats. A and B visibilities to 1¼ mile. For inoperative MALSR, when using Orange, MA altimeter setting, increase LPV visibility all Cats. to 1½ mile and LNAV Cat. A visibility to 1¼ mile.

MALSR

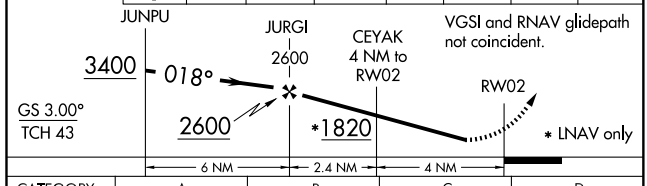
MISSED APPROACH: Climb to 3000 direct TEYRU and via 288° track to UGUYU and via 198° track to WINVI and via 108° track to EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L





Procedure Turn NA	3000	TEYRU	288° track	UGUYU	198° track	WINVI	108° track	EEN



CATEGORY	A	B	C	D
LPV DA	884-1		396 (400-1)	
LNAV MDA	1380-1 892 (900-1)		1380-2¼ 892 (900-2¼)	1380-2½ 892 (900-2½)
CIRCLING	1380-1¼ 892 (900-1¼)	1480-1½ 992 (1000-1½)	1480-3 992 (1000-3)	1640-3 1152 (1200-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC EEN	APP CRS	Rwy Idg	6201
109.4	024°	TDZE	488
Chan 31		Apt Elev	488

VOR RWY 2

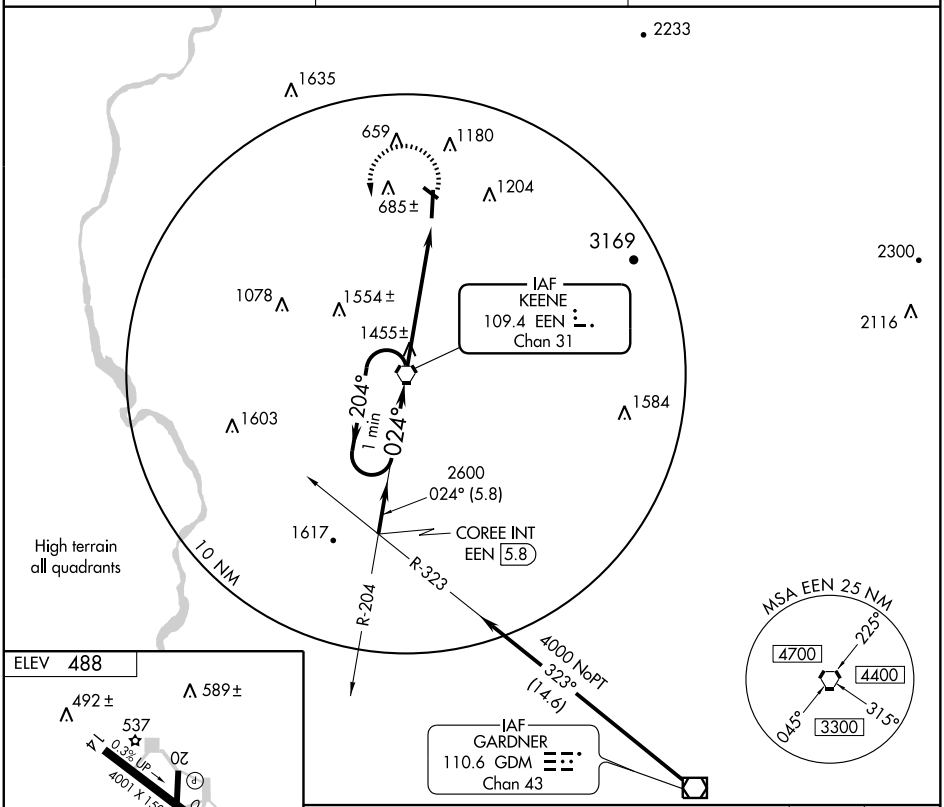
KEENE/DILLANT-HOPKINS (EEN)

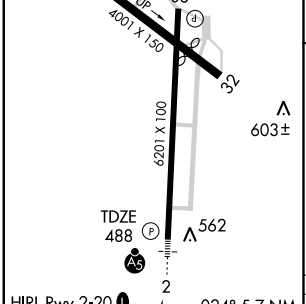
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climbing left turn to 2900 direct EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L



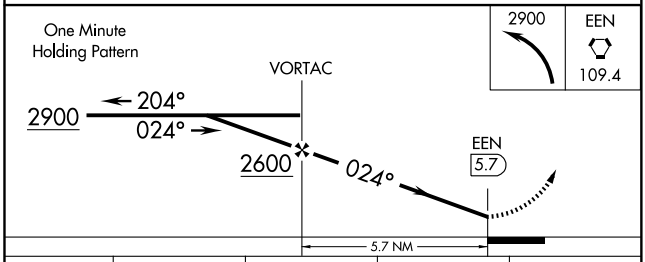


HIRL Rwy 2-20 L
MIRL Rwy 14-32 L

024° 5.7 NM from FAF

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-2	2100-1¼ 1612 (1700-1¼)	2100-1½ 1612 (1700-1½)	2100-3	1612 (1700-3)
CIRCLING	2100-1¼ 1612 (1700-1¼)	2100-1½ 1612 (1700-1½)	2100-3	1612 (1700-3)

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LCI	APP CRS	Rwy Idg	5646
108.5	084°	TDZE	545
Chan 22		Apt Elev	545

ILS or LOC RWY 8

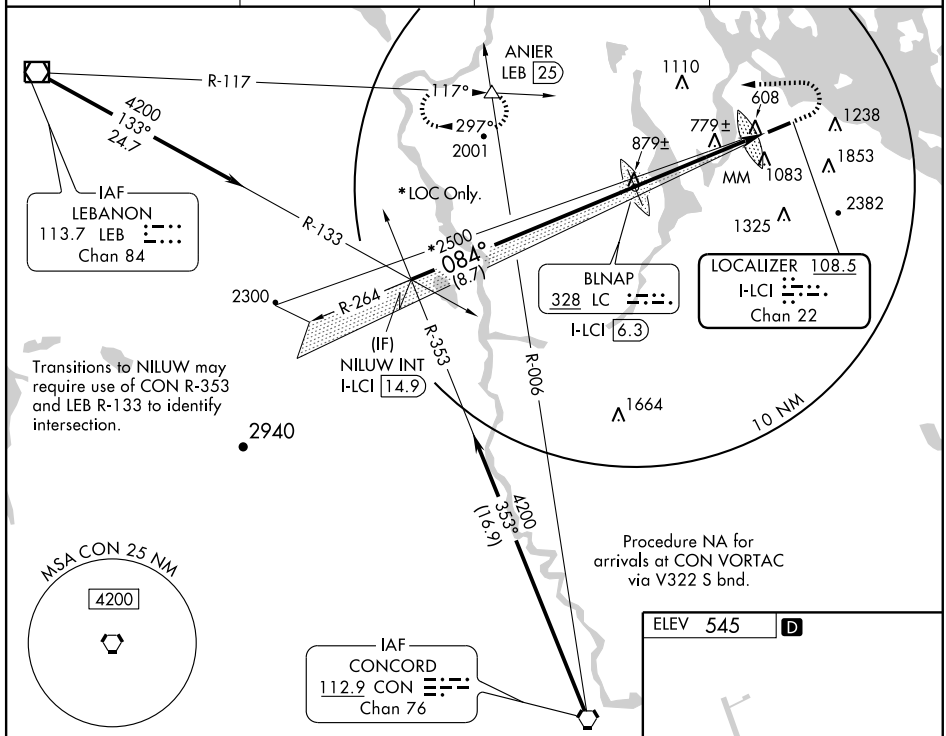
LACONIA MUNI (LCI)

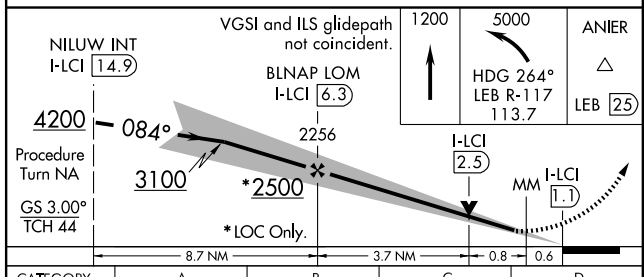
If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Concord altimeter setting. For inoperative MALSR, increase S-ILS 8 all Cats visibility to 1 mile.

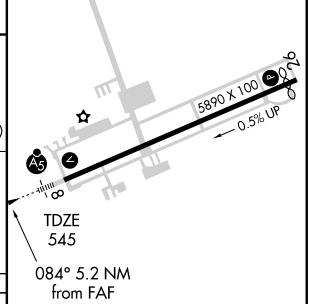
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 via heading 264° and LEB VOR/DME R-117 to ANIER Int/LEB 25 DME and hold, continue climb-in-hold to 5000.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 8	825-½ 280 (300-½)			
S-LOC 8	1040-½ 495 (500-½)		1040-¾ 495 (500-¾)	1040-1 495 (500-1)
CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

REIL Rwy 26
HIRL Rwy 8-26 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:10	3:26	2:35	2:04	1:43

NE-1. 14 JAN 2010 to 11 FEB 2010

LOM LC	APP CRS	Rwy Idg	5646
328	083°	TDZE	545
		Apt Elev	545

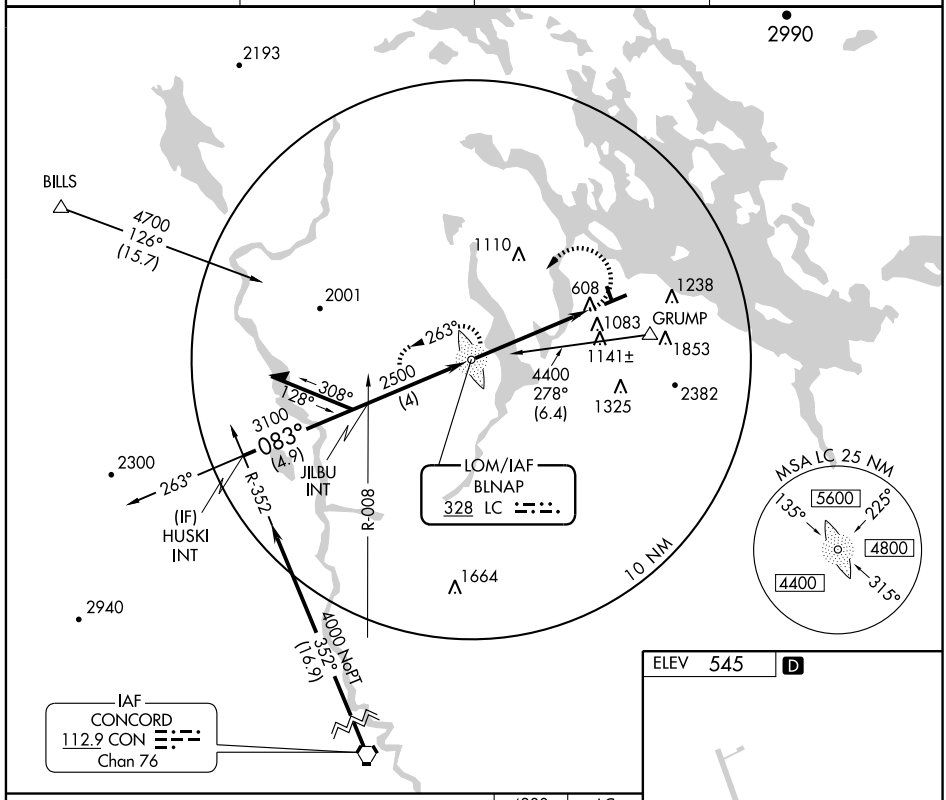
NDB RWY 8
LACONIA MUNI (LCI)

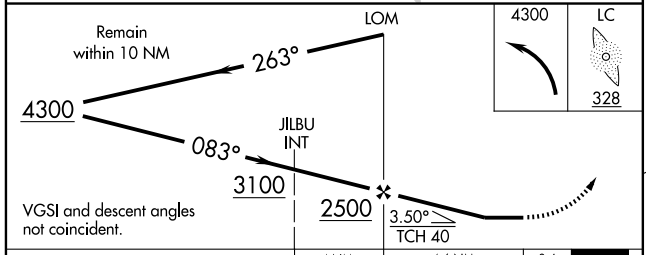
If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-8 Cats A/B visibility to 1¼.

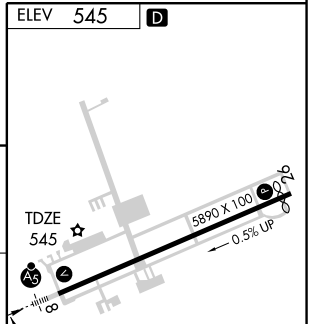
MALSR

MISSED APPROACH: Climbing left turn to 4300 direct LC LOM and hold, continue climb-in-hold to 4300.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L







HIRL Rwy 8-26 L
REIL Rwy 26

CATEGORY	A	B	C	D
S-8	1460-¾ 915 (1000-¾)		1460-2¼ 915 (1000-2¼)	1460-2¾ 915 (1000-2¾)
CIRCLING	1460-1¼ 915 (1000-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:34	3:03	2:17	1:50	1:31

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 73003	083°	Rwy Idg	5646
W08A		TDZE	545
		Apt Elev	545

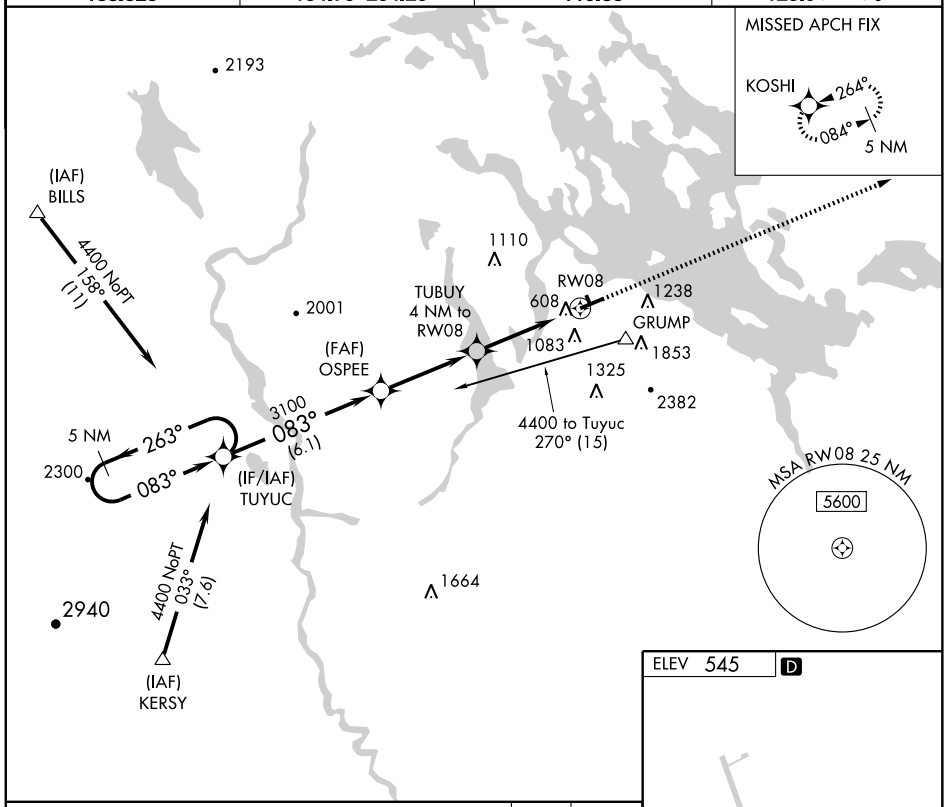
RNAV (GPS) RWY 8
LACONIA MUNI (LCI)

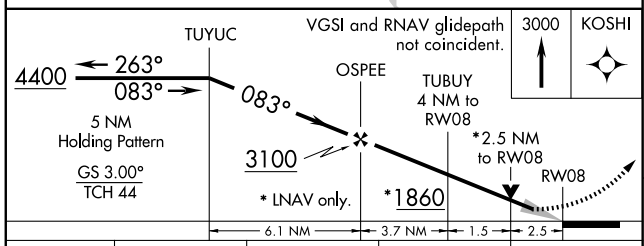
For inoperative MALSR, increase LPV all Cats visibility to 1½ miles. If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Concord altimeter setting.

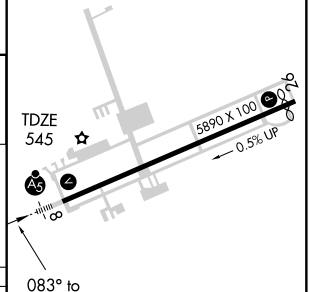
MALSR

MISSED APPROACH: Climb to 3000 direct KOSHI and hold.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	978-1 433 (500-1)			
LNAV MDA	1380-1½ 835 (900-½)	1380-¾ 835 (900-¾)	1380-2 835 (900-2)	1380-2¼ 835 (900-2¼)
CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

REIL Rwy 26
HIRL Rwy 8-26 L

NE-1. 14 JAN 2010 to 11 FEB 2010

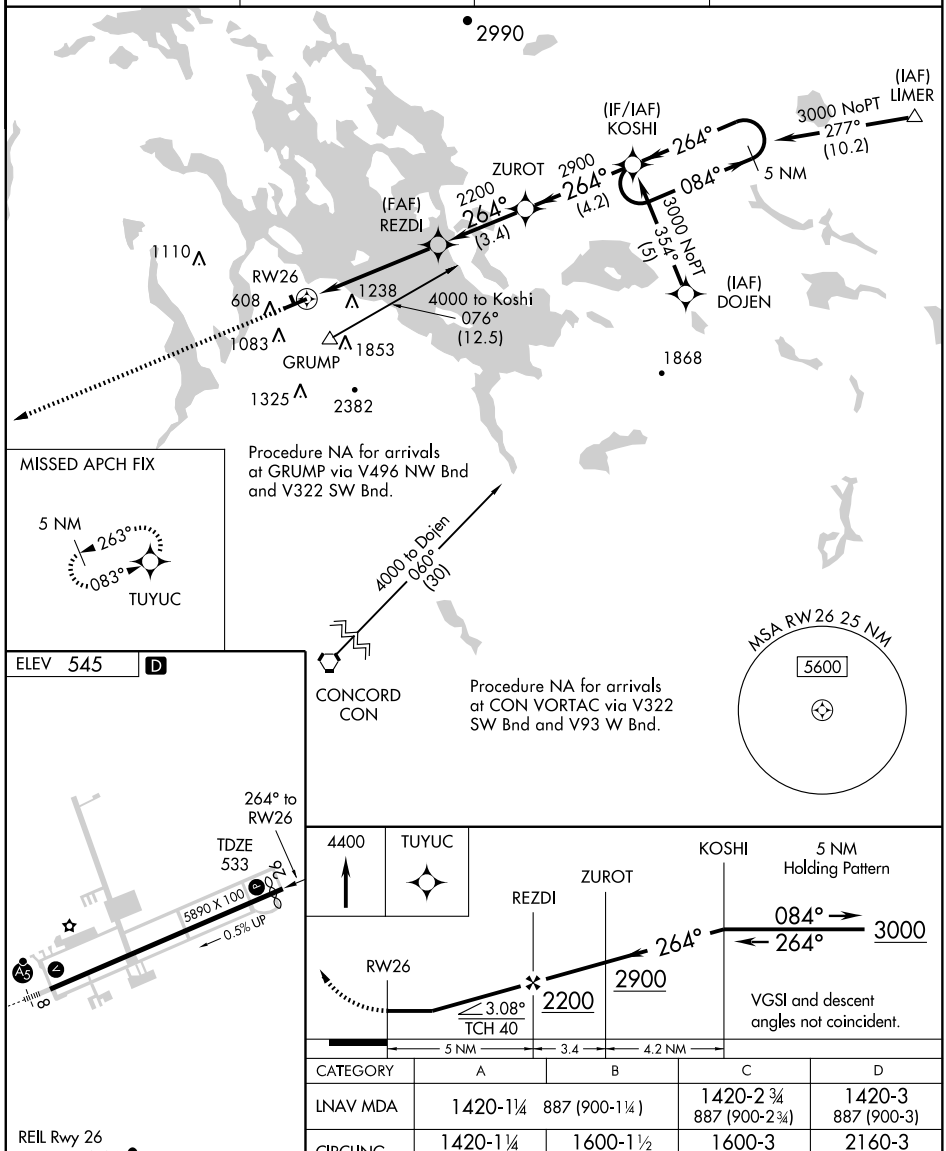
APP CRS		
264°	Rwy Idg	5286
	TDZE	533
	Apt Elev	545

RNAV (GPS) RWY 26
LACONIA MUNI (LCI)

If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4400 direct TUYUC and hold, continue climb-in-hold to 4400.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1420-1¼ 887 (900-1¼)		1420-2 ¾ 887 (900-2¾)	1420-3 887 (900-3)
CIRCLING	1420-1¼ 875 (900-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

REIL Rwy 26
HIRL Rwy 8-26 L

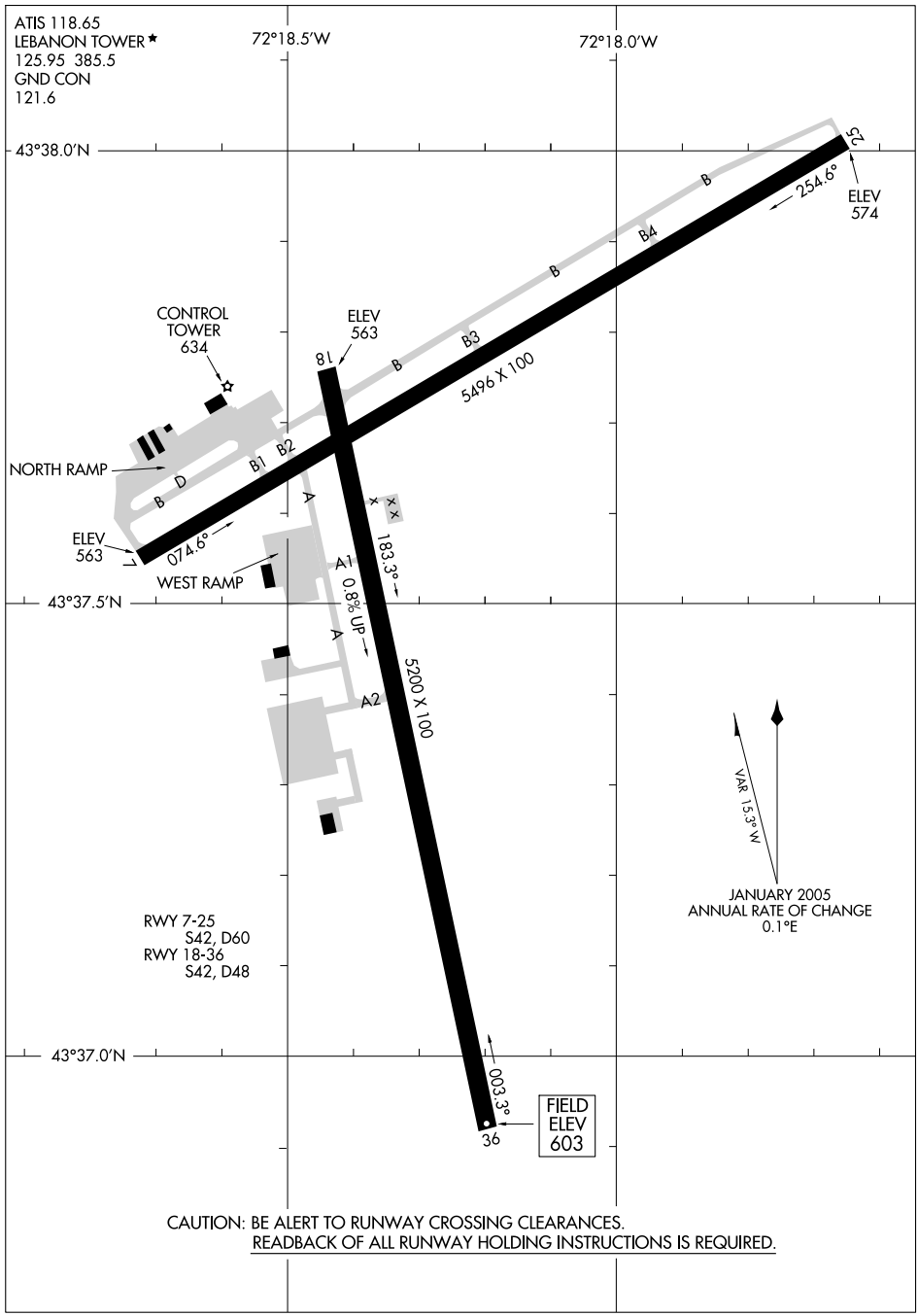
NE-1. 14 JAN 2010 to 11 FEB 2010

08269

AIRPORT DIAGRAM

AL-859 (FAA)

LEBANON MUNI (LEB)
LEBANON, NEW HAMPSHIRE



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1, 14 JAN 2010 to 11 FEB 2010

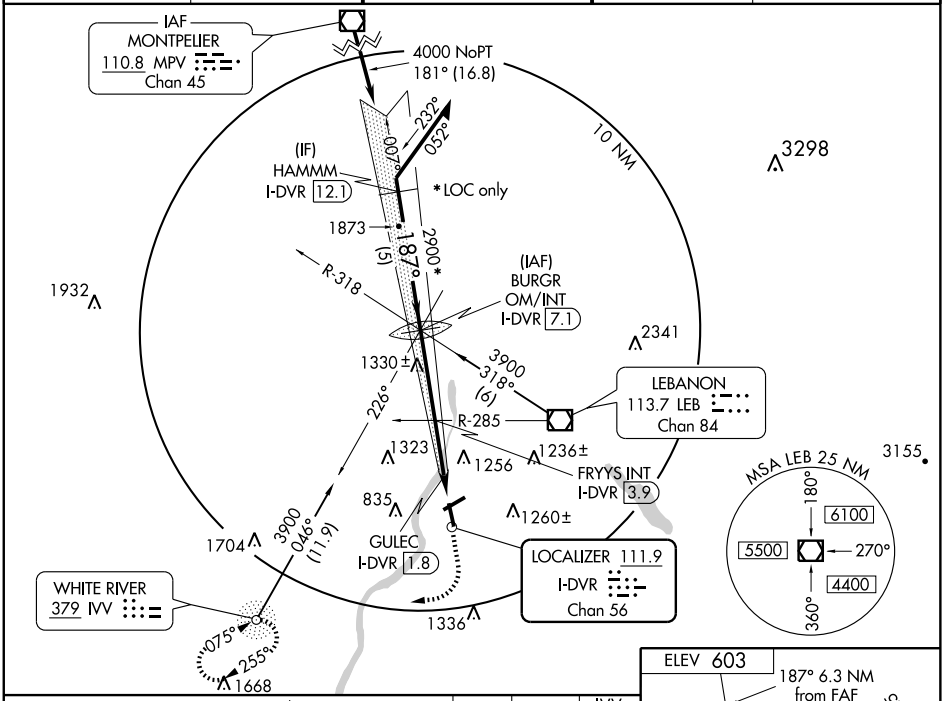
LOC/DME I-DVR	APP CRS	Rwy Idg 5200
111.9 Chan 56	187°	TDZE 573
		Apt Elev 603

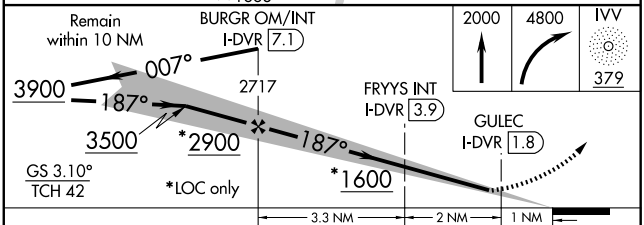
ILS or LOC RWY 18
LEBANON MUNI (LEB)

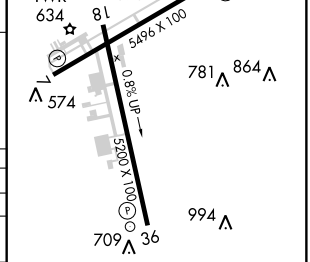
ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4800 direct IVV NDB and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 18	955-1¼ 382 (400-1¼)			
S-LOC 18	1600-1¼ 1027 (1000-1¼)	1600-1½ 1027 (1000-1½)	1600-3 1027 (1000-3)	
CIRCLING	1600-1¼ 997 (1000-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	
FRYYS INT MINIMUMS				
S-LOC 18	1020-1¼ 447 (500-1¼)			1020-1½ 447 (500-1½)
CIRCLING	1580-1¼ 977 (1000-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 7

LEBANON MUNI (LEB)

APP CRS	Rwy Idg	TDZE	Apt Elev
060°	5496	564	603

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HOMUN and via 348° track to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95

MONTPELIER MPV
1932
5000 208° (33.7)
Procedure NA for arrivals on MPV VOR/DME airway radials 173 CW 237.
348°
2341
HOMUN
MISSED APCH FIX
ZIECH 174° 354° 4 NM
1323 1256 1236±
(MAP) ZERKI
835
1259± 1260±
1704
1399±
1399±
(FAF) AKHOM
060°
JORAB 2.7 NM to ZERKI
1336
(IAF) EJOCA
3900 152° (5)
CEHJI
1668
2500 062° (1.5)
2800 062° (5.5)
(IF) KEZUP
2820
MSA ZERKI 25 NM
5500
3290
3900 026° (5)
(IAF) HAIZO
5000 300° (43.7)
CONCORD CON
Procedure NA for arrivals on CON VORTAC airway radials 246 CW 330.

ELEV 603
TWR 634
TDZE 564
18
7
5496 X 100
0.8% UP
5200 X 100
25
7
589±
781 864
574
994
709 36

KEZUP
3900
062°
CEHJI
2800
AKHOM
2500
060°
JORAB 2.7 NM to ZERKI
ZERKI
Procedure Turn NA
2.97° TCH 50
1620
VGSI and descent angles not coincident.
4000 HOMUN 348° TRK ZIECH
5.5 NM 1.5 NM 2.8 NM 2.7 NM 0.5

CATEGORY	A	B	C	D
LNAV MDA	1460-1¼	896 (900-1¼)	1460-2¾ 896 (900-2¾)	1460-3 896 (900-3)
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3	1137 (1200-3)

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

NE-1. 14 JAN 2010 to 11 FEB 2010

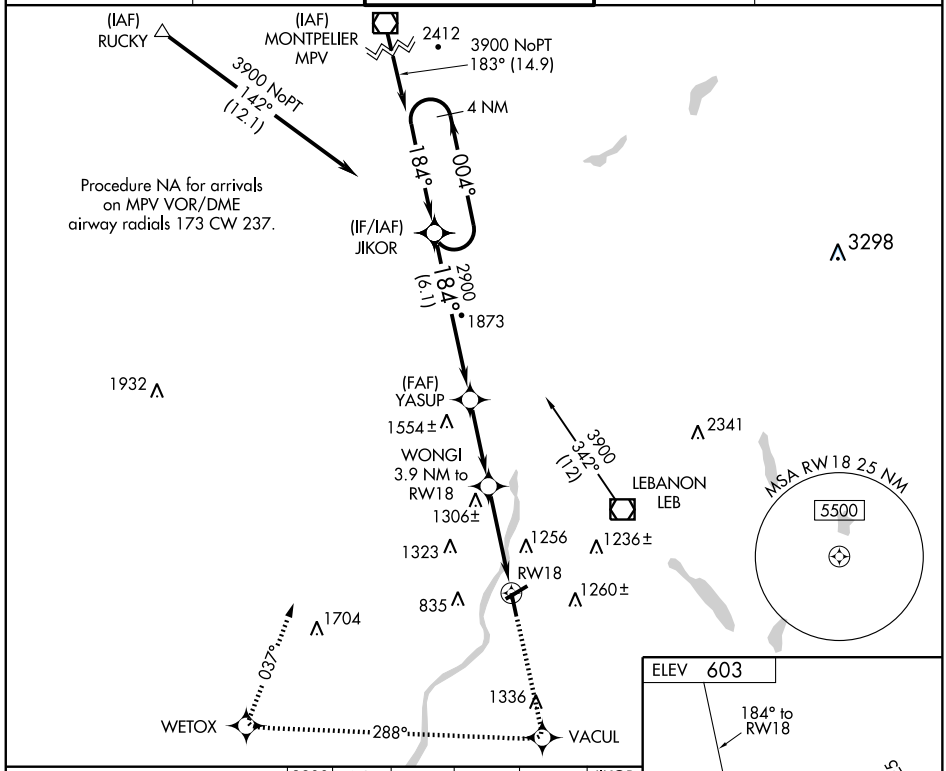
WAAS	APP CRS	Rwy Idg	5200
CH 93710	184°	TDZE	573
W18A		Apt Elev	603

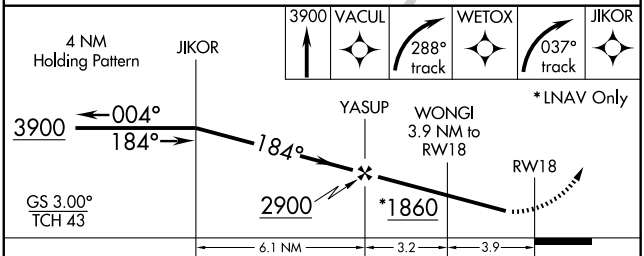
RNAV (GPS) RWY 18
LEBANON MUNI(LEB)

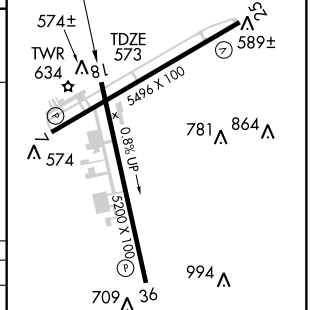
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3900 direct VACUL and right turn via 288° track to WETOX and right turn via 037° track to JIKOR and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1006-1½ 443 (500-1½)			
LNAV MDA	1620-1¼ 1047 (1100-1¼)	1620-1½ 1047 (1100-1½)	1620-3 1047 (1100-3)	
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3 1137 (1200-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5496
255°	TDZE	574
	Apt Elev	603

RNAV (GPS) RWY 25
LEBANON MUNI (LEB)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct ZIECH and hold.

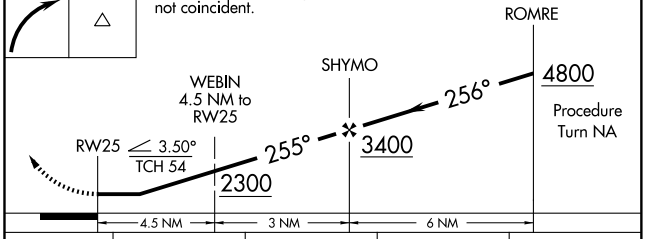
ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95

MONTPELIER MPV
5000 151° (22.4)
Procedure NA for arrivals at MPV VOR/DME via V151 northbound.
3453
ZIECH
174°
354°
4 NM
1873
3298
(IAF) ELHOY
4800 165° (5)
(IF) ROMRE
3400 256° (6)
4800 346° (5)
2341
2247
255°
1559±
1418±
1969±
(FAF) SHYMO
1323
1256
1236±
WEBIN
4.5 NM to RW25
(IAF) ULAKY
3155
835
RW25
1260 ±
1704
1336
MSA RW 25 25 NM
5500
Procedure NA for arrivals on CON VORTAC airway radials 330 CW 037.
5000 344° (32.3)
CONWAY CON
2820

ELEV 603
255° to RW25
25
589±
TWR 634
18
TDZE 574
5496 X 100
0.8% UP
781
864
574
5200 X 100
994
709
36

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

4000
ZIECH
VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3	1106 (1100-3)
CIRCLING	1680-1¼ 1077 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3	1137 (1200-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 36

LEBANON MUNI (LEB)

APP CRS	Rwy Idg	5200
019°	TDZE	603
	Apt Elev	603

DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct UCEKA and via 014° track to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95

MISSED APCH FIX

ZIECH 174° 354° 4 NM

2341 L07

UCEKA

1323 1256 1236± 3155

835 1260±

1704

(MAP) OSICE

019°

1549±

1668

(FAF) ZULAR

1579±

2820

2600 036° (6.1)

3290

(IF) HIRER

Procedure NA for arrivals at JAMMA via V542 southwest bound.

Procedure NA for arrivals at UNKER via V151 southbound.

3500 064° (113.7)

3500 329° (6.6)

(IAF) JAMMA

(IAF) UNKER

Procedure NA for arrivals at CON VORTAC airway radials 246 CW 330.

2726 5000 301° (30.3) CONCORD CON

MSA OSICE 25 NM 5500

ELEV 603

TWR 634

18 589± 25

5496 X 100

0.8% UP

781 864

574

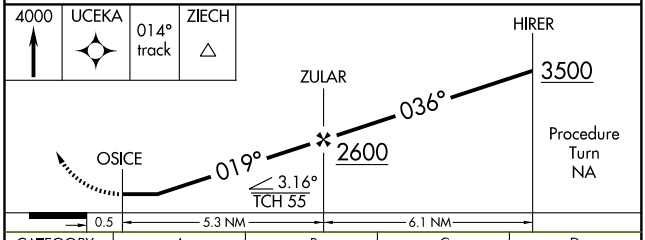
5200 X 100

994

709 36

TDZE 603

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25



CATEGORY	A	B	C	D
LNAV MDA	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	
CIRCLING	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	

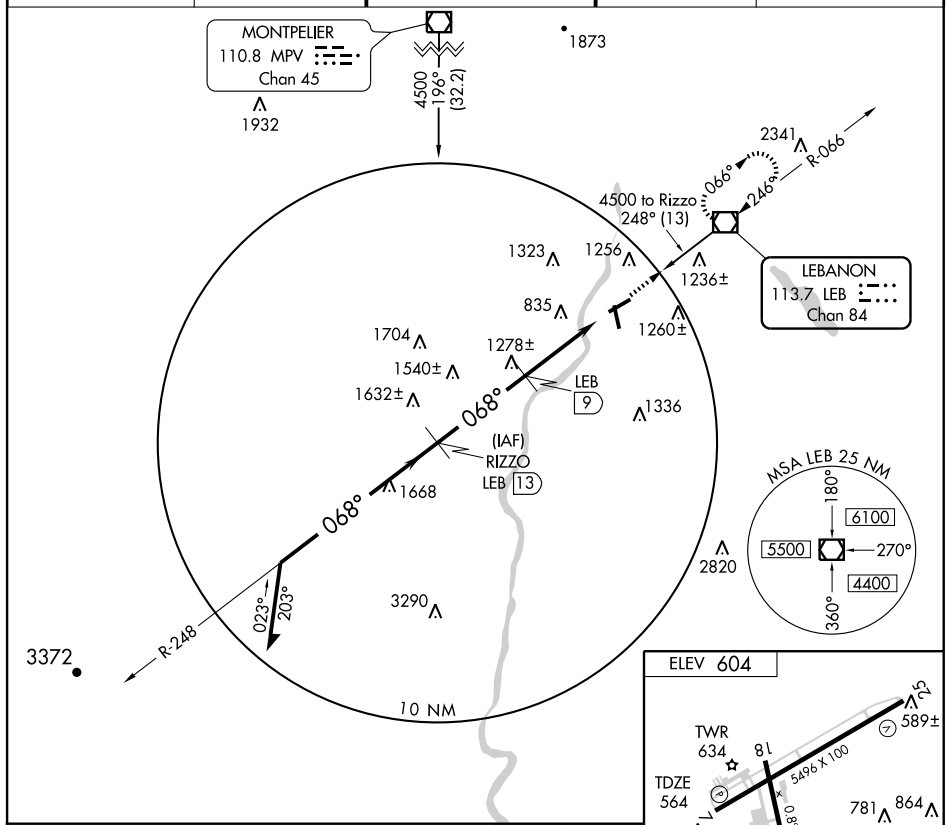
NE-1. 14 JAN 2010 to 11 FEB 2010

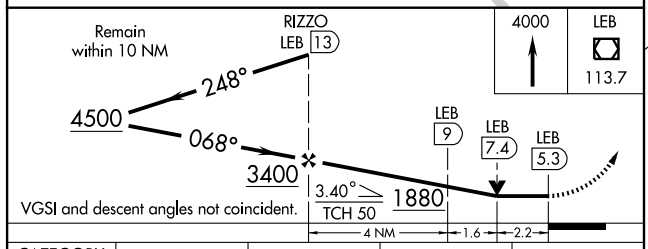
VOR/DME LEB	APP CRS	Rwy Idg 5496
113.7	068°	TDZE 564
Chan 84		Apt Elev 604

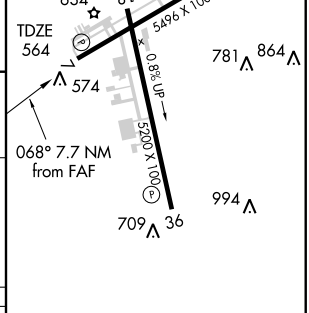
VOR/DME RWY 7
LEBANON MUNI (LEB)

MISSED APPROACH: Climb to 4000 direct LEB VOR/DME and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







CATEGORY	A	B	C	D
S-7	1540-1¼ 976 (1000-1¼)	1540-1½ 976 (1000-1½)	1540-3 976 (1000-3)	
CIRCLING	1580-1¼ 976 (1000-1¼)	1740-1½ 1136 (1200-1½)	1880-3 1276 (1300-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

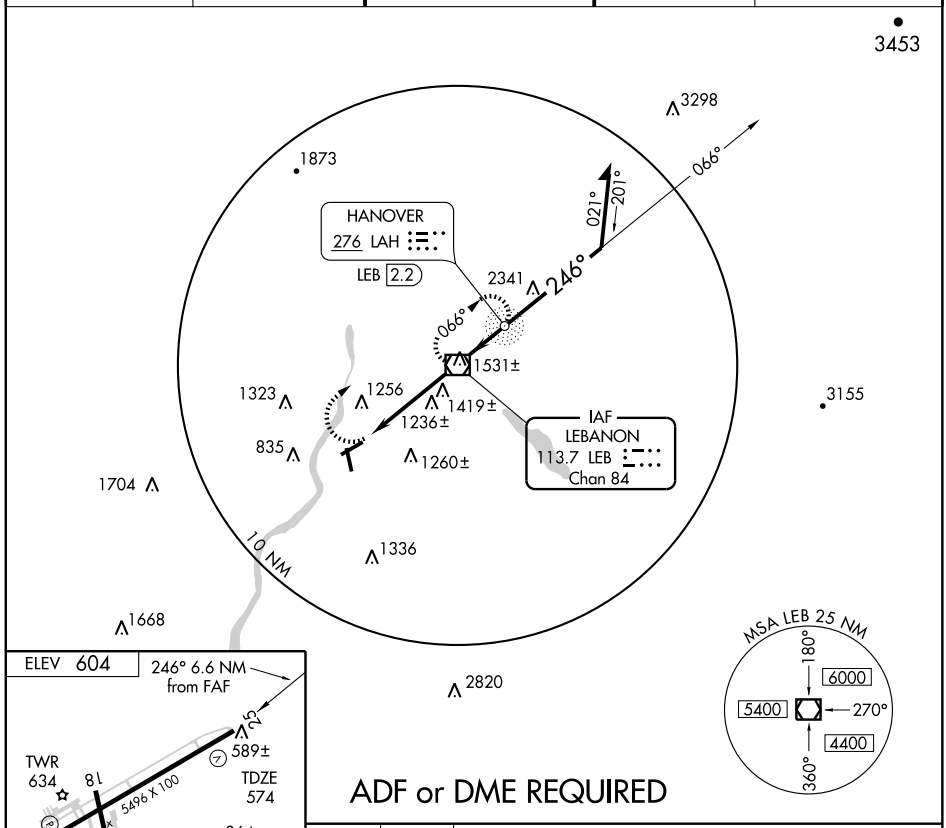
NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME LEB	APP CRS	Rwy Idg	5496
113.7	246°	TDZE	574
Chan 84		Apt Elev	604

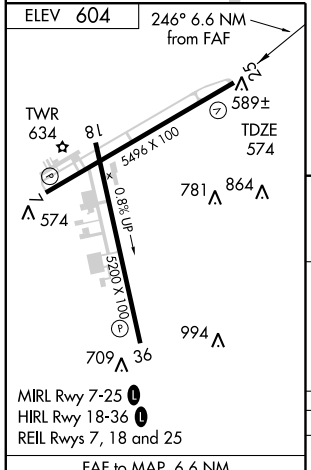
VOR RWY 25
LEBANON MUNI (LEB)

MISSED APPROACH: Climbing right turn to 4700 direct LEB VOR/DME and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95

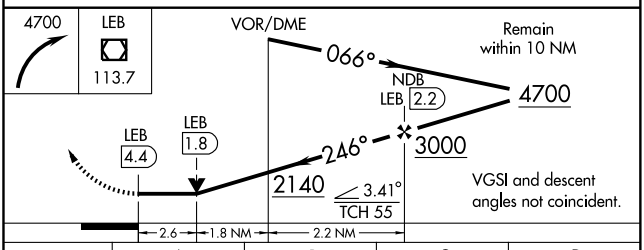


ADF or DME REQUIRED



MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

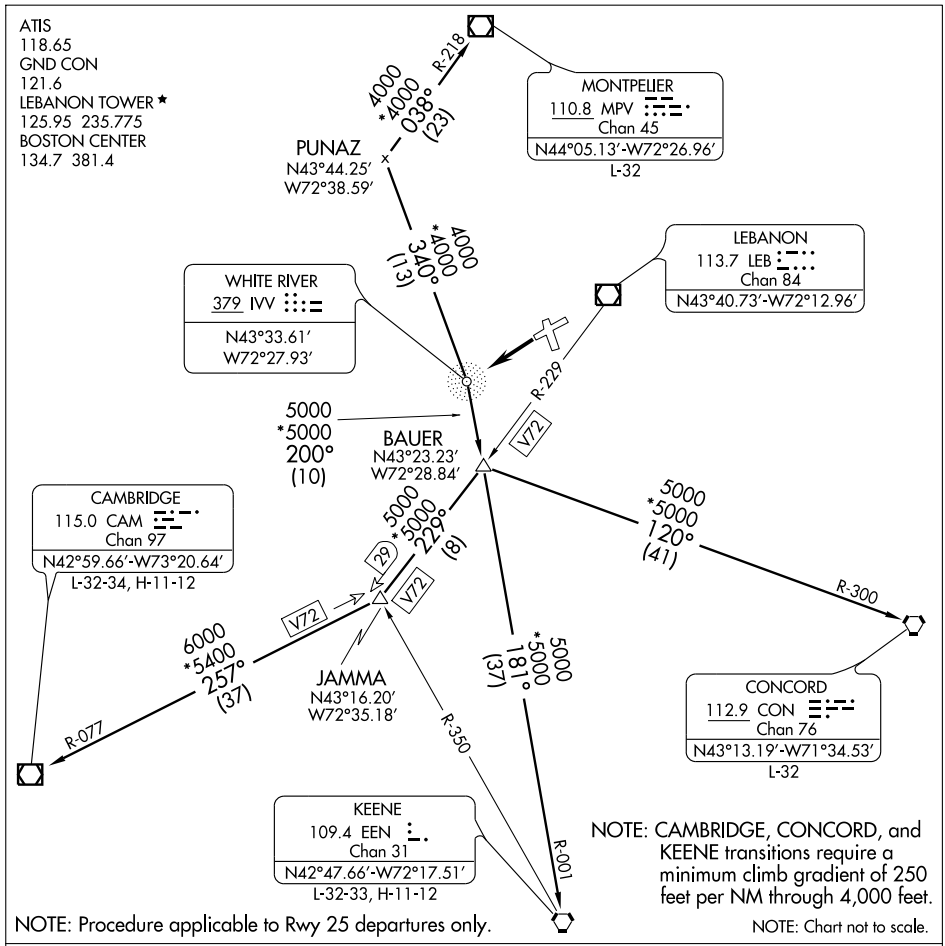


	A	B	C	D
S-25	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3	1106 (1100-3)
CIRCLING	1680-1¼ 1076 (1100-1¼)	1740-1½ 1136 (1200-1½)	1880-3	1276 (1300-3)

NE-1, 14 JAN 2010 to 11 FEB 2010

WHITE RIVER ONE DEPARTURE

LEBANON MUNI (LEB)
LEBANON, NEW HAMPSHIRE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Proceed direct to IVV NDB. Then via assigned transition.

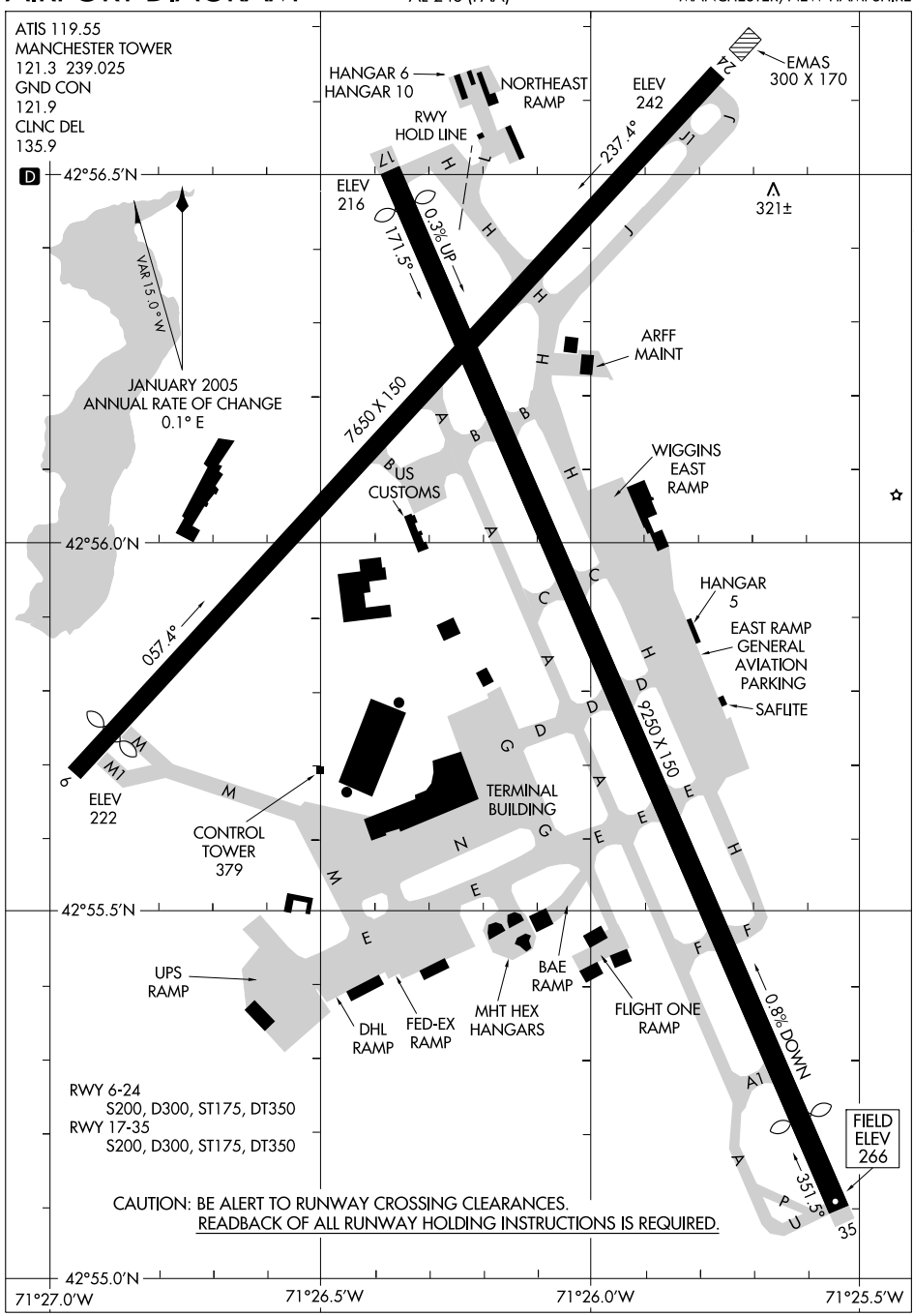
CAMBRIDGE TRANSITION (IVV1.CAM): From over IVV NDB via IVV 200° bearing to BAUER INT then via LEB VOR/DME R-229 to JAMMA INT then via CAM R-077 to CAM VOR/DME.
CONCORD TRANSITION (IVV1.CON): From over IVV NDB via IVV 200° bearing to BAUER INT then via CON R-300 to CON VORTAC.
KEENE TRANSITION (IVV1.EEN): From over IVV NDB via IVV 200° bearing to BAUER INT then via EEN R-001 to EEN VORTAC.
MONTPELIER TRANSITION (IVV1.MPV): From over IVV NDB via IVV 340° bearing then via MPV R-218 to MPV VOR/DME.

08325

AIRPORT DIAGRAM

AL-246 (FAA)

MANCHESTER (MHT)
MANCHESTER, NEW HAMPSHIRE

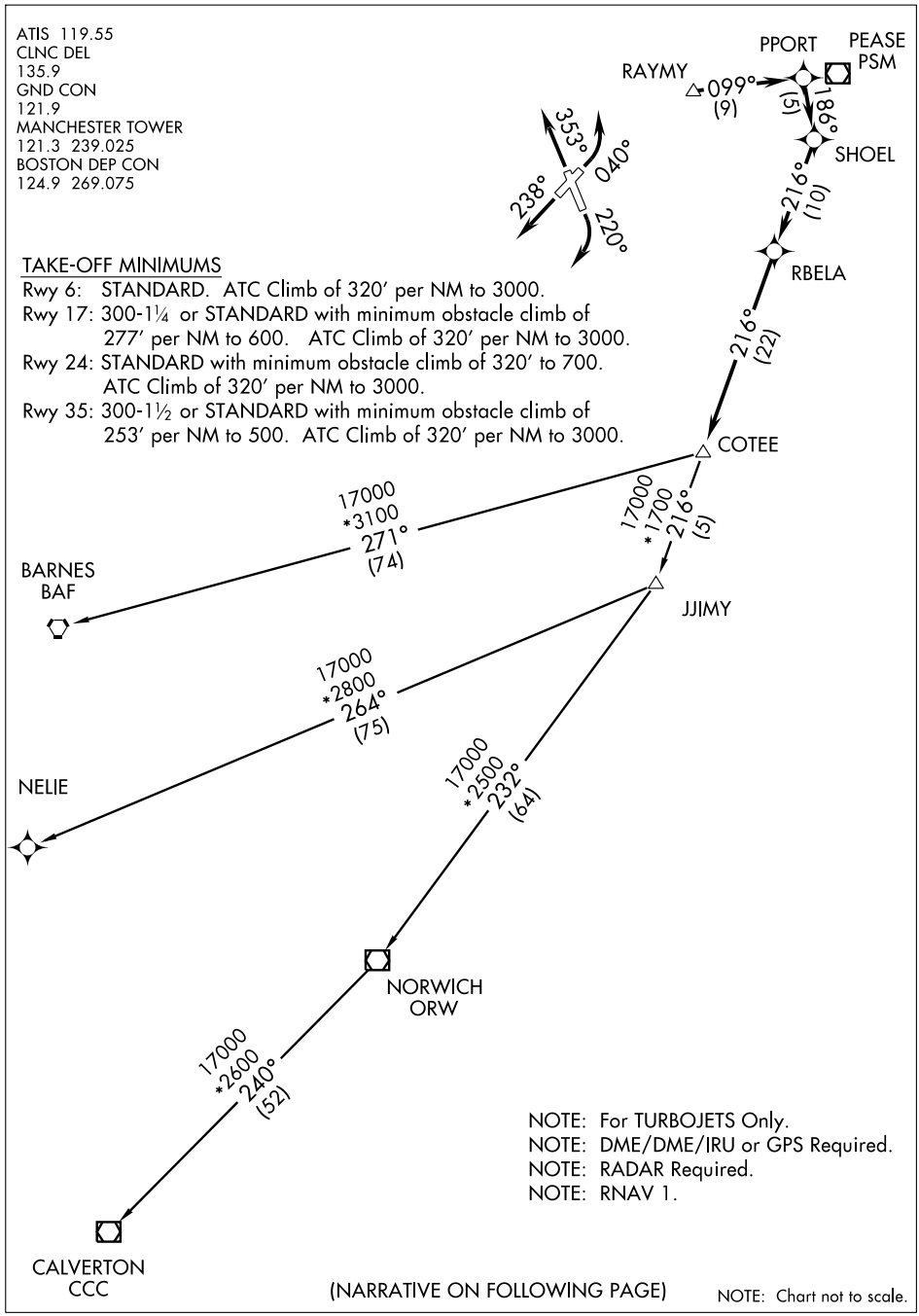


NE-1, 14 JAN 2010 to 11 FEB 2010

COTEE TWO DEPARTURE (RNAV)

MANCHESTER (MHT)
MANCHESTER, NEW HAMPSHIRE

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075



TAKE-OFF MINIMUMS

Rwy 6: STANDARD. ATC Climb of 320′ per NM to 3000.
Rwy 17: 300-1¼ or STANDARD with minimum obstacle climb of 277′ per NM to 600. ATC Climb of 320′ per NM to 3000.
Rwy 24: STANDARD with minimum obstacle climb of 320′ to 700. ATC Climb of 320′ per NM to 3000.
Rwy 35: 300-1½ or STANDARD with minimum obstacle climb of 253′ per NM to 500. ATC Climb of 320′ per NM to 3000.

NOTE: For TURBOJETS Only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 14 JAN 2010 to 11 FEB 2010

COTEE TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climbing left turn heading 040°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 17: Climbing right turn heading 220°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 238°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 35: Climb heading 353°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 5 minutes after departure.

BARNES TRANSITION (COTEE2.BAF):
CALVERTON TRANSITION (COTEE2.CCC):
NELIE TRANSITION (COTEE2.NELIE):

TAKE-OFF OBSTACLES

Rwy 6: Trees beginning 238′ from DER, 266′ left of centerline, up to 108′ AGL/308′ MSL.
Trees beginning 272′ from DER, 378′ right of centerline, up to 67′ AGL/277′ MSL.

Rwy 17: Trees, Poles, and Buildings beginning 761′ from DER, 4′ right of centerline, up to 98′ AGL/433′ MSL.
Sign, Poles, Trees and Buildings beginning 976′ from DER, 2′ left of centerline, up to 108′ AGL/457′ MSL.

Rwy 24: Trees beginning 810′ from DER, 424′ left of centerline, up to 123′ AGL/293′ MSL.

Rwy 35: Tree and Poles beginning 719′ from DER, 558′ right of centerline, up to 51′ AGL/281′ MSL.
Pole and Trees beginning 891′ from DER, 527′ left of centerline, up to 80′ AGL/414′ MSL.

LOC/DME I-MNA	APP CRS	Rwy Idg 8914
109.1 Chan 28	173°	TDZE 229
		Apt Elev 266

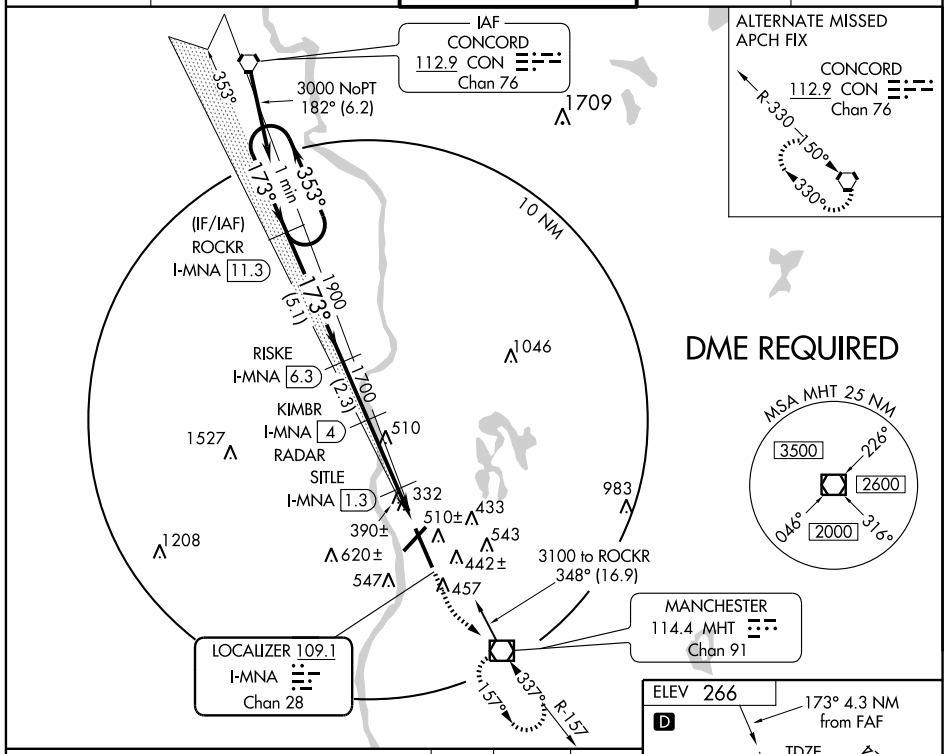
ILS or LOC/DME RWY 17
MANCHESTER (MHT)

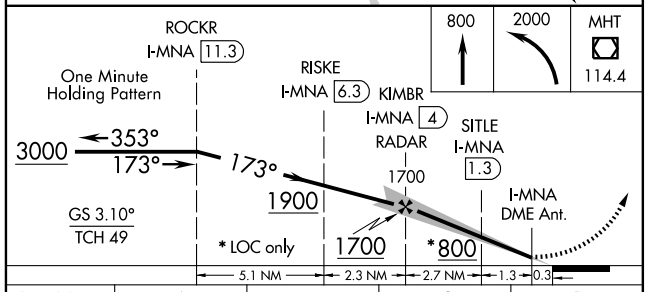
When local altimeter setting not received, use Boire Field altimeter setting and increase DA to 461 and all MDA 40 feet; increase S-LOC 17 Cat D visibility to RVR 5000.

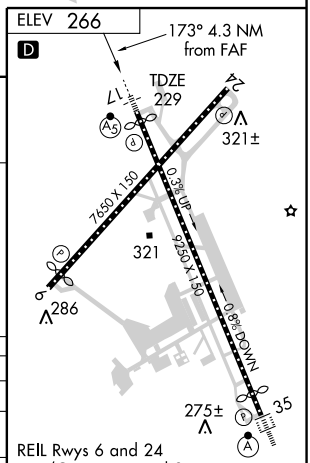
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct MHT VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-ILS 17	429/18 200 (200-½)			
S-LOC 17	640/24 411 (400-½)		640/40 411 (400-¾)	
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-MJE	APP CRS	Rwy Idg	7208
109.95	058°	TDZE	224
		Apt Elev	266

ILS or LOC RWY 6
MANCHESTER (MHT)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via heading 058° and CON VORTAC R-154 to KHRIS INT/CON 21.3 DME and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9

MSA MJ 25 NM
4400
206°
026°
2800

CONCORD
112.9 CON
Chan 76

3100 to ENINE
201° (26.7)

LOCALIZER 109.95
I-MJE

1527

1740

1208

10 NM

LOM
FITZY
209 MJ

FITZY INT

332

433
510±
543
620±
442±
547
457
456±
592±

1046

112.9 CON
R-154
Chan 76

154° 983
334°

3100 to ENINE
259°
(39.9)

R-263

R-060

KHRIS
CON 21.3

PEASE
116.5 PSM
Chan 112

MANCHESTER
114.4 MHT
Chan 91

LAWRENCE
112.5 LWM
Chan 72

R-306

R-291

(IF/IAF)
ENINE INT
GDM 23.3
RADAR

2000
058°
(7)

R-067

058°
1 min
238°

238°

3100 NoPT
067° (23.3)

IAF
GARDNER
110.6 GDM
Chan 43

ALTERNATE MISSED APCH FIX
066°
246°
R-066
MANCHESTER
114.4 MHT
Chan 91

ELEV 266
D

17
35
321±
058° 5.3 NM
from FAF
7650 X 150
0.3% UP
321
TDZE
224
9250 X 150
0.8% DOWN
286
275±

REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

One Minute
Holding Pattern

ENINE INT
GDM 23.3
RADAR

FITZY
LOM/INT

3000
HDG 058°

CON
R-154

KHRIS

3100
238°
058°
058°
1979
2000

GS 3.00°
TCH 48

7 NM
5.3 NM

CATEGORY	A	B	C	D
S-ILS 6	474/40	250 (300-¾)		
S-LOC 6	820/50	596 (600-1)	820/1½ 596 (600-1½)	820-1¾ 596 (600-1¾)
CIRCLING	880-1	614 (700-1)	880-1¾ 614 (700-1¾)	880-2 614 (700-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1. 14 JAN 2010 to 11 FEB 2010

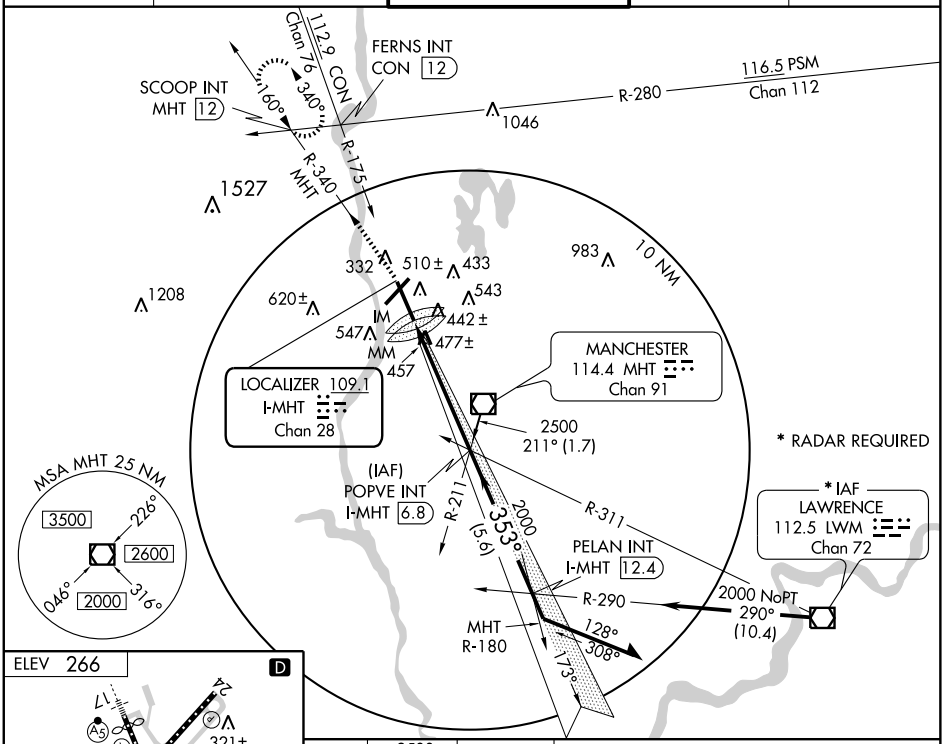
LOC/DME I-MHT	APP CRS	Rwy Idg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

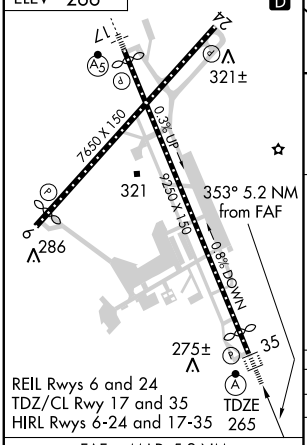
ILS or LOC RWY 35
MANCHESTER (MHT)

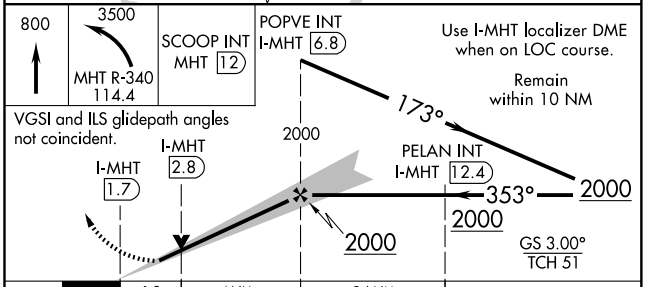
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 35	465/18 200 (200-½)			
S-LOC 35	700/24 435 (500-½)		700/40 435 (500-¾)	700/50 435 (500-1)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

MANCHESTER, NEW HAMPSHIRE AL-246 (FAA)

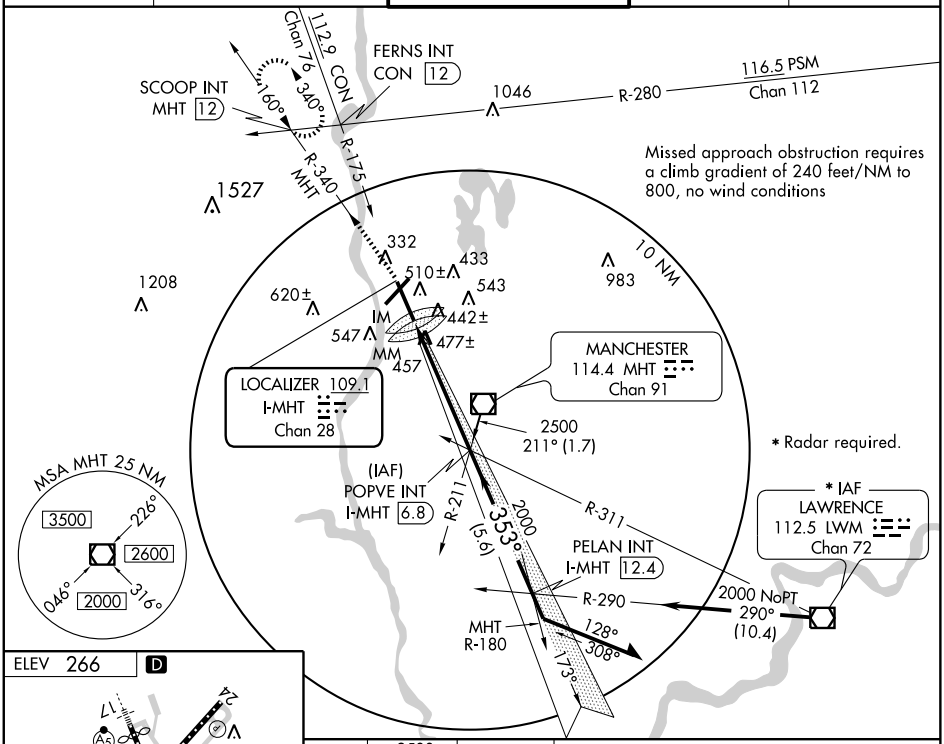
LOC/DME I-MHT	APP CRS	Rwy Idg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

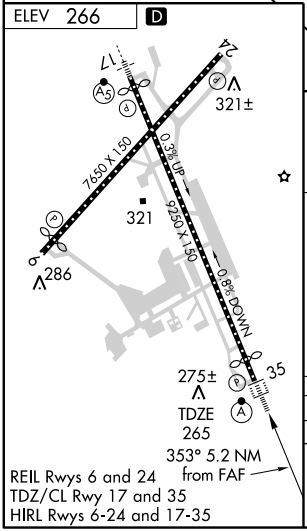
ILS RWY 35 (CAT II)
MANCHESTER (MHT)

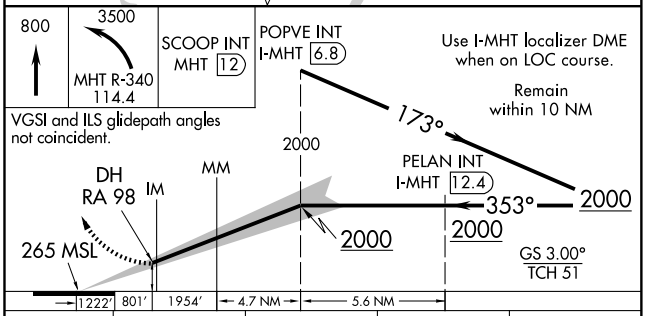
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-ILS 35	RA 98/12 100 DA 365			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1. 14 JAN 2010 to 11 FEB 2010

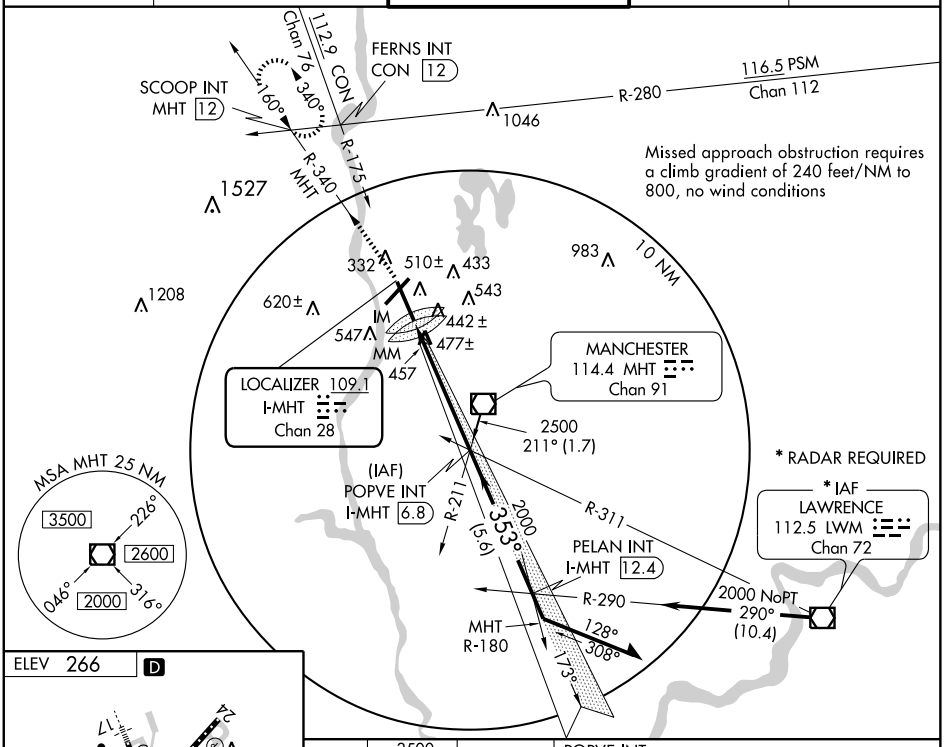
LOC/DME I-MHT	APP CRS	Rwy Idg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

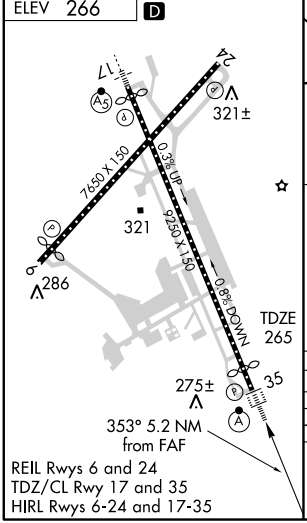
ILS RWY 35 (CAT III)
MANCHESTER (MHT)

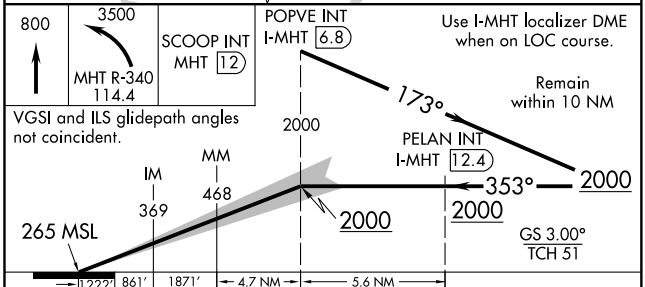
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-ILS 35	CAT IIIa RVR 07			
S-ILS 35	CAT IIIb RVR 06			
S-ILS 35	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1. 14 JAN 2010 to 11 FEB 2010

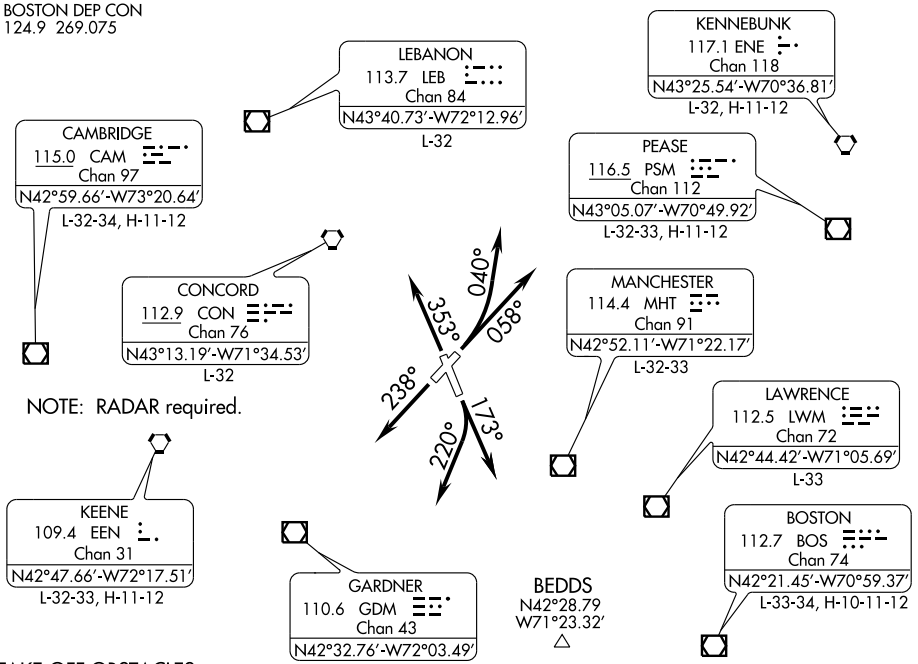
MANCHESTER FIVE DEPARTURE

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:

Rwy 6, Standard with minimum climb of 206′ per NM to 1000.
Rwy 17, 300-1¼ or Standard with minimum climb of 277′ per NM to 600.
Rwy 24, Standard with minimum climb of 320′ per NM to 800.
Rwy 35, Standard with minimum climb of 253′ per NM to 2000.



TAKE-OFF OBSTACLES

Rwy 6: Trees beginning 238′ from DER, 266′ left of centerline, up to 108′ AGL/308′ MSL.
Trees beginning 272′ from DER, 378′ right of centerline, up to 67′ AGL/277′ MSL.
Rwy 17: Trees, poles and buildings beginning 761′ from DER, 4′ right of centerline, up to 98′ AGL/433′ MSL
Sign, poles, trees, and buildings beginning 976′ from DER, 2′ left of centerline, up to 108′ AGL/457′ MSL.
Rwy 24: Trees beginning 810′ from DER, 424′ left of centerline, up to 123′ AGL/293′ MSL.
Rwy 35: Tree and poles beginning 719′ from DER, 558′ right of centerline, up to 51′ AGL/281′ MSL.
Pole and trees beginning 891′ from DER, 527′ left of centerline, up to 80′ AGL/414′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: TURBOJET AIRCRAFT - Climbing left turn heading 040°, Thence . . . .
ALL OTHER AIRCRAFT - Climb heading 058° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 17: TURBOJET AIRCRAFT - Climbing right turn heading 220°, Thence . . . .
ALL OTHER AIRCRAFT - Climb heading 173° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 24: Climb heading 238° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 35: Climb heading 353° or as assigned by ATC, Thence . . . .

. . . . expect radar vectors to assigned Route/Navaid/Fix. Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude /flight level 5 minutes after departure.

NE-1, 14 JAN 2010 to 11 FEB 2010

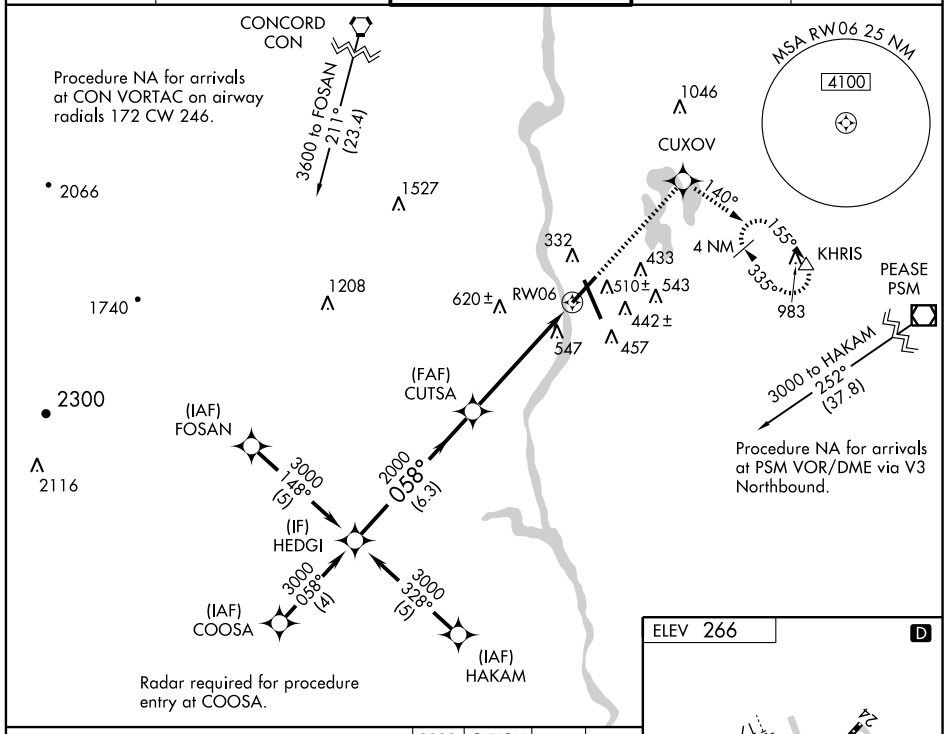
WAAS	APP CRS	Rwy Idg	7208
CH 58214	058°	TDZE	224
W06A		Apt Elev	266

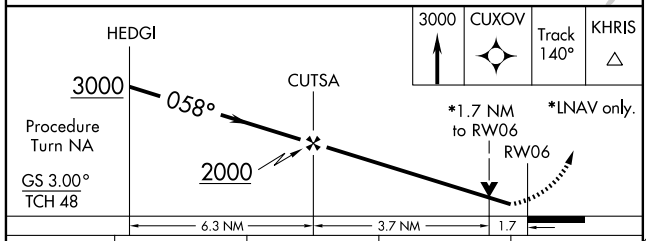
RNAV (GPS) RWY 6
MANCHESTER (MHT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat. C and D visibilities ¼ mile, and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

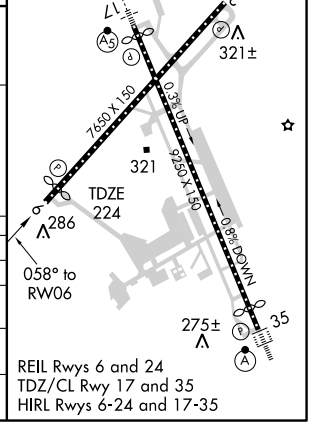
MISSED APPROACH: Climb to 3000 direct CUXOV and via track 140° to KHRIS and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





CATEGORY	A	B	C	D
LPV DA	493/50 269 (300-1)			
LNAV/ VNAV DA	871-2¼ 647 (700-2¼)			
LNAV MDA	800/50 576 (600-1)		800-1½ 576 (600-1½)	800-1¾ 576 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	900-2 634 (700-2)



NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6850
238°	TDZE	242
	Apt Elev	266

RNAV (GPS) RWY 24
MANCHESTER (MHT)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5000 direct CON VORTAC and hold, continue climb-in-hold to 5000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9

CONCORD CON
151°
331°
5 NM
3000
134°
(11.3)

Procedure NA for arrivals at CON VORTAC via V141 Northbound.

Procedure NA for arrivals at ENE VORTAC airway radials 197 CW 300.

(IAF) KENNEBUNK ENE
2800
250°
(35.4)

1709

(IAF) PUTRE
2800
148°
(5)

(IF) WAVBO
1800
239°
(6.1)
2800
328°
(5)

(IAF) FABIG

1046

(FAF) ONGEE
238°
669±

1527

1208

620±

332
433
510±
543
442±
457
547
RW24

983

MSA RW24 25 NM
3500

3000
003°
(17.2)

LAWRENCE LWM

Radar required for arrivals at LWM VOR/DME.

ELEV 266
D

238° to RW24

TDZE 242

321±

321

286

275±

7650 X 150
0.3% UP
9250 X 150
0.8% DOWN

REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

5000 CON

WAVBO
2800
239°
ONGEE
1800
238°
RW24
3.04°
TCH 50
4.7 NM
6.1 NM
Procedure Turn NA

CATEGORY	A	B	C	D
LNAV MDA	880/50 638 (700-1)		880-1¾ 638 (700-1¾)	880-2 638 (700-2)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

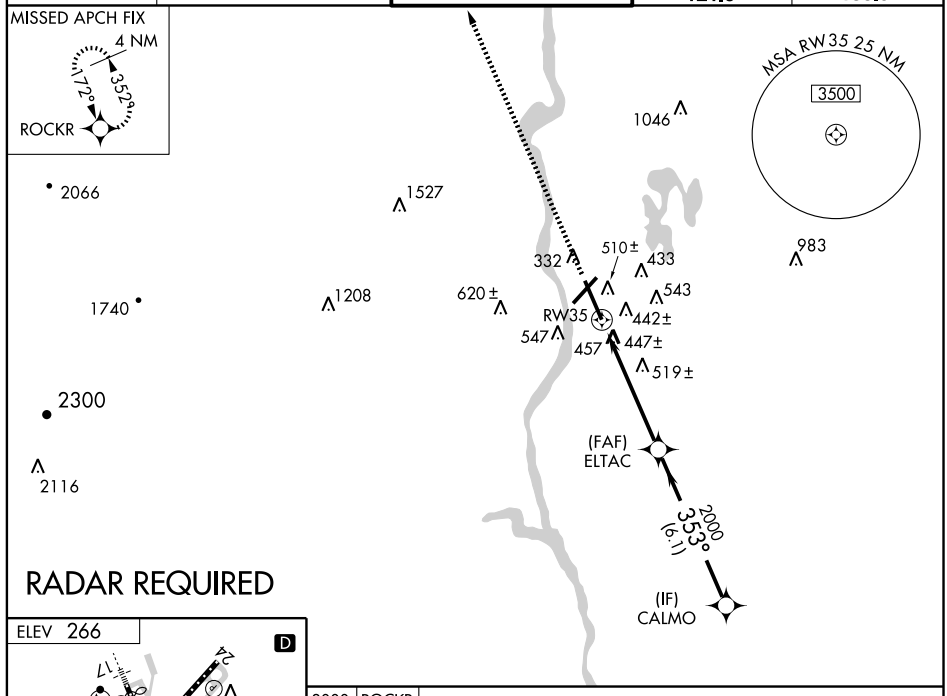
WAAS CH 99614 W35A	APP CRS 353°	Rwy Idg 7650 TDZE 265 Apt Elev 266

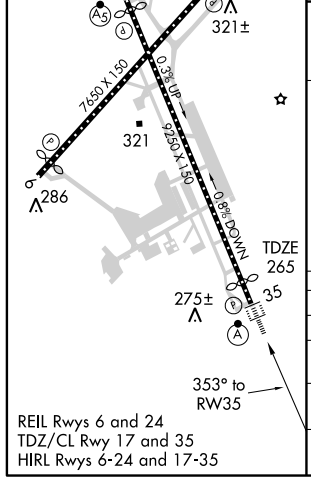
RNAV (GPS) RWY 35
MANCHESTER (MHT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase Circling Cat. D visibility to 2¼ mile. For inoperative ALSF-2, increase LNAV Cats A, B visibility to RVR 5000. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

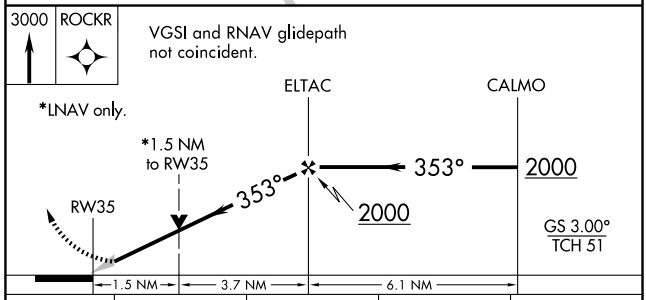
MISSED APPROACH: Climb to 3000 direct ROCKR and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35



CATEGORY	A	B	C	D
LPV DA	465/24 200 (200-1)			
LNAV/ VNAV DA	739/60 474 (500-1¼)			
LNAV MDA	820/24 555 (600-½)		820/50 555 (600-1)	820/60 555 (600-1¼)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	900-2 634 (700-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8914
CH 93807	172°	TDZE	229
W17A		Apt Elev	266

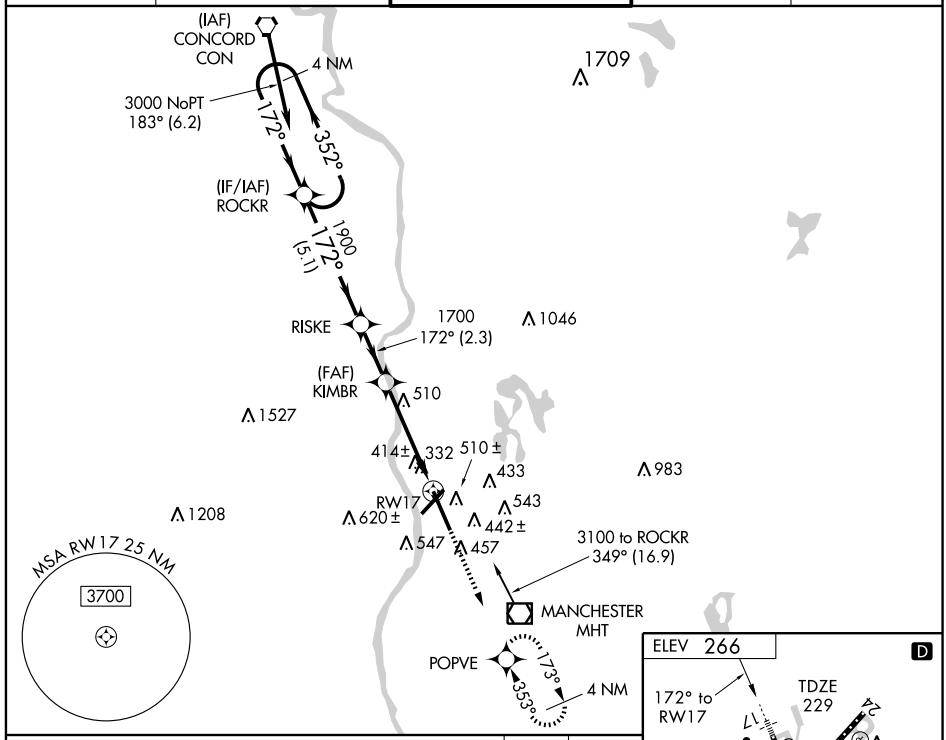
RNAV (GPS) Y RWY 17
MANCHESTER (MHT)

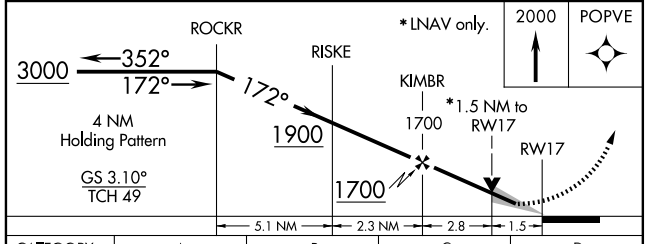
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase LPV DA to 461, LNAV/VNAV DA to 804, and all MDA 40 feet. Baro-VNAV and VDP NA when using Boire Field altimeter setting.

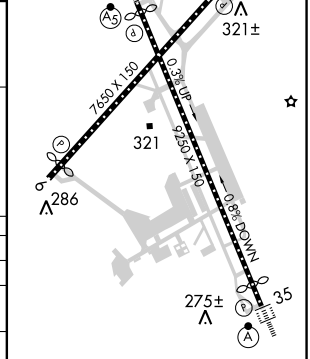
MALSR

MISSED APPROACH: Climb to 2000 direct POPVE and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

CATEGORY	A	B	C	D
LPV DA	429/24 200 (200-½)			
LNAV/VNAV DA	772-1½ 543 (600-1½)			
LNAV MDA	760/24 531 (500-½)		760/50 531 (500-1)	760/60 531 (500-1¼)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8914
172°	TDZE	229
	Apt Elev	266

RNAV (RNP) Z RWY 17

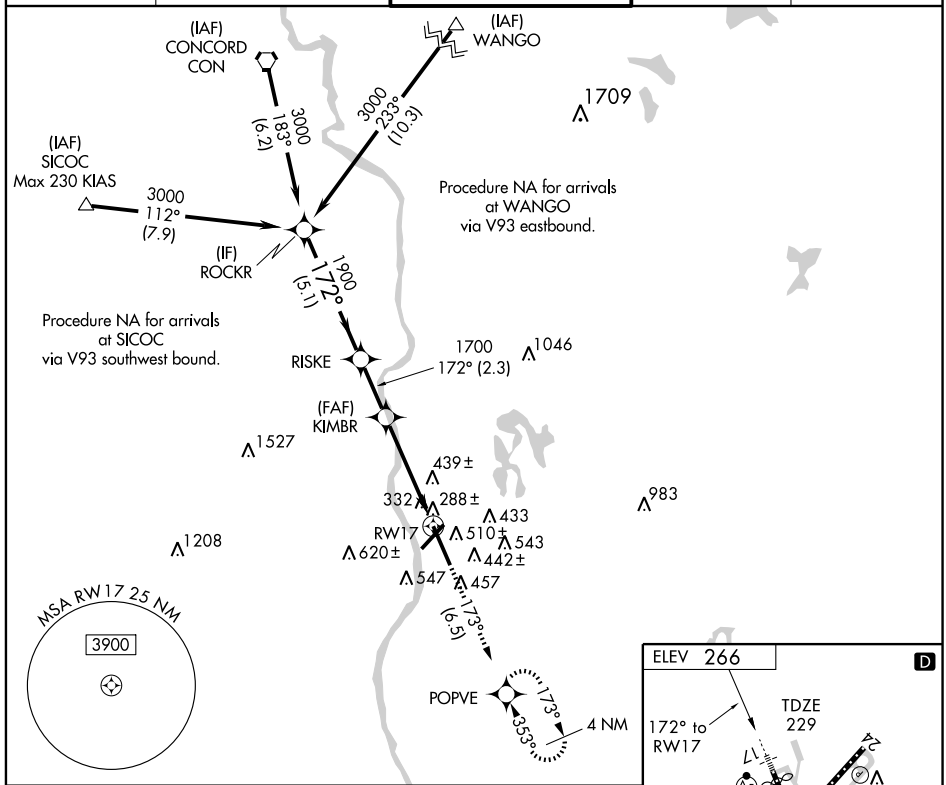
MANCHESTER (MHT)

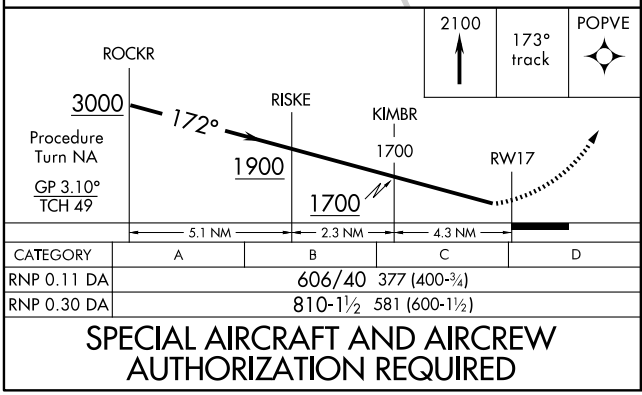
NA — For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 38°C (100°F). GPS Required. For inoperative MALSR, increase RNP 0.11 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2100 via 173° track to POPVE and hold.

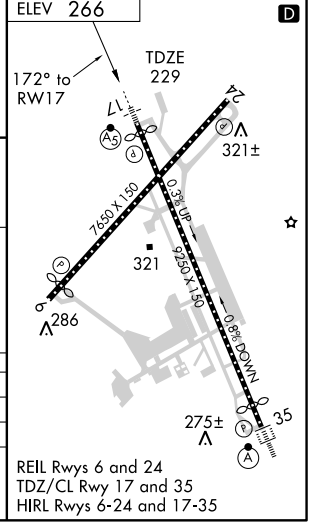
ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





CATEGORY	A	B	C	D
RNP 0.11 DA	606/40 377 (400-¾)			
RNP 0.30 DA	810-1½ 581 (600-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

NE-1, 14 JAN 2010 to 11 FEB 2010

VORTAC CON	APP CRS	Rwy Idg 8914
112.9	175°	TDZE 229
Chan 76		Apt Elev 242

VOR/DME or GPS RWY 17

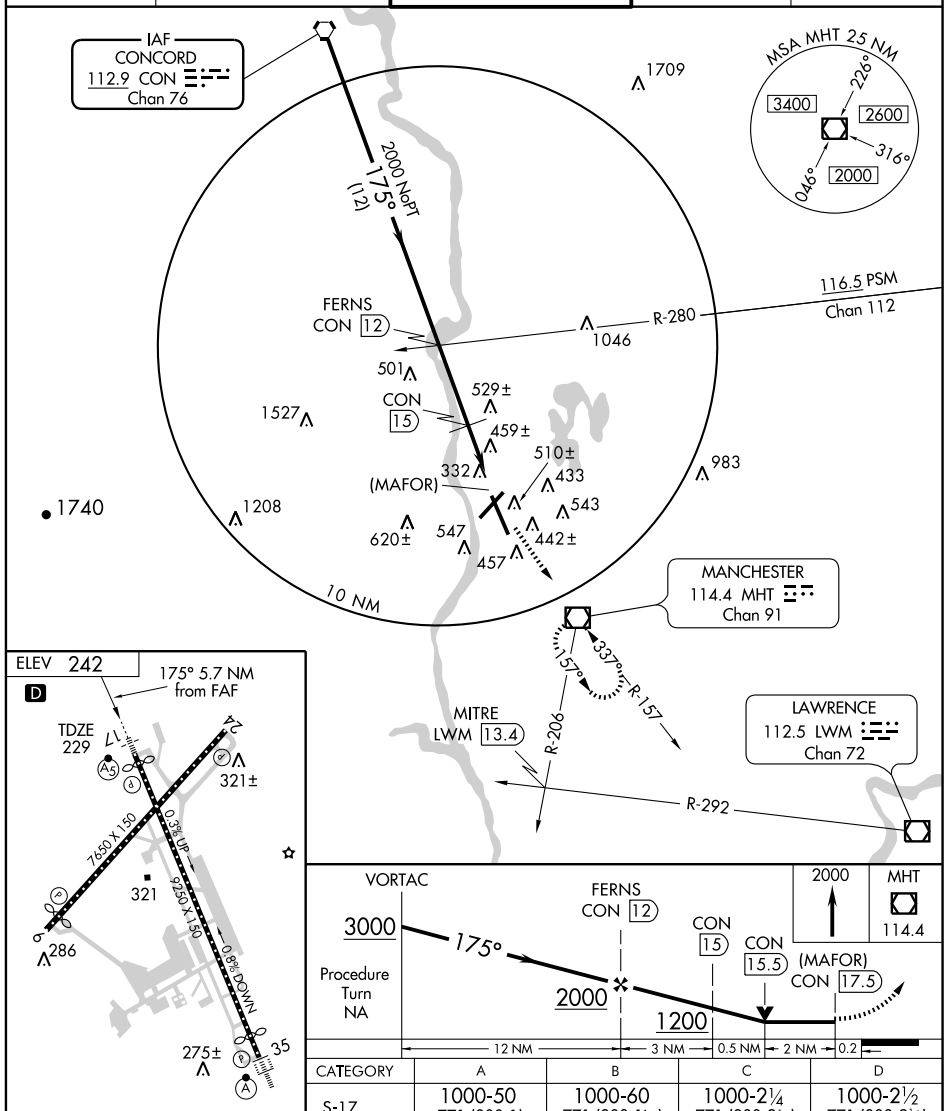
MANCHESTER (MHT)

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2000 direct to MHT VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9



REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

CATEGORY	A	B	C	D
S-17	1000-50 771 (800-1)	1000-60 771 (800-1¼)	1000-2¼ 771 (800-2¼)	1000-2½ 771 (800-2½)
CIRCLING	1000-1 734 (800-1)	1000-1¼ 734 (800-1¼)	1000-2¼ 734 (800-2¼)	1000-2½ 734 (800-2½)

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MHT	APP CRS	Rwy Idg	7650
114.4	335°	TDZE	265
Chan 91		Apt Elev	266

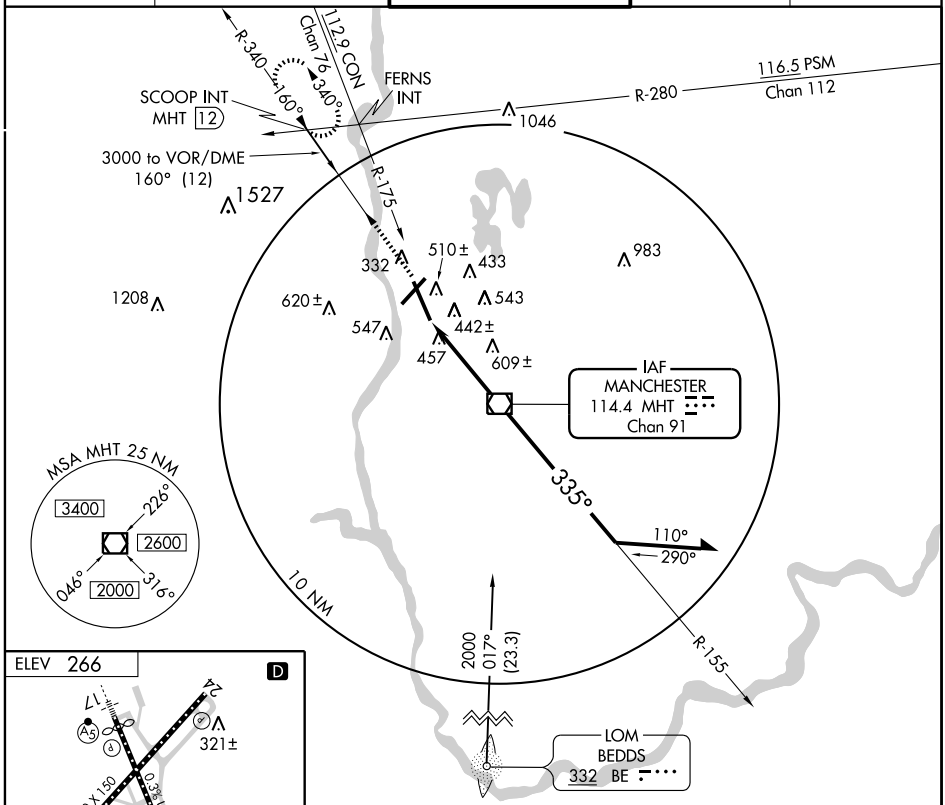
VOR RWY 35
MANCHESTER (MHT)

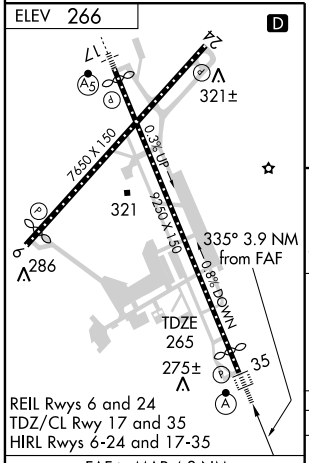
Inoperative table does not apply to CATs C and D. Visibility reduction by helicopters NA. For inoperative ALSF-2, increase S-35 Cats A/B visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

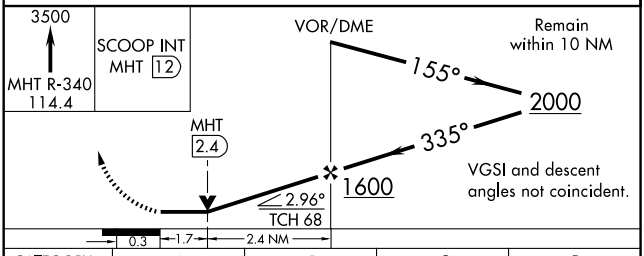
ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





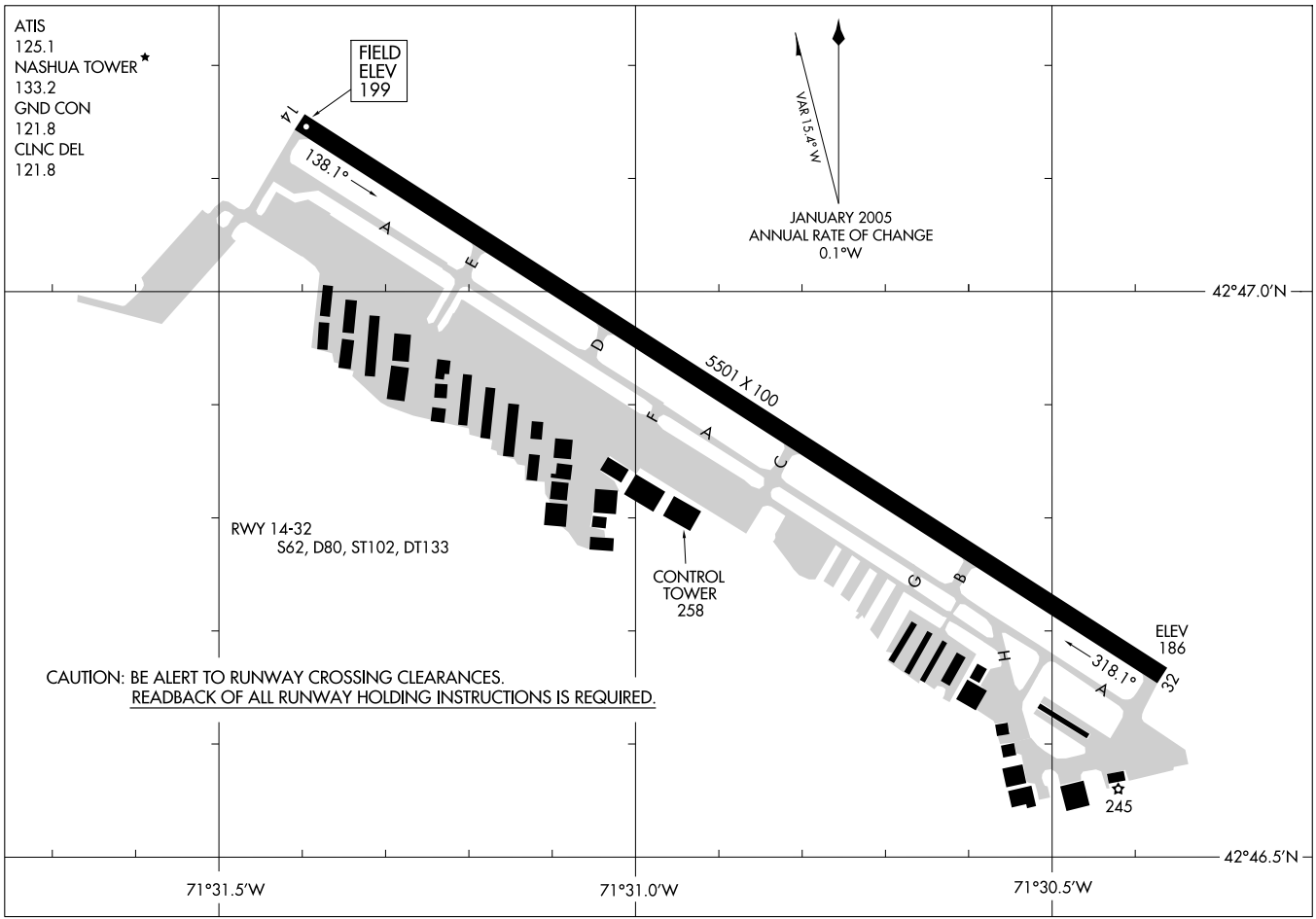
FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-35	860/40 595 (600-¾)		860-1½ 595 (600-1½)	860-1¾ 595 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1, 14 JAN 2010 to 11 FEB 2010



AIRPORT DIAGRAM

AL-5036 (FAA)

NASHUA / BOIRE FIELD (ASH)
NASHUA, NEW HAMPSHIRE

LOC I-ASH	APP CRS	Rwy Idg	5501
109.7	139°	TDZE	200
		Apt Elev	200

ILS or LOC RWY 14

NASHUA/ BOIRE FIELD (ASH)

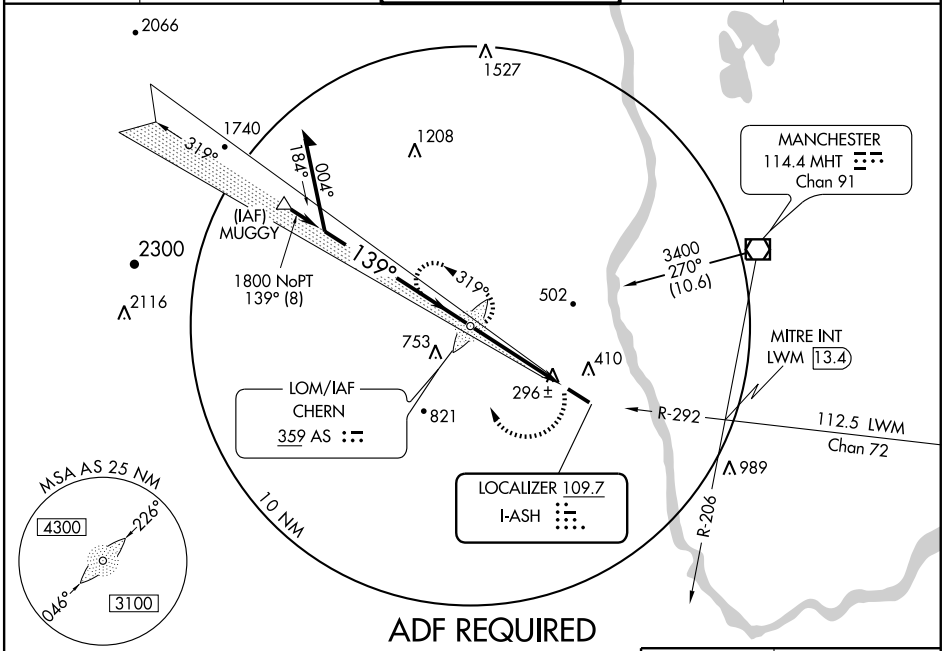
NA

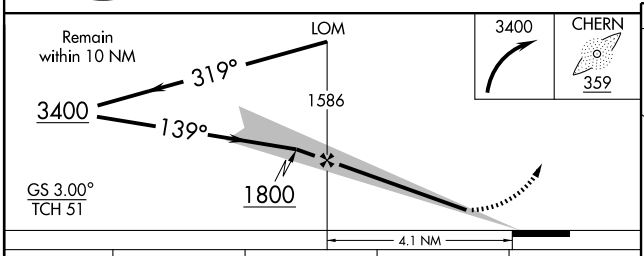
When local altimeter not received, use Manchester altimeter setting.

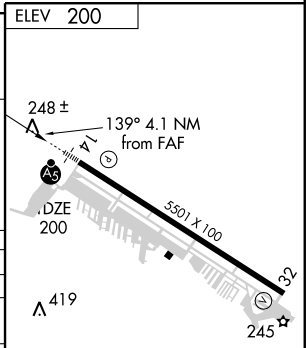
MALSR

MISSED APPROACH: Climbing right turn to 3400 direct CHERN LOM and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
S-ILS 14	400-½ 200 (200-½)			
S-LOC 14	560-½ 360 (400-½)			560-¾ 360 (400-¾)
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)
MANCHESTER ALTIMETER SETTINGS MINIMUMS				
S-ILS 14	428-½ 228 (300-½)			
S-LOC 14	580-½ 380 (400-½)			580-¾ 380 (400-¾)
CIRCLING	840-1 640 (700-1)	860-1 660 (700-1)	860-1¾ 660 (700-1¾)	860-2 660 (700-2)

HIRL Rwy 14-32 L

REIL Rwy 32 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1. 14 JAN 2010 to 11 FEB 2010

LOM AS	APP CRS	Rwy Idg	5501
359	139°	TDZE	200
		Apt Elev	200

NDB or GPS RWY 14

NASHUA/ BOIRE FIELD (ASH)

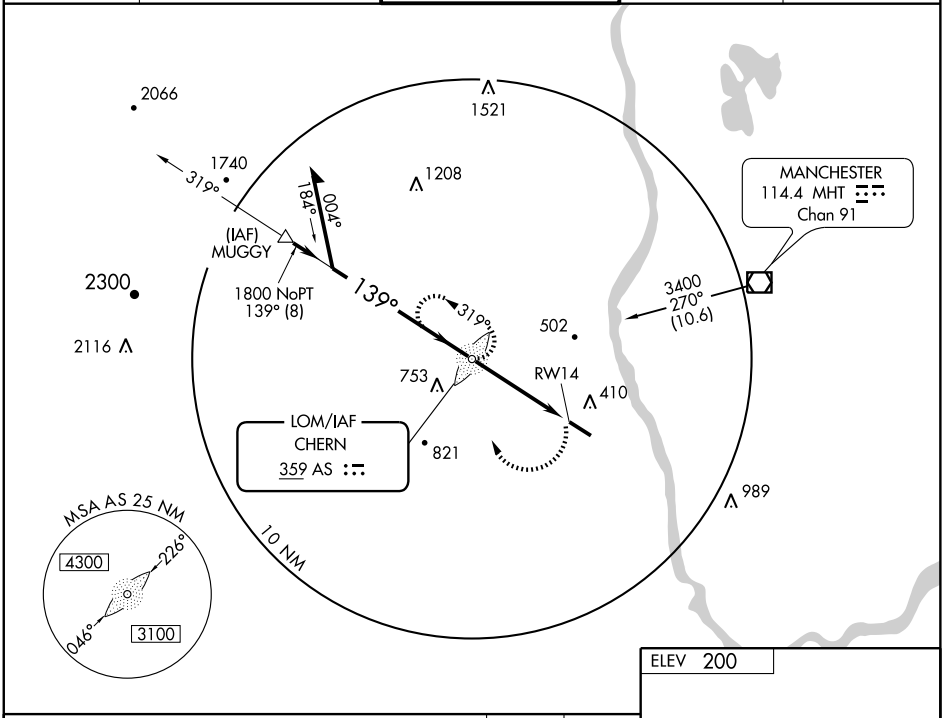
When local altimeter not received, use Manchester altimeter setting.

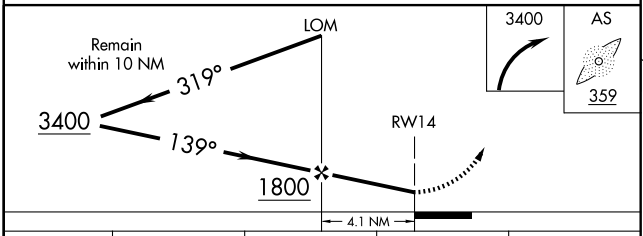
NA

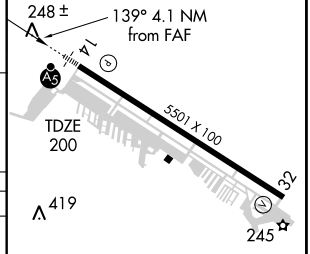
MALSR

MISSED APPROACH: Climbing right turn to 3400 direct AS LOM and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
S-14	840-¾ 640 (700-¾)		840-1¼ 640 (700-1¼)	840-1¾ 640 (700-1¾)
CIRCLING	840-1 640 (700-1)		840-1¾ 640 (700-1¾)	840-2 640 (700-2)
MANCHESTER ALTIMETER SETTING MINIMUMS				
S-14	860-¾ 660 (700-¾)		860-1¼ 660 (700-1¼)	860-1¾ 660 (700-1¾)
CIRCLING	860-1 660 (700-1)		860-1¾ 660 (700-1¾)	860-2 660 (700-2)

HIRL Rwy 14-32 L

REIL Rwy 32 L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5501
CH 86402	319°	TDZE	192
W32A		Apt Elev	199

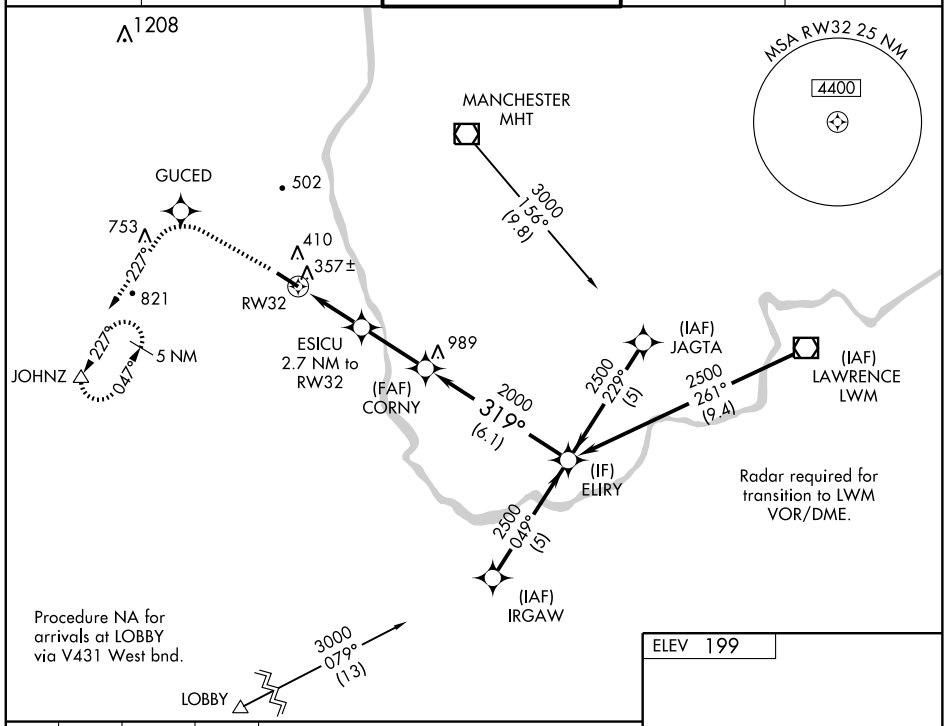
RNAV (GPS) RWY 32

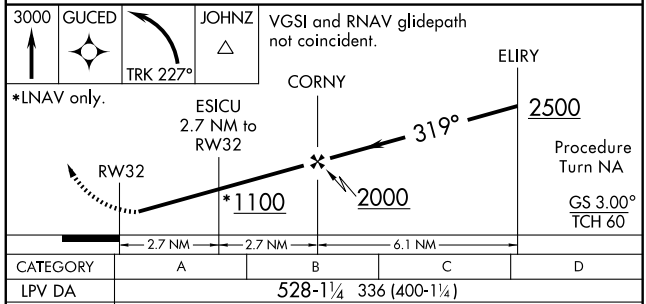
NASHUA/ BOIRE FIELD (ASH)

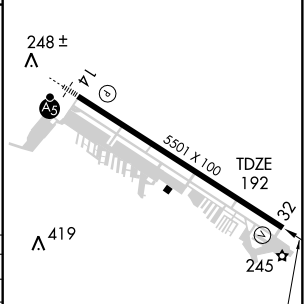
Baro-VNAV NA when using Manchester altimeter setting. If local altimeter setting not received, use Manchester altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct GUCED and left turn via 227° track to JOHNZ and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
LPV DA	528-1¼ 336 (400-1¼)			
LNAV/ VNAV DA	617-1½ 425 (500-1½)			
LNAV MDA	660-1 468 (500-1)		660-1¼ 468 (500-1¼)	660-1½ 468 (500-1½)
CIRCLING	800-1½ 601 (700-1½)		820-1¾ 621 (700-1¾)	820-2 621 (700-2)

HIRL Rwy 14-32 L
REIL Rwy 32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MHT	APP CRS	Rwy Idg	N/A
114.4	246°	TDZE	N/A
Chan 91		Apt Elev	200

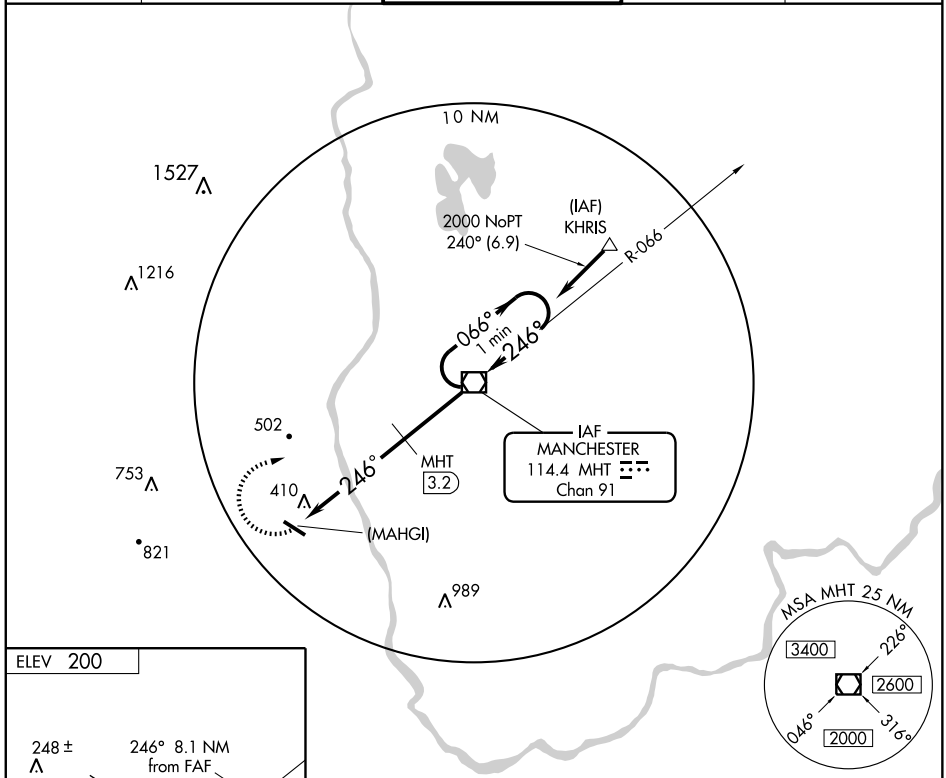
VOR or GPS-A

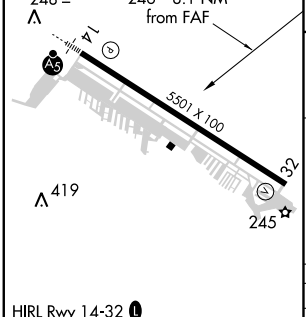
NASHUA/ BOIRE FIELD (ASH)

When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and CAT C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct MHT VOR/DME and hold.

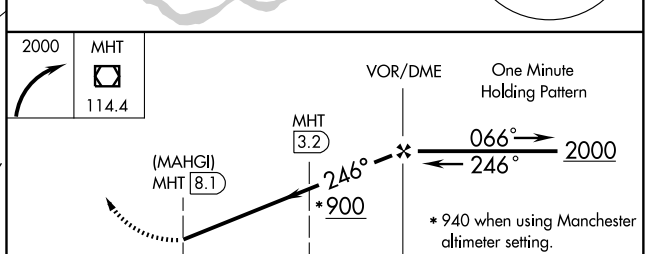
ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8





HIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42



CATEGORY	A	B	C	D
CIRCLING	900-1 700 (700-1)		900-2 700 (700-2)	900-2¼ 700 (700-2¼)
DME MINIMUMS				
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME LWM	APP CRS	Rwy Idg	5501
112.5	292°	TDZE	193
Chan 72		Apt Elev	200

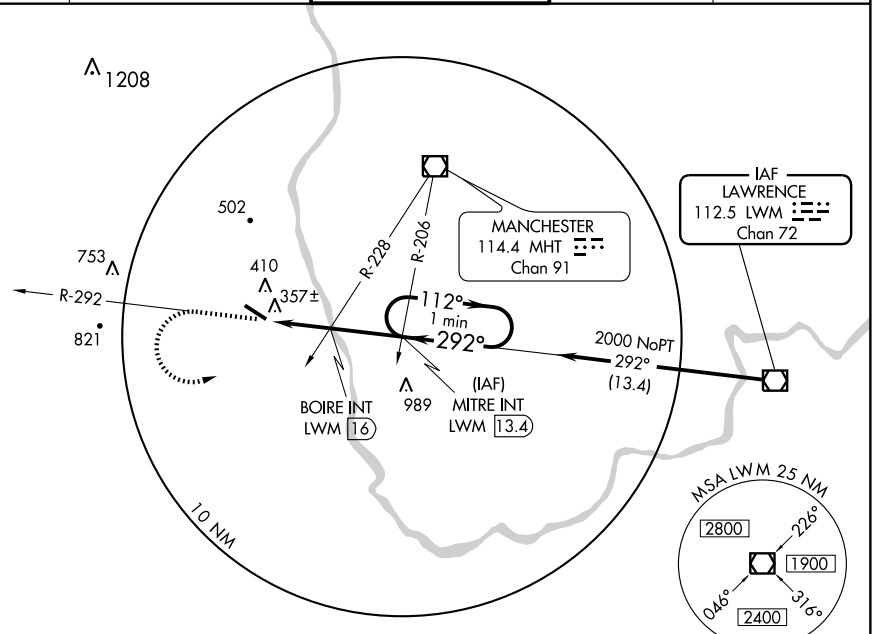
VOR RWY 32

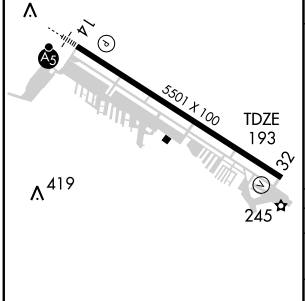
NASHUA/ BOIRE FIELD (ASH)

When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via LWM R-292 to MITRE Int and hold.

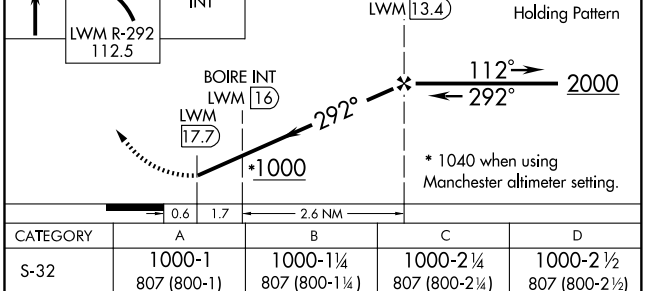
ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8





HIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-32	1000-1 807 (800-1)	1000-1¼ 807 (800-1¼)	1000-2¼ 807 (800-2¼)	1000-2½ 807 (800-2½)
CIRCLING	1000-1 800 (800-1)	1000-1¼ 800 (800-1¼)	1000-2¼ 800 (800-2¼)	1000-2½ 800 (800-2½)
BOIRE INT MINIMUMS				
S-32	620-1 427 (500-1)		620-1¼ 427 (500-1¼)	620-1½ 427 (500-1½)
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)

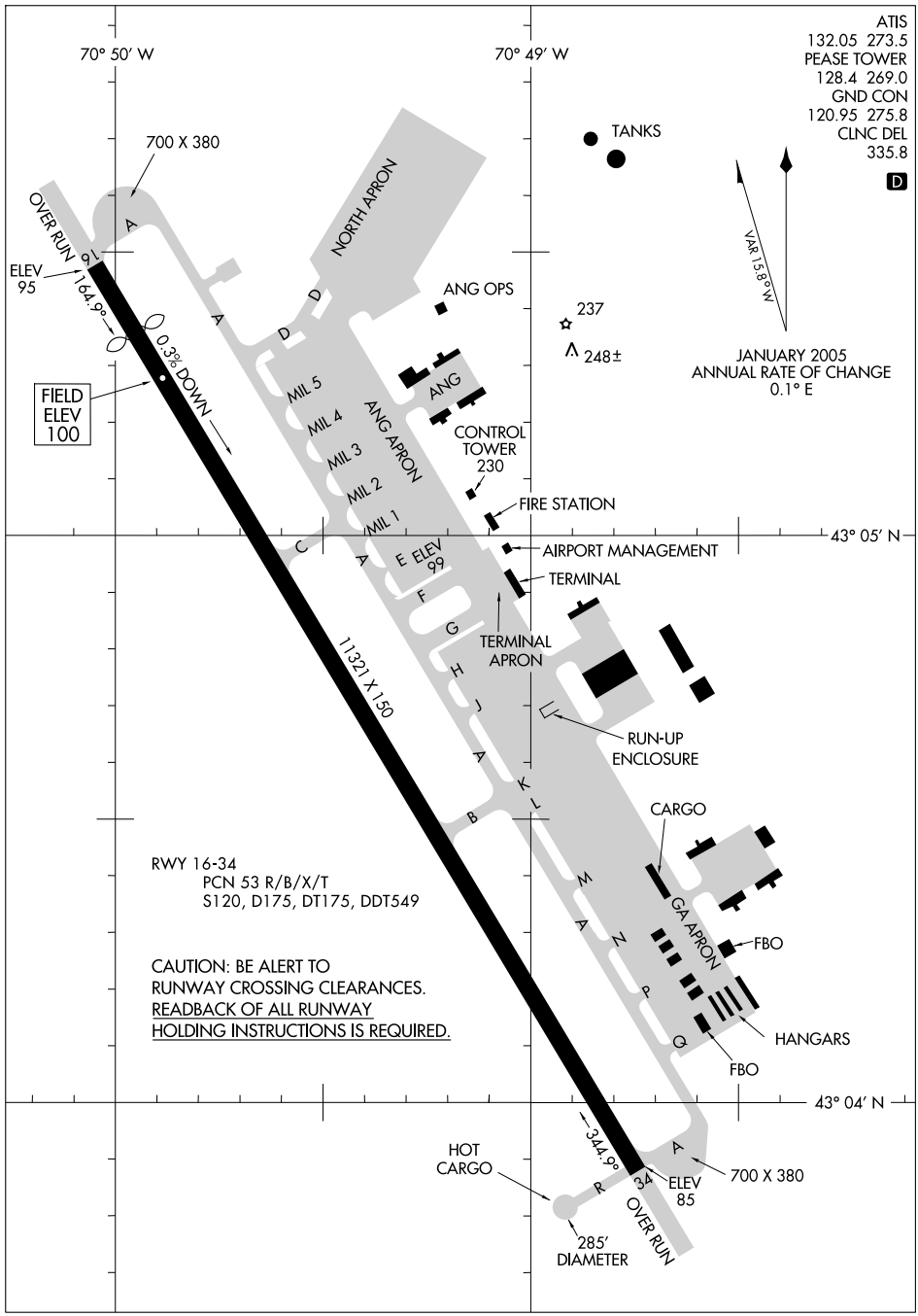
NE-1. 14 JAN 2010 to 11 FEB 2010

09239

AIRPORT DIAGRAM

AL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



NE-1, 14 JAN 2010 to 11 FEB 2010

LOC I-PGQ	APP CRS	Rwy Idg	10518
110.1	165°	TDZE	100
		Apt Elev	100

ILS or LOC RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

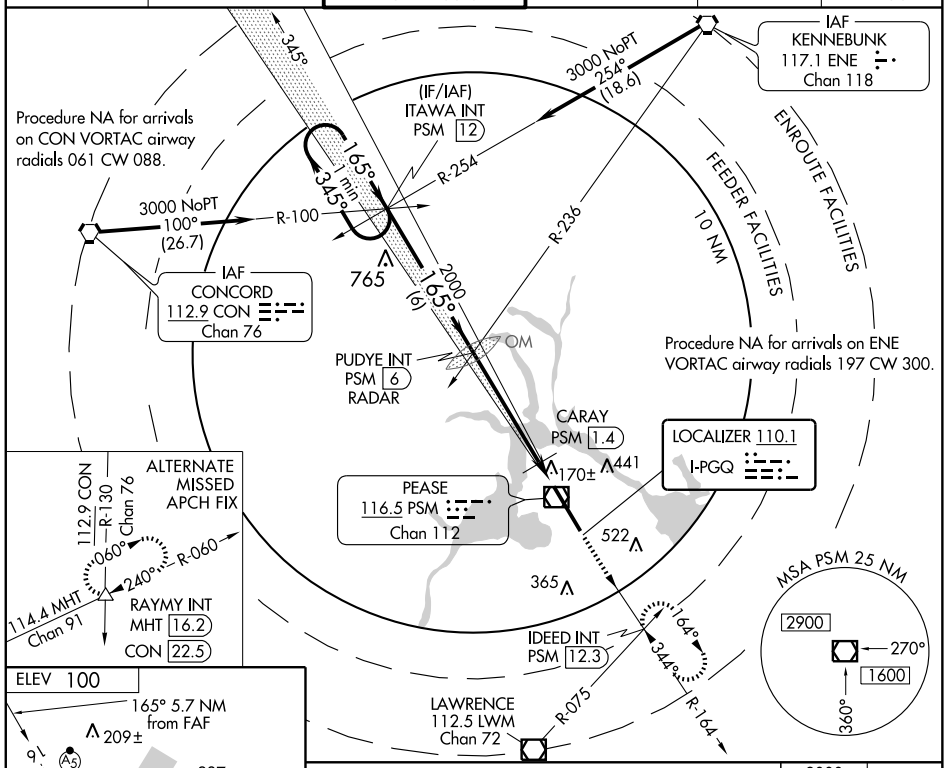
Circling NA east of Rwy 16-34. For inoperative MALSR, increase S-ILS 16 Cat E visibility to RVR 4000 and S-LOC 16 Cat E visibility to 1½. CARAY FIX MINIMUMS: For inoperative MALSR, increase S-LOC 16 Cat D and E visibility to RVR 5000.

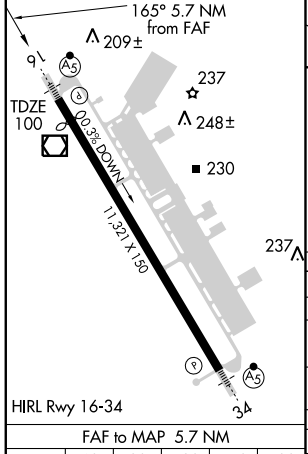
ASR ** Visibility Cats A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

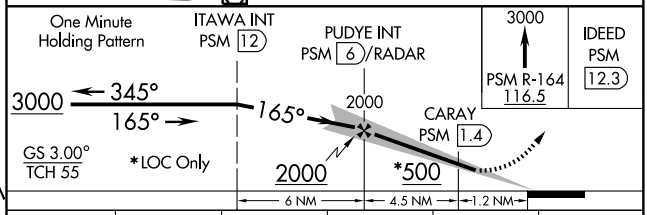
MALSR

MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-164 to IDEED Int/PSM 12.3 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 16	** 300/24 200 (200-½)				
S-LOC 16	500/24 400 (400-½)			500/40 400 (400-¾)	500/50 400 (400-1)
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	
CARAY FIX MINIMUMS					
S-LOC 16	420/24 320 (400-½)			420/40 320 (400-¾)	
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC I-PSM	APP CRS	Rwy Idg	11321
110.1	345°	TDZE	84
		Apt Elev	100

ILS or LOC RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

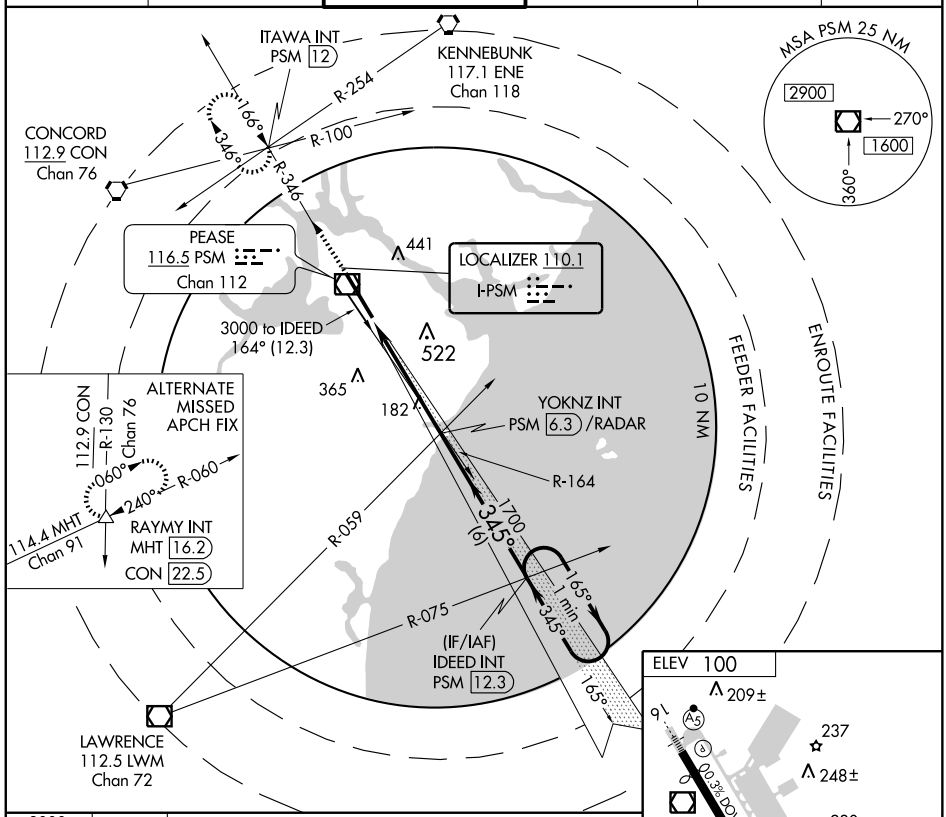
ASR

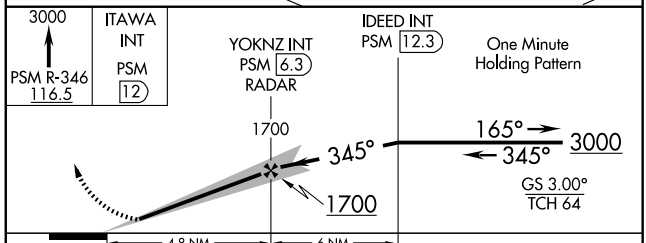
Circling NA east of Rwy 16-34.
For inoperative MALSR, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

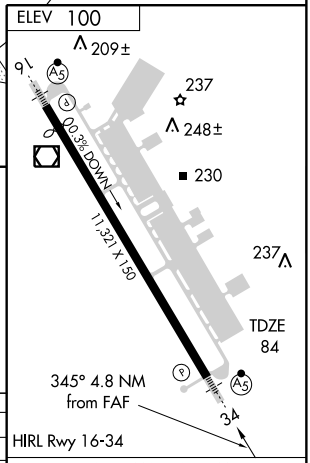
MALSR

MISSED APPROACH: Climb to 3000 via PSM R-346 to ITAWA Int/PSM 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 34	284/24 200 (200-½)				
S-LOC 34	440/24 356 (400-½)			440/40 356 (400-¾)	
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	

FAF to MAP 4.8 NM

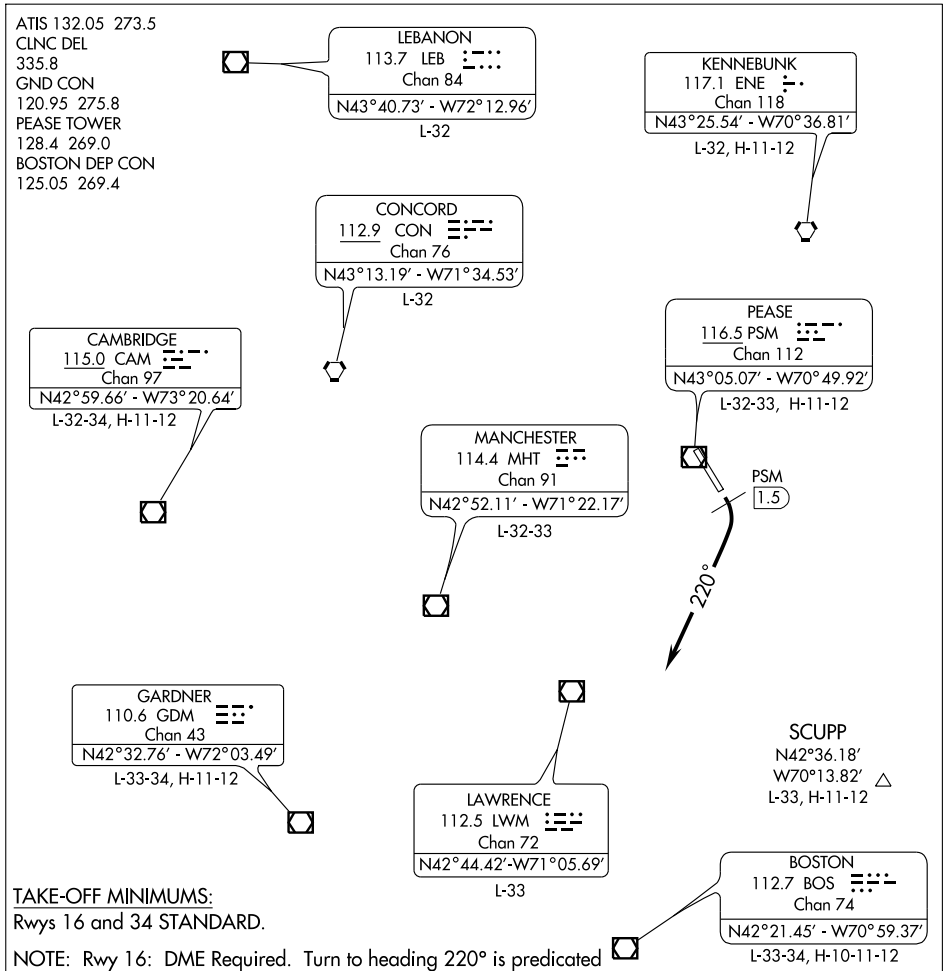
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-1. 14 JAN 2010 to 11 FEB 2010

PEASE TWO DEPARTURE

SL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



TAKE-OFF MINIMUMS:
Rwys 16 and 34 STANDARD.

NOTE: Rwy 16: DME Required. Turn to heading 220° is predicated on avoiding noise sensitive areas. Initiate turns as soon as practicable upon reaching 500′ MSL, but no earlier than PSM 1.5 DME. PSM 1.5 DME intersects runway centerline 190′ from departure end.

NOTE: Rwy 34: Cross departure end of runway at or above 10′ AGL/105′ MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb via 165° course, cross PSM 1.5 DME at or above 500′, turn right heading 220° or as assigned by ATC for radar vectors to assigned route/navaid/fix, if unable to reach 500′ or above by PSM 1.5 DME continue on 165° course, Thence . . . .

TAKE-OFF RUNWAY 34: Climb runway heading or as assigned by ATC for radar vectors to assigned route/navaid/fix, Thence . . . .

. . . . Maintain 3000′ or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

NE-1, 14 JAN 2010 to 11 FEB 2010

WAAS Ch 40012 W16A	APP CRS 165°	Rwy Idg 10518 TDZE 100 Apt Elev 100

RNAV (GPS) RWY 16

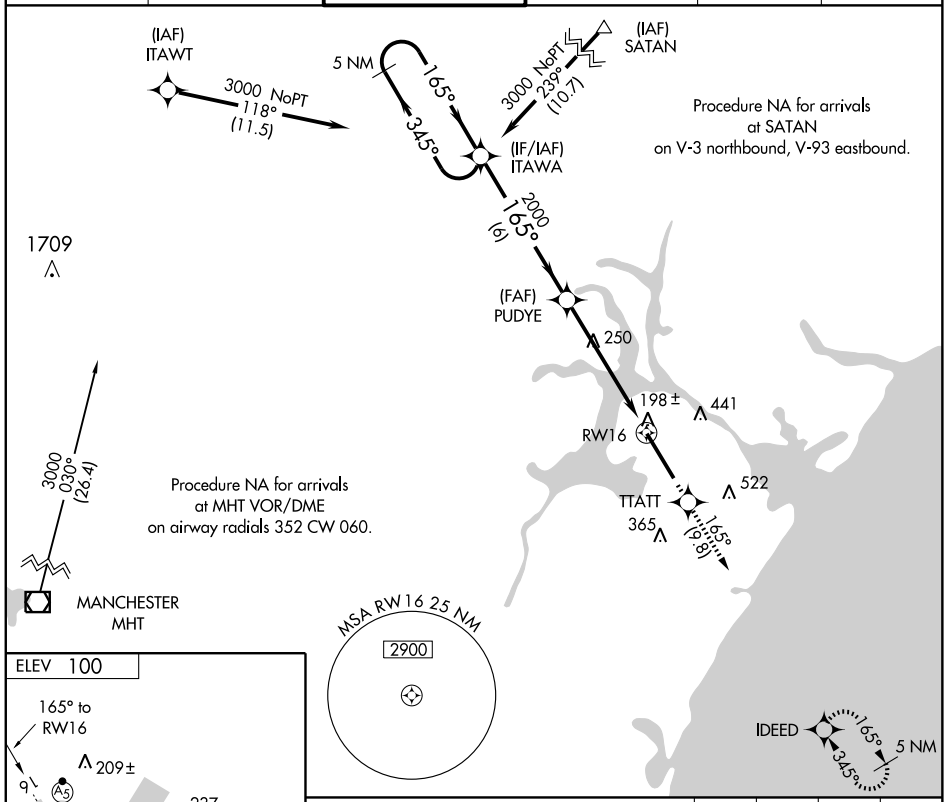
PORTSMOUTH INTL AT PEASE (PSM)

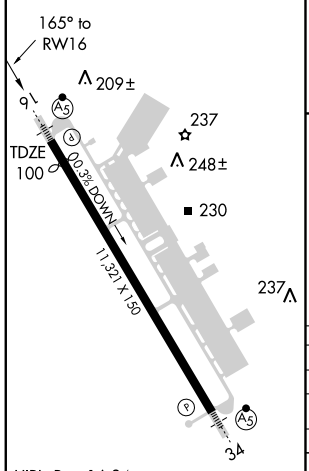
ASR — Circling NA East of Rwy 16-34. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½. DME/DME RNP-0.3 NA. BARO-VNAV NA below -15C (5F).

MALSR (A5)

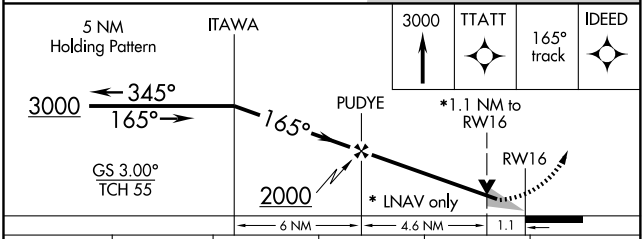
MISSED APPROACH: Climb to 3000 direct TTATT and via 165° track to IDEED and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95





HIRL Rwy 16-34



CATEGORY	A	B	C	D	E
LPV DA	358/24 258 (300-½)				
LNAV/VNAV DA	452/40 352 (400-¾)				
LNAV MDA	500/24 400 (400-½)			500/50 400 (400-1)	
CIRCLING	500-1¼ 400 (400-1¼)	560-1¼ 460 (600-1¼)	560-1½ 460 (500-1½)	680-2 580 (600-2)	

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10518
Ch 97323	345°	TDZE	84
W34A		Apt Elev	100

RNAV (GPS) RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

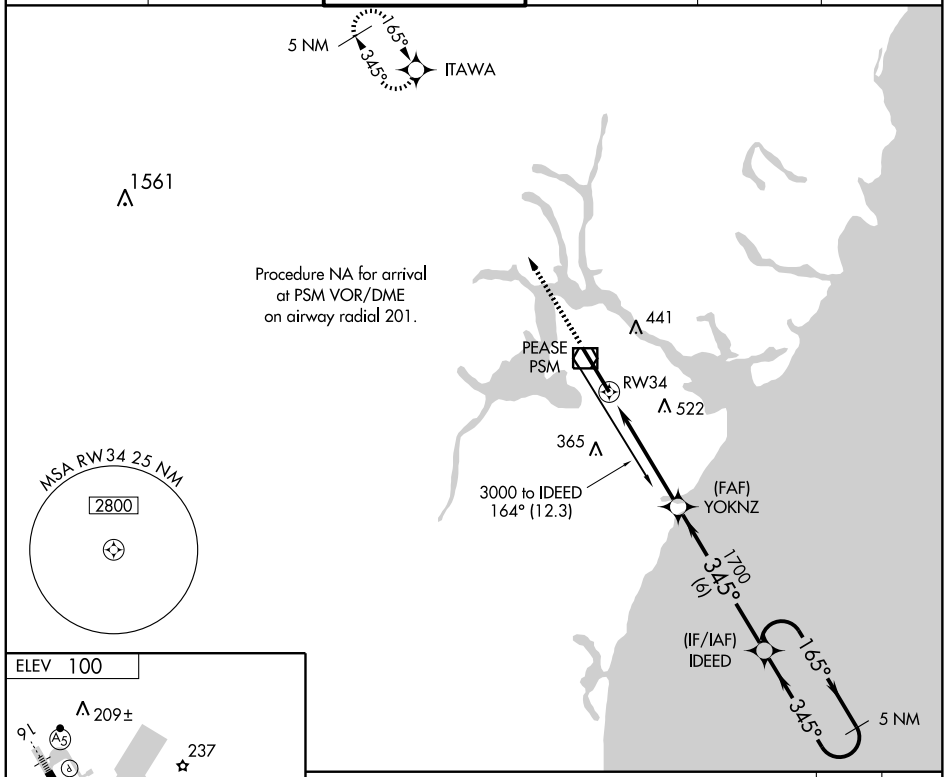
ASR

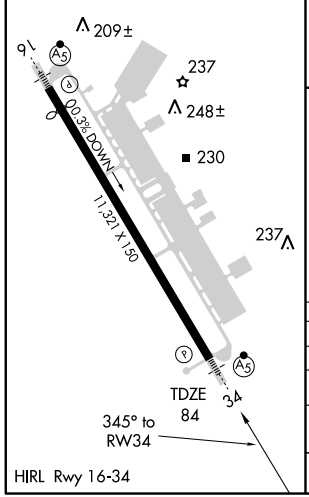
Circling NA East of Rwy 16-34. For inoperative MALSR increase LPV visibility to 4000 all Cats, LNAV/VNAV visibility Cat E to 1½, and LNAV visibility Cat E visibility to 1¾. BARO-VNAV NA below -15C (5F). DME/DME RNP-0.3 NA.

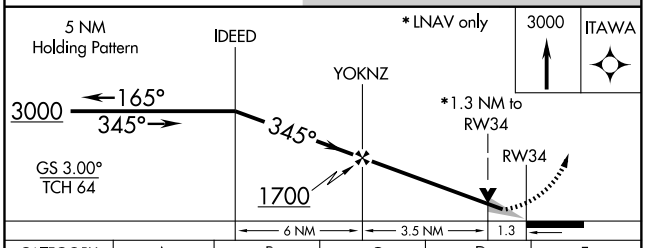
MALSR

MISSED APPROACH: Climb to 3000 direct ITAWA and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







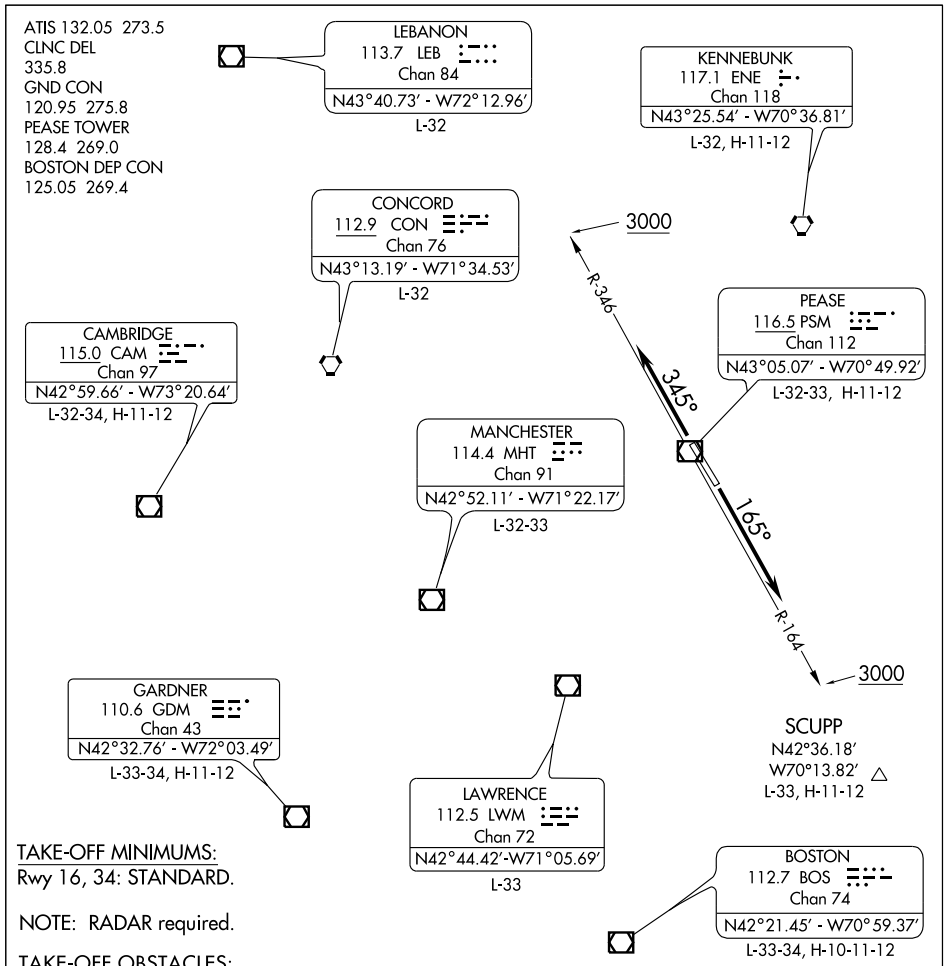
CATEGORY	A	B	C	D	E
LPV DA	349/24 265 (300-½)				
LNAV/VNAV DA	513/50 429 (500-1)				
LNAV MDA	560/24 476 (500-½)		560/40 476 (500-¾)	560/50 476 (500-1)	560/60 476 (500-1¼)
CIRCLING	560-1½ 460 (500-1½)			680-2 580 (600-2)	

NE-1. 14 JAN 2010 to 11 FEB 2010

TANKER ONE DEPARTURE

SL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



TAKE-OFF MINIMUMS:
Rwy 16, 34: STANDARD.

NOTE: RADAR required.

TAKE-OFF OBSTACLES:
Rwy 34: Building 519′ from DER, 439′ right of centerline, 15′ AGL/115′ MSL.
Trees beginning 2752′ from DER, 1090′ right of centerline, up to 90′ AGL/170′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 165° to intercept PSM VOR/DME R-164 to 3000 or as assigned by ATC, Thence. . . .
TAKE-OFF RUNWAY 34: Climb heading 345° to intercept PSM VOR/DME R-346 to 3000 or as assigned by ATC, Thence. . . .

. . . . Expect radar vectors to assigned route/navaid/fix. Expect further clearance to filed altitude/flight level 5 minutes after departure.

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME PSM	APP CRS	Rwy Idg	10518
116.5	174°	TDZE	101
Chan 112		Apt Elev	101

VOR RWY 16

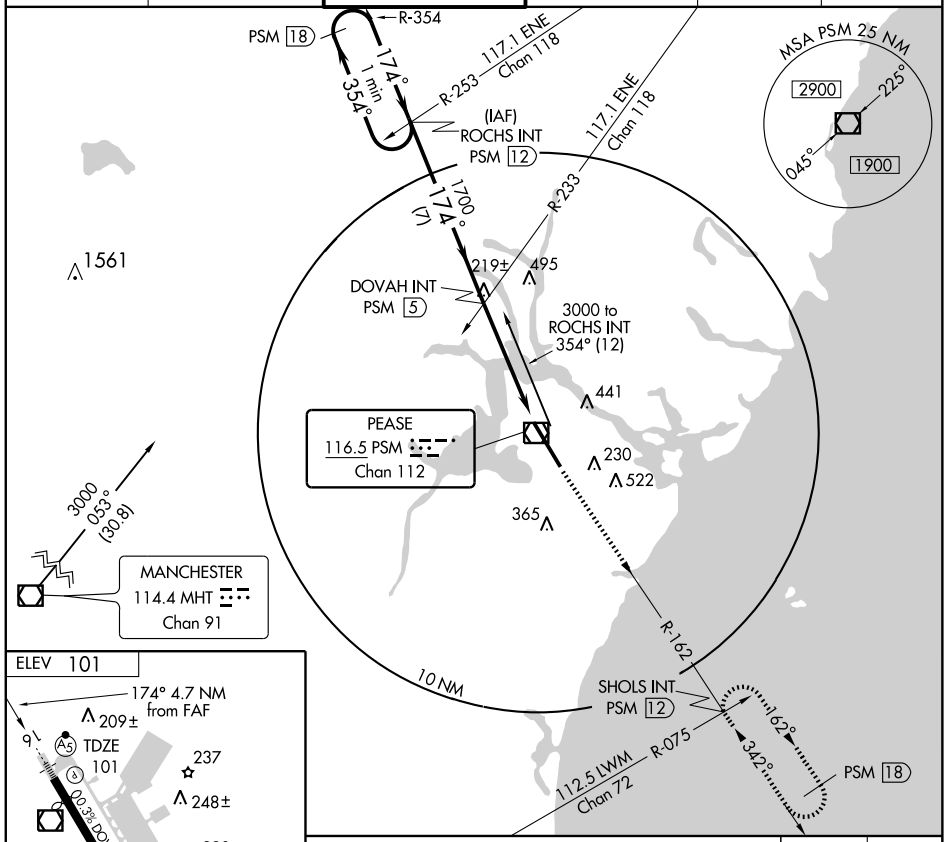
PORTSMOUTH INTL AT PEASE (PSM)

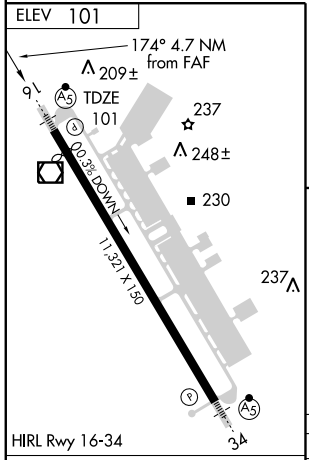
ASR — Circling not authorized east of Rwys 16 and 34. For inoperative MALSR, increase S-16 Cat D & E visibilities to 1¼.

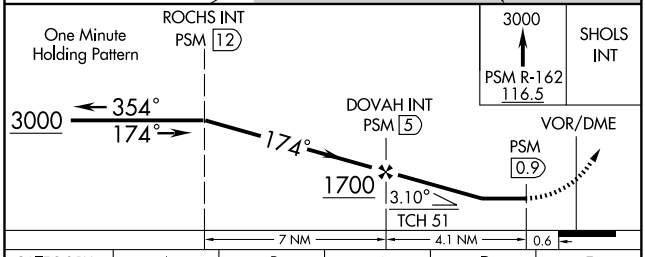
MALSR

MISSED APPROACH: Climb to 3000 via PSM R-162 to SHOLS Int/PSM 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-16	460/24 359 (400-½)			460/50 359 (400-1)	
CIRCLING	480-1 379 (400-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	680-2 579 (600-2)	

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME PSM	APP CRS	Rwy Idg	11321
116.5	342°	TDZE	85
Chan 112		Apt Elev	101

VOR RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

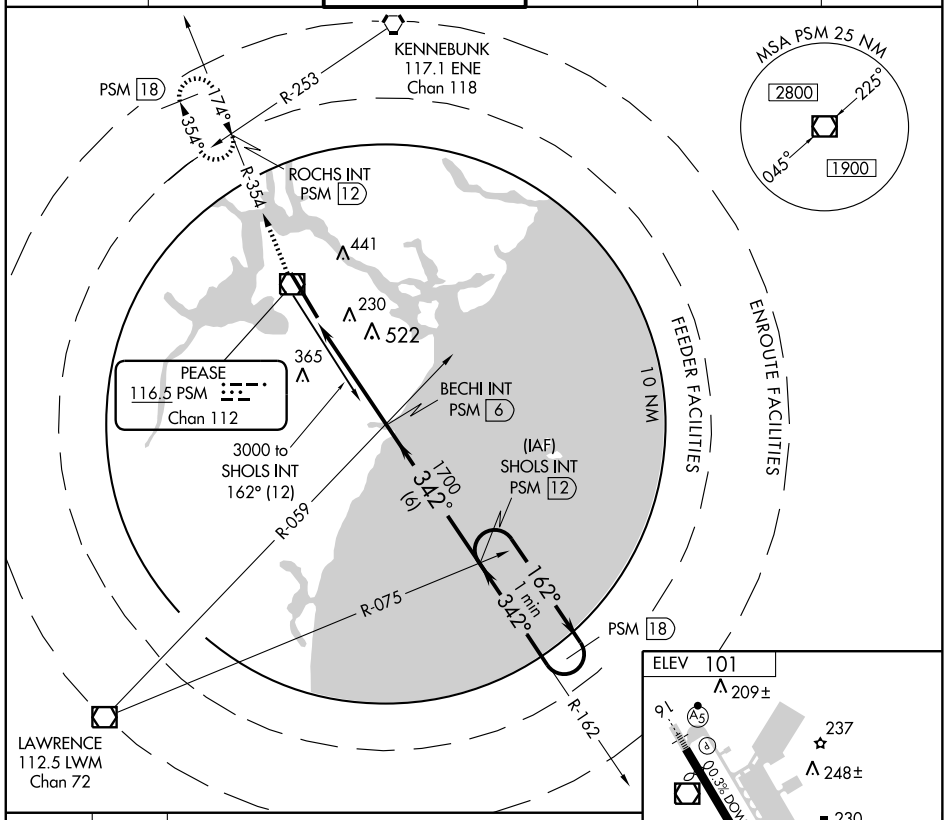
ASR

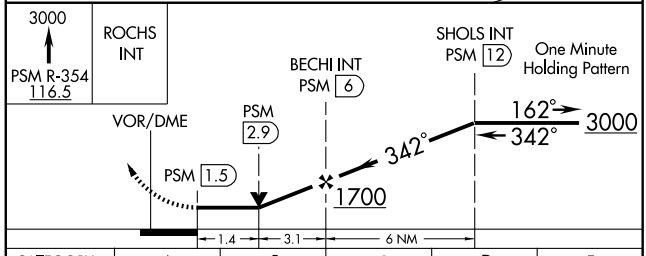
Circling not authorized east of Rwy 16 and 34.

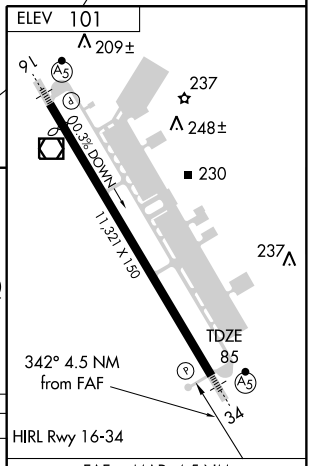
MALSR

MISSED APPROACH: Climb to 3000 via PSM R-354 to ROCHS Int/PSM 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
S-34	520/24	435 (500-½)	520/40 435 (500-¾)	520/50	435 (500-1)
CIRCLING	520-1 419 (500-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	680-2	579 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1. 14 JAN 2010 to 11 FEB 2010

LOM SF	APP CRS	Rwy Idg	N/A
349	251°	TDZE	N/A
		Apt Elev	322

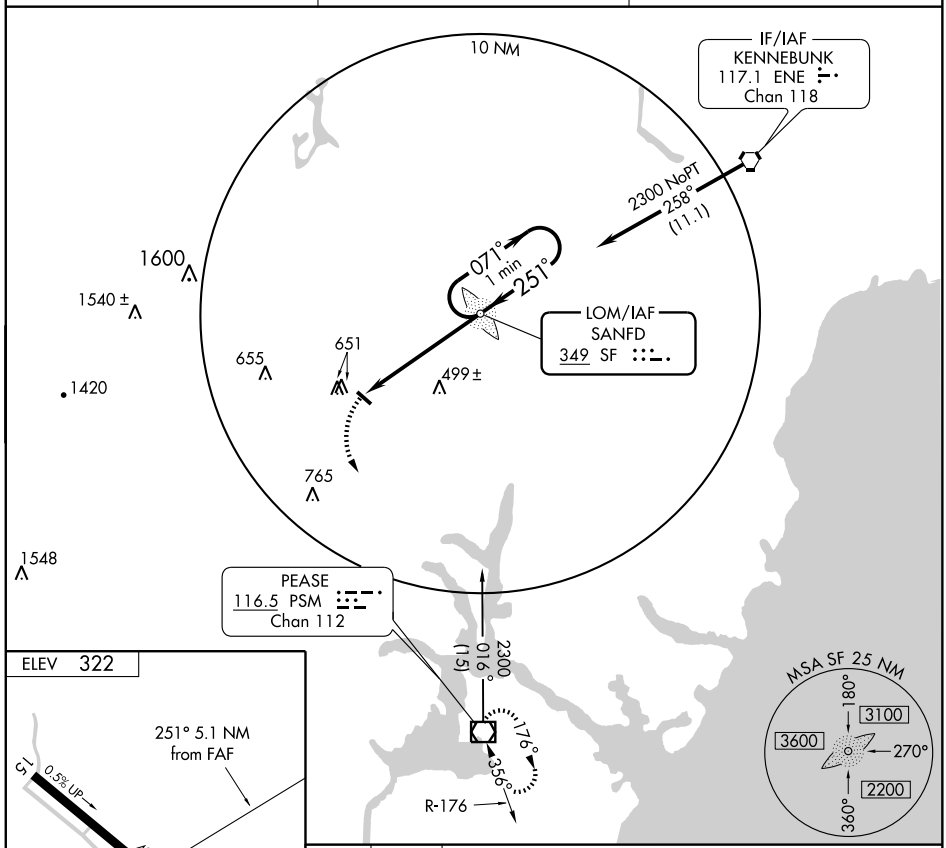
NDB-B

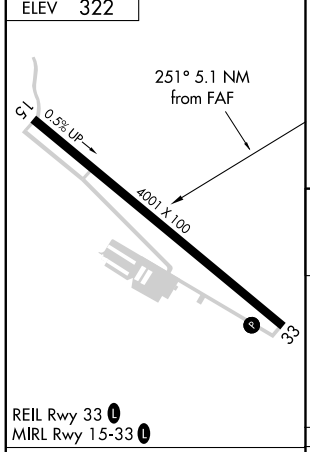
ROCHESTER/ SKYHAVEN (DAW)

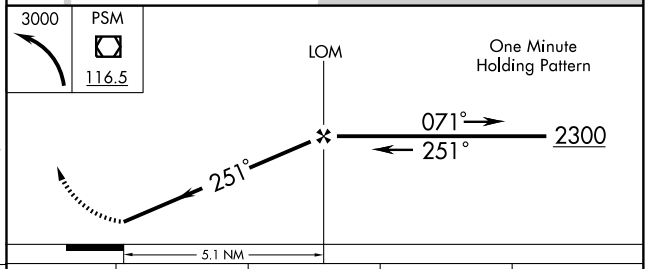
Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase MDA 80 feet and visibility Cat. B/C ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct PSM VOR/DME and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1020-1	698 (700-1)	1020-2	NA
			698 (700-2)	

NE-1, 14 JAN 2010 to 11 FEB 2010

NDB ESG 260	APP CRS 327°	Rwy Idg 4001 TDZE 322 Apt Elev 322

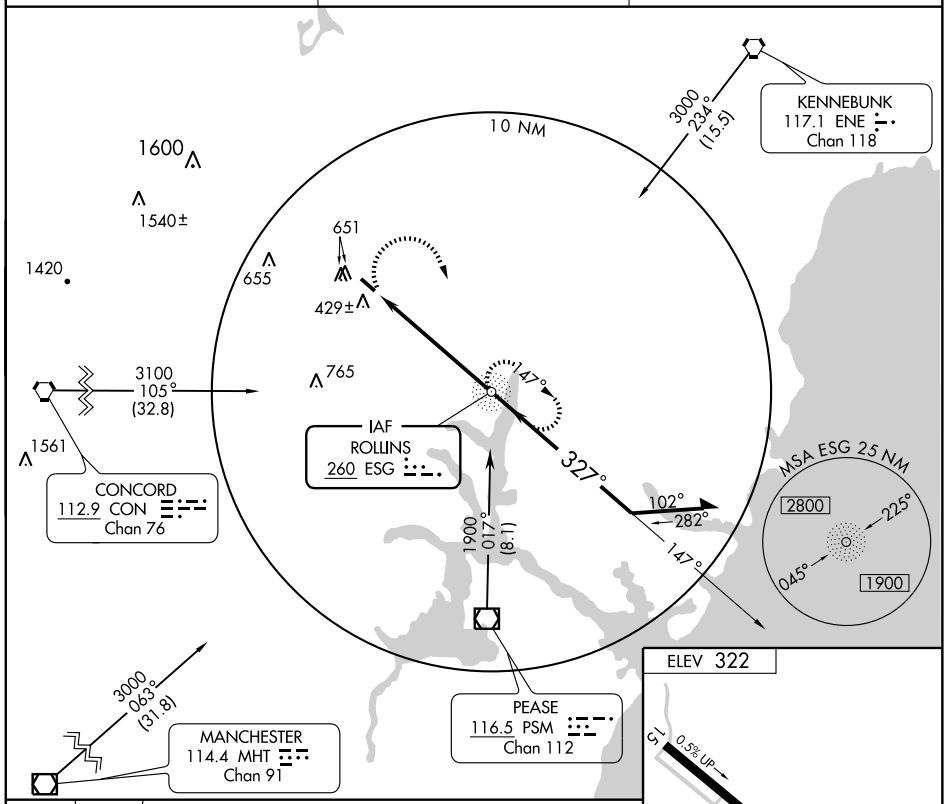
NDB RWY 33

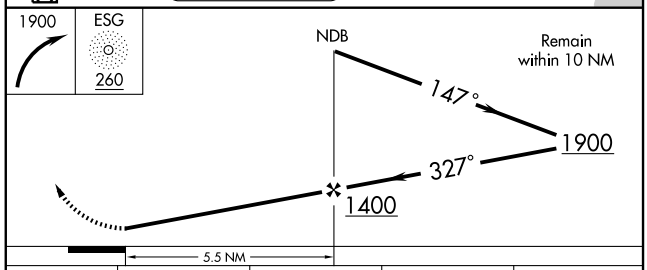
ROCHESTER/ SKYHAVEN (DAW)

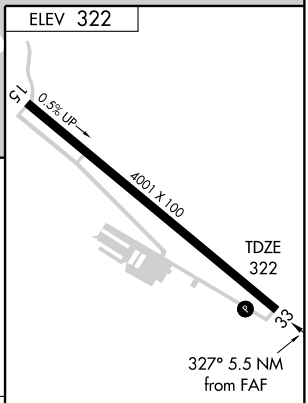
When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.

MISSED APPROACH: Climbing right turn to 1900 direct ESG NDB and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	860-1	538 (600-1)	860-1½ 538 (600-1½)	NA
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA

REIL Rwy 33 L
MIRL Rwy 15-33 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4001
CH 72715	327°	TDZE	322
W33A		Apt Elev	322

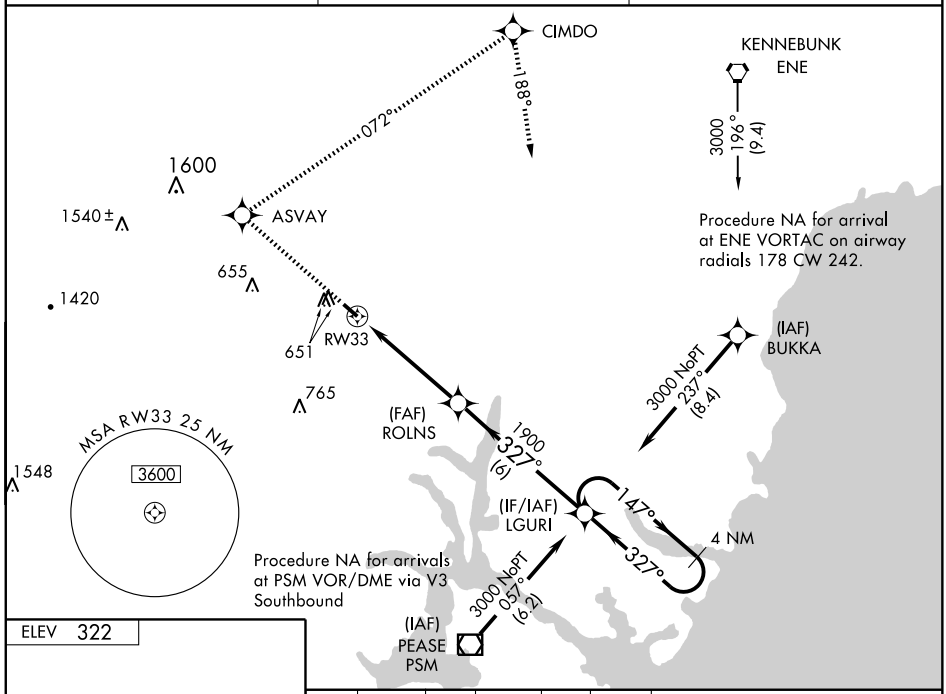
RNAV (GPS) RWY 33

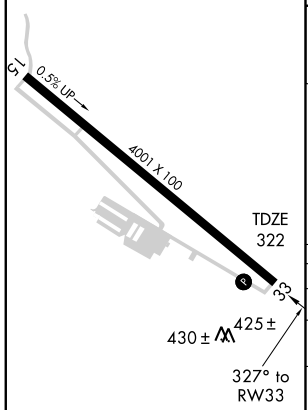
ROCHESTER/ SKYHAVEN (DAW)

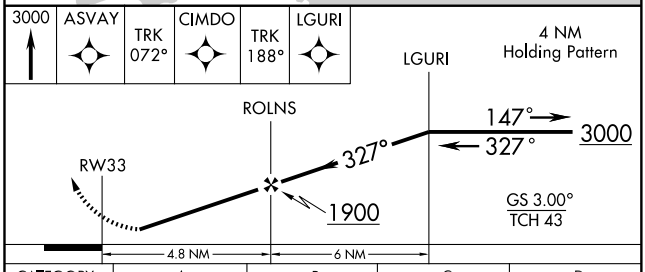
Baro-VNAV NA when using Portsmouth altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase all DA 62 feet and all MDA 80 feet, and LPV all Cats, LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. B-C ¼ mile.

MISSED APPROACH: Climb to 3000 direct ASVAY and via track 072° to CIMDO and via track 188° to LGURI and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	627-1 305 (400-1)			NA
LNAV/VNAV DA	695-1¼ 373 (400-1¼)			NA
LNAV MDA	860-1 538 (600-1)		860-1½ 538 (600-1½)	NA
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

NE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME PSM	APP CRS	Rwy Idg N/A
116.5	356°	TDZE N/A
Chan 112		Apt Elev 322

VOR/DME-A

ROCHESTER/ SKYHAVEN (DAW)

When local altimeter not received, use Portsmouth altimeter setting and increase all MDA 80 feet, and Circling visibility Cat. B-C ¼ mile.

MISSED APPROACH: Climbing left turn to 3500 via heading 270° and CON VORTAC R-095 to CON VORTAC and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L

MISSED APCH FIX
CONCORD
112.9 CON
Chan 76
R-299
119°
299°

1600
1540 ±
1420
655
651
765
500
1709
1548
10 NM
MABKV
BOVER
PSM 7.1
112.9 CON
Chan 76
R-095

ALTERNATE
MISSED APCH FIX
176°
356°
R-176
PEASE
116.5 PSM
Chan 112

IAF
PEASE
116.5 PSM
Chan 112

356°
2000
(7.1)
NoPT for arrival at PSM VOR/DME on V3 Northbound.
176°
1 min
356°
R-176

3000
076°
(27)

MANCHESTER
114.4 MHT
Chan 91

MSA PSM 25 NM
2900
225°
045°
2000

ELEV 322
0.5% UP
4001 X 100
33
356° 5.3 NM from FAF

REIL Rwy 33 L
MIRL Rwy 15-33 L

3500
HDG 270°
CON R-095
CON
112.9

VOR/DME
One Minute Holding Pattern
BOVER
PSM 7.1
MABKV
PSM 12.4
356°
176°
356°
3000
2000
5.3 NM
7.1 NM

CATEGORY	A	B	C	D
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-HIE	APP CRS	Rwy Idg	4001
109.5	104°	TDZE	1057
		Apt Elev	1074

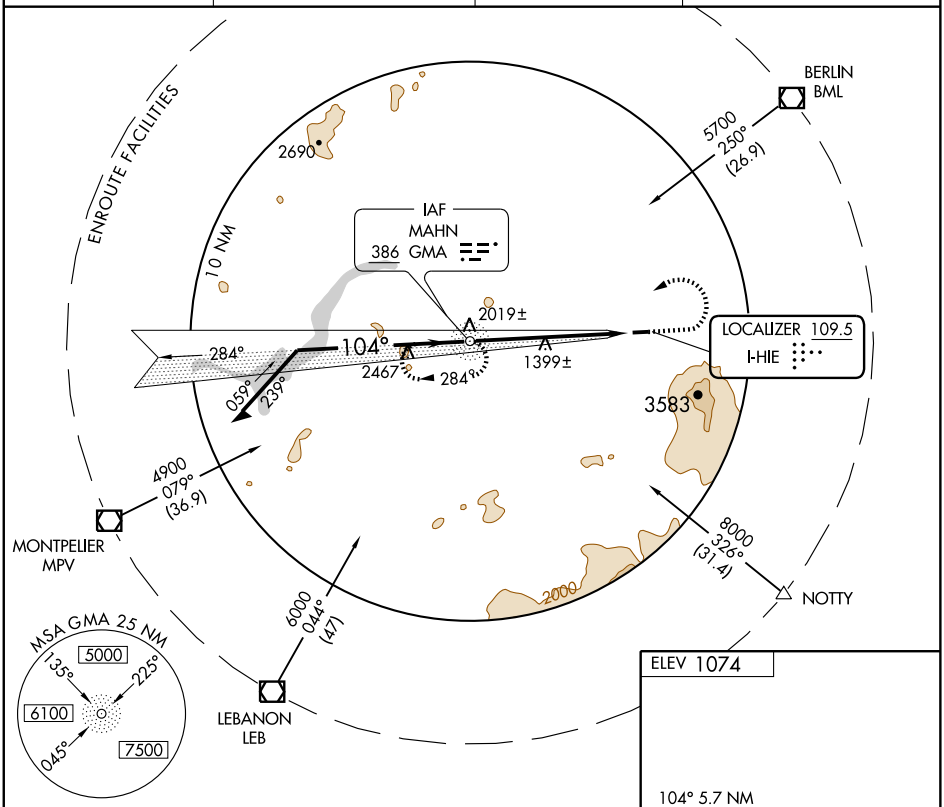
LOC/NDB RWY 10

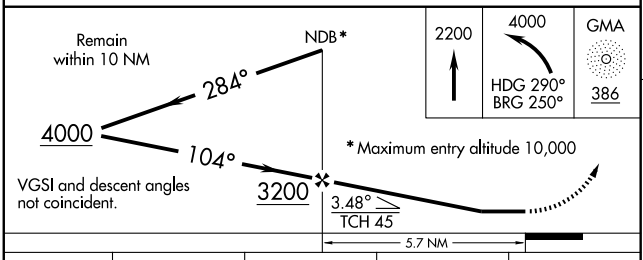
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

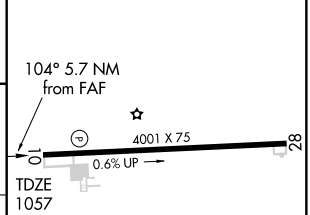
NA	Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 via heading 290° and bearing 250° to GMA NDB and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
118.525	135.7 282.2	122.4	122.8 (CTAF)







REIL Rwy 28 (L)
MIRL Rwy 10-28 (L)

CATEGORY	A	B	C	D
S-10	1740-1	683 (700-1)	1740-2 683 (700-2)	NA
CIRCLING	1740-1	666 (700-1)	1740-2 666 (700-2)	NA

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4001
104°	TDZE	1057
	Apt Elev	1074

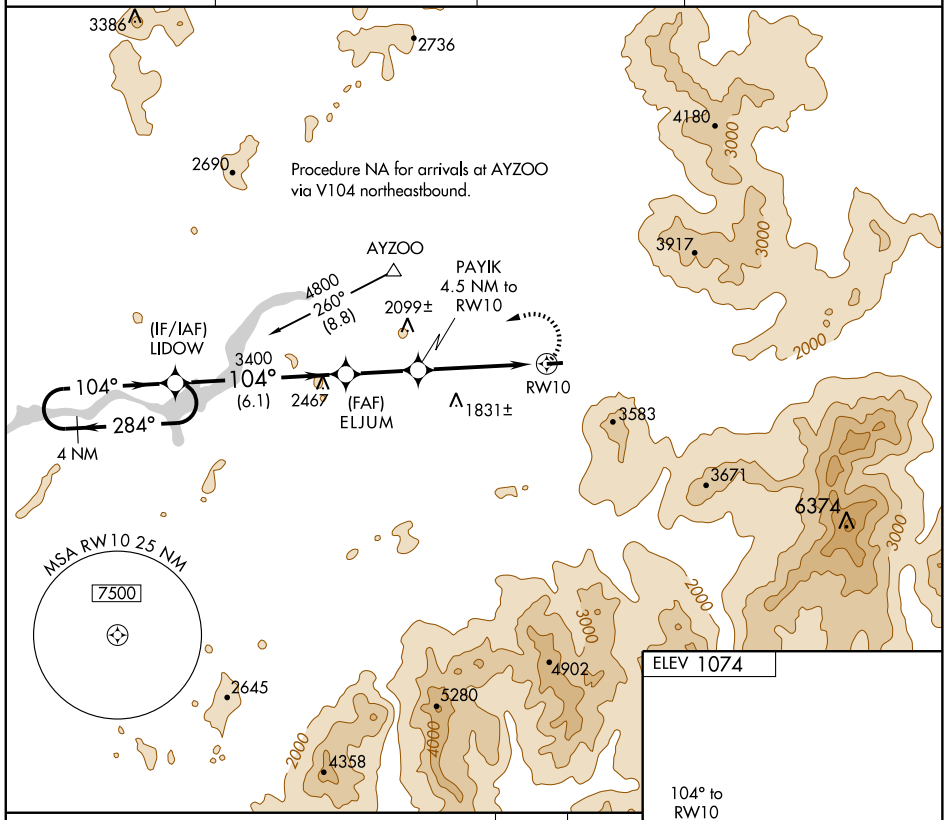
RNAV (GPS) RWY 10

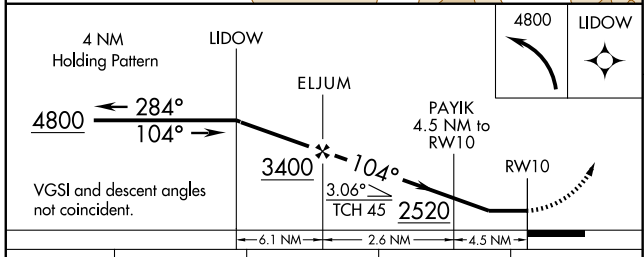
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

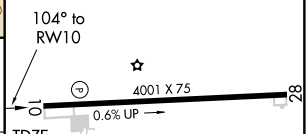
Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA.
If local altimeter setting not received procedure NA.

MISSED APPROACH: Climbing left turn to 4800 direct LIDOW and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
118.525	135.7 282.2	122.4	122.8 (CTAF) L







ELEV 1074

CATEGORY	A	B	C	D
LNAV MDA	1940-1¼	883 (900-1¼)	1940-2¾ 883 (900-2¾)	NA
CIRCLING	1940-1¼	866 (900-1¼)	1940-2¾ 866 (900-2¾)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1. 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ANDOVER, NJ
AEROFLEX-ANDOVER ..... **RNAV (GPS) Rwy 3**
VOR-A
NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ
ATLANTIC CITY INTL ..... **ILS or LOC Rwy 13[1]**
ILS or LOC/DME Rwy 31[1]
RADAR-1[2]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 22[2]
VOR Rwy 4[2]
VOR Rwy 13[2]
VOR Rwy 31[2]
[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

BINGHAMTON, NY
GREATER BINGHAMTON/
EDWIN A. LINK FIELD..... **ILS Rwy 16**
ILS Rwy 34
NA when control tower closed.

CALDWELL, NJ
ESSEX COUNTY ..... **LOC Rwy 22[1]**
RNAV (GPS) Rwy 22[2]
Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[1]NA when control tower closed.
[2]NA when local weather not available.

CORTLAND, NY
CORTLAND COUNTY-
CHASE FIELD ..... **VOR or GPS-A**
Categories A,B, 1100-2,Categories C,D, 1100-3.

NAME — ALTERNATE MINIMUMS

DANSVILLE, NY
DANSVILLE MUNI ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
NA when local weather not available.
Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.

DUNKIRK, NY
CHAUTAUQUA COUNTY/
DUNKIRK ..... **VOR Rwy 6**
VOR Rwy 24
Category D, 900-2¾.

ELMIRA, NY
ELMIRA/CORNING RGNL ..... **ILS Rwy 6**
ILS or LOC Rwy 24
NA when control tower closed.
Categories A,B, 1200-2; Categories C,D, 1200-3.

FARMINGDALE, NY
REPUBLIC ..... **ILS Rwy 14**
NA when control tower closed.

FULTON, NY
OSWEGO COUNTY ..... **RNAV (GPS) Rwy 24**
VOR Rwy 33
NA when local weather not available.

ISLIP, NY
LONG ISLAND
MAC ARTHUR ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[1]
NDB Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

ITHACA, NY

ITHACA
TOMPKINS RGNL ..... **ILS or LOCRwy 32**[12]
VOR or GPS Rwy 14[34]
VOR or GPS Rwy 32[35]

[1]Categories A,B, 1000-2; Categories C,D, 1000-3.
[2]NA when control tower closed.
[3]NA when control tower closed, except for operators with approved weather reporting service.
[4]Category D, 800-2¼.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/
JAMESTOWN ..... **ILS OR LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS
FIELD ..... **RNAV (GPS) Y Rwy 5**
RNAV (GPS) Z Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR-A

Category D, 800-2¼. NA when local weather not available.

MILLVILLE, NJ

MILLVILLE MUNI ..... **VOR-A**

NA when local weather not available.

MORRISTOWN, NJ

MORRISTOWN MUNI ..... **ILS or LOC Rwy 23**[12]
NDB Rwy 5[13]
NDB or GPS Rwy 23[14]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

NEW YORK, NY

JOHN F.
KENNEDY INTL ..... **ILS or LOC Rwy 22L**[1]
ILS Rwy 22R[1]
ILS Rwy 4L[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 13L[1]
ILS or LOC Rwy 31L[1]
ILS or LOC Rwy 31R[1]
VOR or GPS Rwy 13L/R,1000-3

[1]ILS, 700-2.

NAME ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LA GUARDIA ..... **ILS or LOC Rwy 4**[1]
ILS or LOC Rwy 13[3]
ILS or LOC Rwy 22[2]
LDA-A[4]
LOC Rwy 31[4]
RNAV (GPS)-B[4]
RNAV (GPS) Y Rwy 4[4]
RNAV (GPS) Rwy 13[5]
RNAV (GPS) Y Rwy 22[4]
RNAV (GPS) Rwy 31[4]
VOR/DME-G[4]
VOR/DME-H[4]
VOR-F[6]
VOR Rwy 4[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½.
LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

NEWARK, NJ

NEWARK LIBERTY INTL ..... **ILS Rwy 4L**[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 11[1]
ILS Rwy 22L[1]
ILS or LOC Rwy 22R[1]
RNAV (GPS) Rwy 4L[2]
RNAV (GPS) Y Rwy 4R[2]
RNAV (GPS) Z Rwy 22L[2]
RNAV (GPS) Rwy 22R[2]
VOR/DME Rwy 22L[3]
VOR/DME Rwy 22R[3]
VOR Rwy 11[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.

NEWBURGH, NY

STEWART INTL ..... **ILS or LOC Rwy 9**[1]
ILS Rwy 27[1]
VOR Rwy 27[2]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENN YAN, NY

PENN YAN ..... **RNAV (GPS) Rwy 1**
Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6**[1]
RNAV (GPS) Rwy 24[2]
VOR-A[1]
VOR/DME Rwy 6[1]
VOR/DME Rwy 24[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4**[1]
ILS or LOC Rwy 22[1]
ILS or LOC Rwy 28[2]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 28[4]
VOR Rwy 4[3]
VOR/DME Rwy 4[3]
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.
Category D, 800-2½.

SARANAC LAKE, NY

ADIRONDACK RGNL ..... **VOR/DME Rwy 5**[1]
VOR or GPS Rwy 9[2]
[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ..... **ILS Rwy 4**[1]
NDB Rwy 22
NA when control tower closed.
[1]Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6
NA when local weather not available.

SUSSEX, NJ

SUSSEX ..... **RNAV (GPS) Rwy 3**[1]
VOR-A[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK INTL ..... **ILS or LOC Rwy 10**[1]
VOR or TACAN Rwy 33[2]
[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

TETERBORO, NJ

TETERBORO ..... **ILS Rwy 6**[1]
ILS RWY 19[1]
RNAV (GPS) Y Rwy 6[3]
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-A[2]
VOR/DME-B[2]
VOR/DME Rwy 6[3]
VOR Rwy 24[4]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

TRENTON, NJ

TRENTON MERCER ..... **ILS Rwy 6**
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24
NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ..... **ILS or LOC Rwy 7**[1]
RNAV (GPS) Rwy 7[23]
[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

WELLSVILLE, NY

WELLSVILLE MUNI ARPT,
TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR-A[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTY **ILS or LOC Rwy 16**[1]
ILS or LOC Rwy 34[1]
NDB Rwy 16[12]
RNAV (GPS) Rwy 34[3]
VOR/DME-A[1]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WILDWOOD, NJ

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

ATLANTIC CITY INTL

RADAR- 124.6 327.125

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
S-13		AB	**480**/24	405	(500-½)	C	**480**/40	405	(500-¾)
		DE	**480**/50	405	(500-1)				
S-4		AB	**480**-1	412	(500-1)	CD	**480**-1¼	412	(500-1¼)
		E	**480**-1½	412	(500-1½)				
S-31		AB	**480**-1	417	(500-1)	CD	**480**-1¼	417	(500-1¼)
		E	**480**-1½	417	(500-1½)				
S-22		AB	**600**-1	532	(600-1)	C	**600**-1½	532	(600-1½)
		D	**600**-1¾	532	(600-1¾)	E	**600**-2	532	(600-2)
CIRCLING		AB	**560**-1	485	(500-1)	C	**560**-1½	485	(500-1½)
		D	**640**-2	565	(600-2)	E	**760**-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 09155 USAF)

ELEV **131**

RADAR(E) - 120.0 269.025

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	24[2][3]	2.8°/45/905	ABCDE	**378**/40	262	(300-¾)
	6[1][3]	2.7°/53/1270	ABCDE	**331**/24	200	(200-½)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR.
[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.
[2]When ALS inop, increase RVR to 50 and vis to 1 mile.
[3]Rwy 6 and 24, VGSI and PAR glidepaths not coincident.

WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 ELEV 690

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	3[23]	3.0°/54/1038	ABCDE	**885**-½	200	(200-½)
	21[23]	3.0°/58/1106	ABCDE	**877**-½	200	(200-½)
	33[4]	3.0°/49/938	AB	**938**-¾	250	(300-¾)
			CDE	**938**-1	250	(300-1)
RADAR-2						
ASR	21[5]		AB	**1020**-½	343	(400-½)
			CDE	**1020**-¾	343	(400-¾)
	15[6]		AB	**1100**-½	413	(500-½)
			CD	**1100**-¾	413	(500-¾)
			E	**1100**-1	413	(500-1)
	33[4]		AB	**1140**-1	452	(500-1)
			C	**1140**-1¼	452	(500-1¼)
			DE	**1140**-1½	452	(500-1½)
	3[7]		AB	**1240**-½	555	(600-½)
			C	**1240**-1	555	(600-1)
			D	**1240**-1¼	555	(600-1¼)
			E	**1240**-1½	555	(600-1½)
CIR[8]	All Rwy		AB	**1240**-1	552	(600-1)
			C	**1240**-1½	552	(600-1½)
			D	**1240**-2	552	(600-2)
			E	**1520**-3	832	(900-3)

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, NY

AKRON

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME	TAKE-OFF MINIMUMS

ALBION, NY

PINE HILL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL

NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY
GENESEE COUNTY AIRPORT
NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ
MONMOUTH EXECUTIVE
TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

BERLIN, NJ
CAMDEN COUNTY
TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

BINGHAMTON, NY
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
ORIG 08157 (FAA)
NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ
BLAIRSTOWN
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.
DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared.
Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY
LEDGEDALE AIRPARK (7G0)
ORIG 09015 (FAA)
NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY
BUFFALO AIRFIELD (9G0)
AMDT 1 08325 (FAA)
NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL
NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

CALDWELL, NJ
ESSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.
DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY
CANANDAIGUA
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY
CORTLAND COUNTY-CHASE FIELD
TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.
DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ
CROSS KEYS (17N)
AMDT 1 09351
NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY

DANSVILLE MUNI (DSV)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RESNICK

TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/ 1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES

TAKE-OFF MINIMUMS: **Rwy 3**, 700-2. **Rwy 21**, 1100-2.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1700, then climbing left turn direct CFB VORTAC until passing 2500 before proceeding on course. **Rwy 21,** climb runway heading to 1900, then climbing right turn direct CFB VORTAC until passing 2700 before proceeding on course.

NOTE: **Rwy 3,** trees and terrain 646' above runway 1.5 NM from departure end of runway, 3000' left of centerline. **Rwy 21,** trees and terrain 735' above runway 1.4 NM from departure end of runway, 2625' left of centerline. Trees and terrain 1035' above runway 2.9 NM from departure end of runway, 5950' left of centerline.

FARMINGDALE, NY
REPUBLIC (FRG)
AMDT 5A 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1or std. with a min. climb of 280' per NM to 300. **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 300. **Rwy 32,** 300-2 or std. w/ min. climb of 220' per NM to 400.
DEPARTURE PROCEDURE: **Rwys 1, 32,** climb runway heading to 800 before proceeding on course.
NOTE: **Rwy 19,** 102' sign at departure end of runway, 510' right of centerline. **Rwy 32,** tank 8214' from departure end of runway, 1120' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY
ELIZABETH FIELD
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.
NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY
OSWEGO COUNTY
TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.
NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

GLENS FALLS, NY
FLOYD BENNETT MEMORIAL
TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY
HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.
NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ
HAMMONTON MUNI (N81)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.
NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY
HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190º to 2100 before turning right.

NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR

TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

AMDT 4 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins RGNL airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14,** Trees beginning 569' from departure end of runway, 527' right of centerline, up to 100' AGL/1599' MSL. Trees beginning 1831' from departure end of runway, 767' left of centerline, up to 100' AGL/1780' MSL. Transmission pole and towers beginning 1952' from departure end of runway, 330' right of centerline, up to 52' AGL/1151' MSL. Tower 2.46 NM from departure end of runway, 4420' left of centerline, up to 100' AGL/1620' MSL. **Rwy 32,** Trees beginning 338' from departure end of runway, 380' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 1265' from departure end of runway, 462' left of centerline, up to 100' AGL/1179' MSL.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/JAMESTOWN

NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY

FULTON COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

NOTE: **Rwy 10,** 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28,** 60' AGL trees 700' from departure end of runway, 125' left of centerline.

KINGSTON, NY

KINGSTON-ULSTER

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.

DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY

LAKE PLACID

TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ

LAKEWOOD

TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY

LE ROY (5G0)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ

LINCOLN PARK

TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

LINDEN, NJ

LINDEN

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LOCKPORT, NY

NORTH BUFFALO SUBURBAN

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

NOTE: **Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ

FLYING W

TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

MALONE, NY

MALONE-DUFORT

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

MANVILLE, NJ

CENTRAL JERSEY RGNL

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.

NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY

MASSENA INTL-RICHARDS FIELD (MSS)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.

NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NJ . . . . . ORIG, 09043

TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY

RANDALL

TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY

SKY ACRES

TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ

MILLVILLE MUNI

NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY

MONTAUK

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

MONTGOMERY, NY

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY

SULLIVAN COUNTY INTL

DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/ 67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/ 26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min climb of 383' per NM to 800. **Rwy 4R,** std. w/ min. climb of 373' per NM to 800. **Rwy 11,** std. w/ min. climb of 240' per NM to 2000. **Rwy 22R,** 300-1¾ or std. w/ min. climb of 203' per NM to 300, or alternavtively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later thatn 1200' prior to departure end of runway. **Rwy 29,** 400-2 or std. w/ min climb of 444' per NM to 500.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from departure end of runway, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from departure end of runway, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from departure end of runway, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from departure end of runway, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** terrain, sign, tree, road, fence, building, and multiple poles beginning 82' from departure end of runway, 2' left of centerline, up to 49' AGL/68' MSL. Pole and multiple signs beginning 6' from departure end of runway, 158' right of centerline, up to 31' AGL/50' MSL. **Rwy 22L,** pole 8' from departure end of runway, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from departure end of runway, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from departure end of runway, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** poles, trees, multiple signs and buildings beginning 209' from departure end of runway, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from departure end of runway, 66' right of centerline, up to 273' AGL/358' MSL. Building 6020' from departure end of runway, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from departure end of runway, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH, NY

STEWART INTL (SWF)
AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min.of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south.**Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course.**Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL

TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON

TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.

NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

PEDRICKTOWN, NJ

SPITFIRE AERODROME

TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

PENN YAN, NY

PENN YAN

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSTOWN, NJ

ALEXANDRIA

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15,33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY

GREATER ROCHESTER INTL (ROC)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY

GRIFFISS INTL (RME)

ORIG 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 146° to 1000 before turning left. **Rwy 33,** climb heading 326° to 1400 before turning right.

NOTE: **Rwy 15,** trees beginning 2306' from departure end of runway, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY

ADIRONDACK RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 33' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY

SCHENECTADY COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY

BROOKHAVEN

TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.

NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

SIDNEY, NY

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climbo f 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1. **Rwy 6**, 1200-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

TETERBORO, NJ

TETERBORO (TEB)

AMDT6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92'AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY

TICONDEROGA MUNI

TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ

ROBERT J. MILLER AIR PARK

NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ

TRENTON MERCER

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENTOWN, NJ

RED LION (N73)
AMDT 1 09071 (FAA)

NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ

KROELINGER

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.

NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY

WHITFORDS

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD

DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY . . . . . AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)
AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

WILDWOOD, NJ

CAPE MAY COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

WOODBINE, NJ

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

WURTSBORO, NY

WURTSBORO-SULLIVAN COUNTY

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

APP CRS	Rwy Idg	1981
049°	TDZE	583
	Apt Elev	583

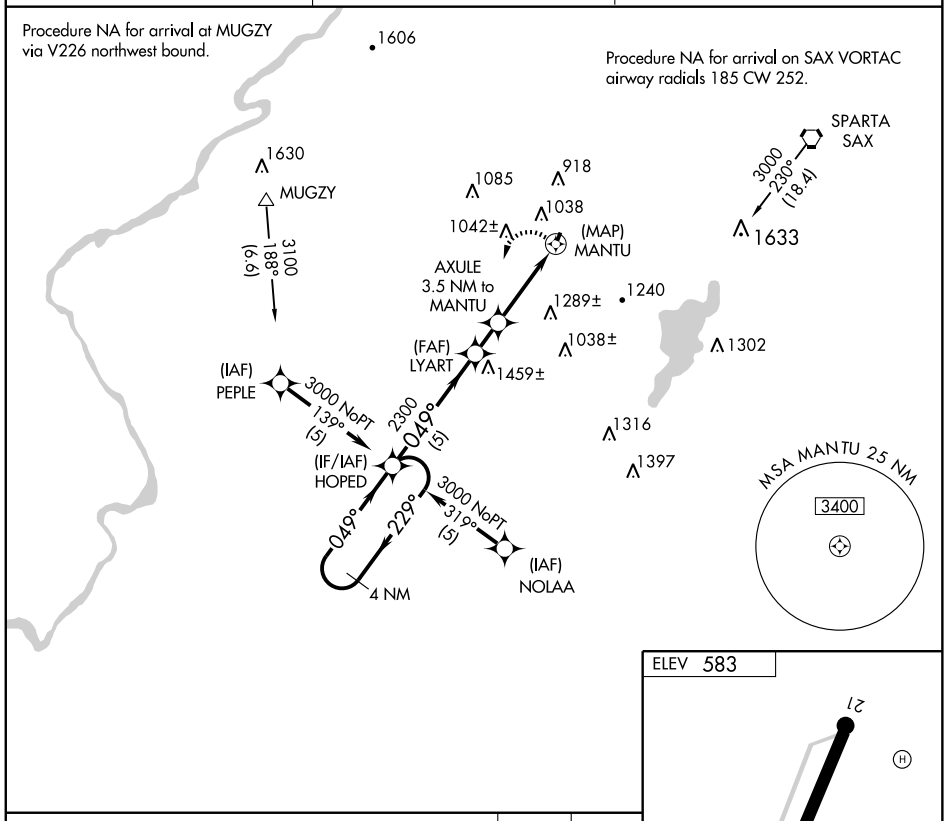
RNAV (GPS) RWY 3

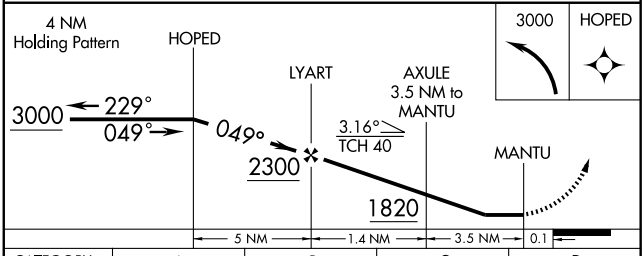
ANDOVER / AEROFLEX-ANDOVER (12N)

DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase all MDA 120 feet. Visibility reduction by helicopters NA.

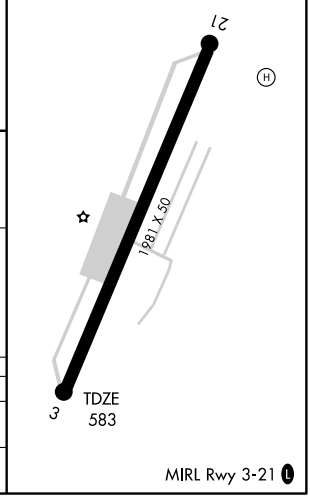
MISSED APPROACH: Climbing left turn to 3000 direct HOPED and hold.

NEW YORK APP CON	UNICOM	
127.6 379.9	122.8 (CTAF)	122.85 L





CATEGORY	A	B	C	D
LNAV MDA	1340-1 757 (800-1)	NA		
CIRCLING	1560-1¼ 977 (1000-1¼)	NA		



MIRL Rwy 3-21 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME STW	APP CRS	Rwy Idg	1981
109.6	094°	TDZE	N/A
Chan 33		Apt Elev	583

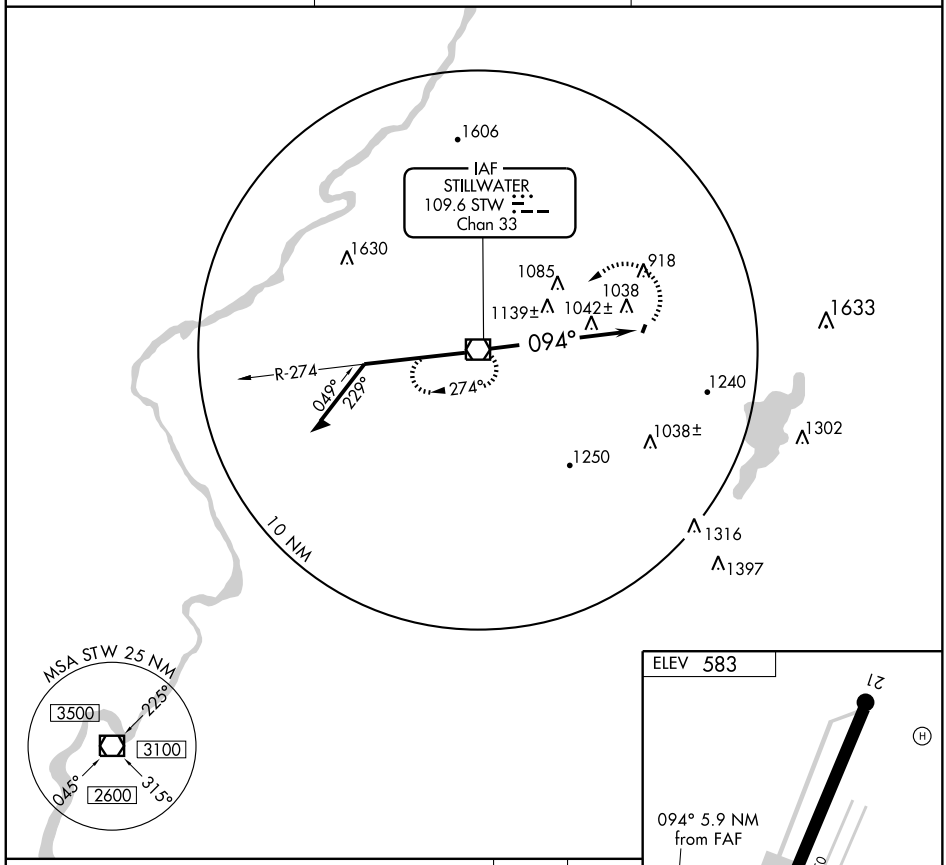
VOR-A

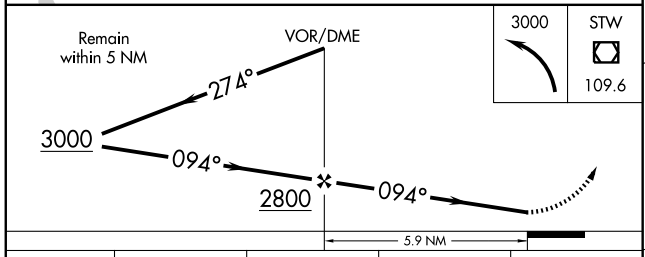
ANDOVER / AEROFLEX-ANDOVER (12N)

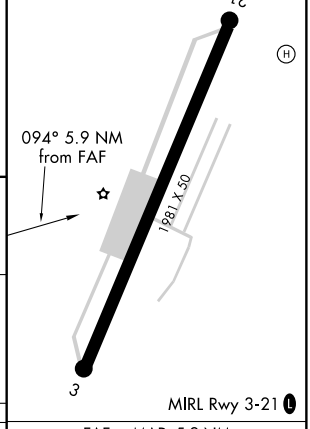
Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

NEW YORK APP CON	UNICOM	
127.6 379.9	122.8 (CTAF)	122.85 L







CATEGORY	A	B	C	D
CIRCLING	1560-1¼ 977 (1000-1¼)	NA		

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

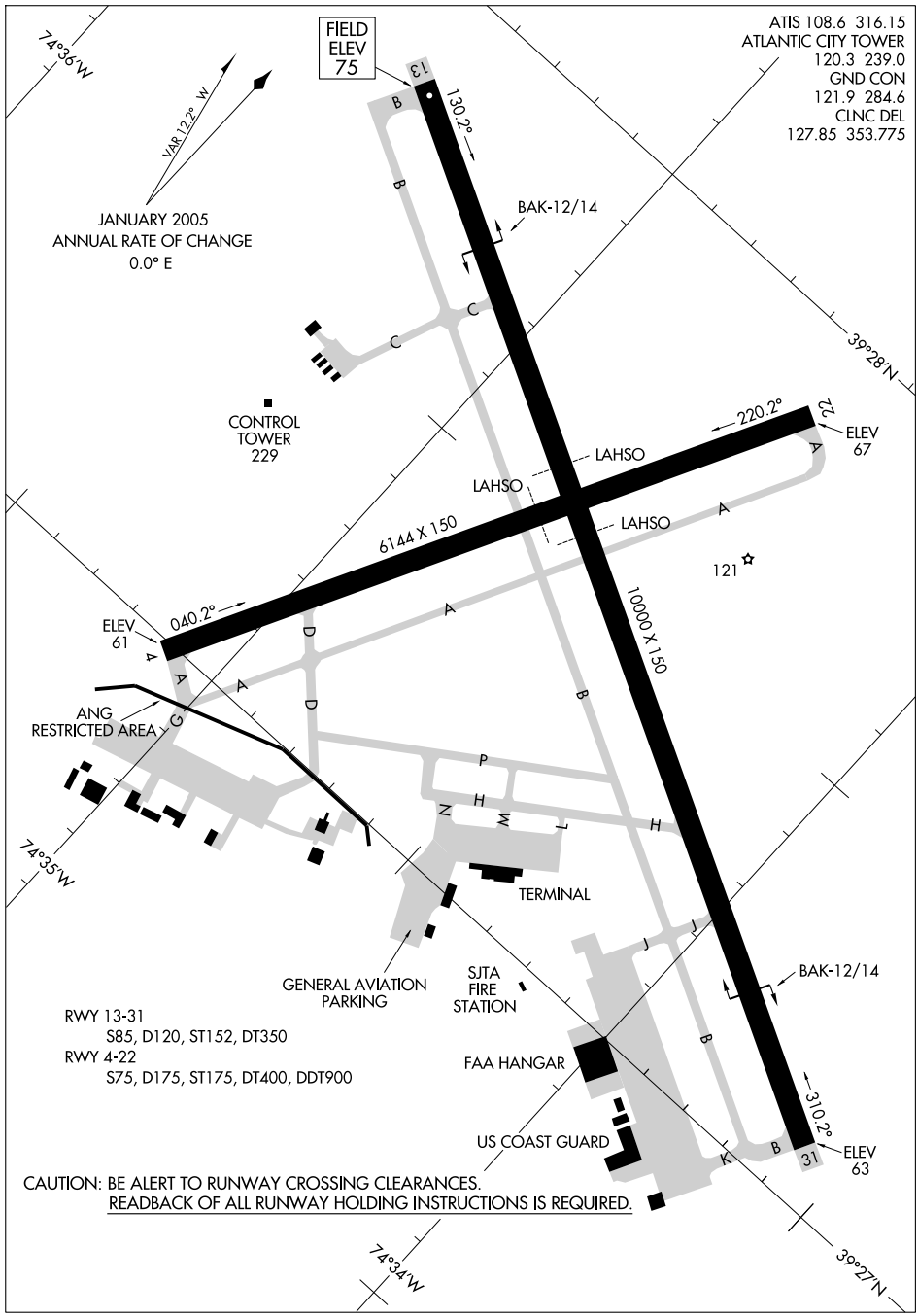
NE-2. 14 JAN 2010 to 11 FEB 2010

08269

AIRPORT DIAGRAM

AL-669 (FAA)

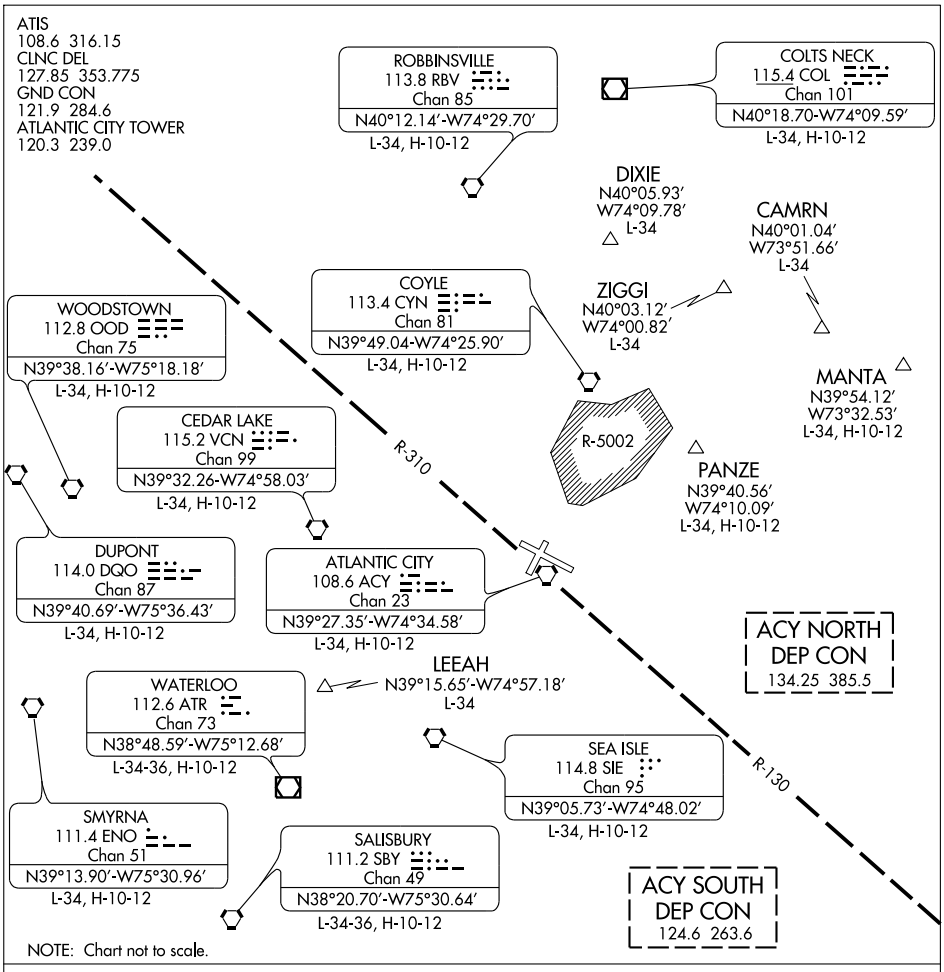
ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY



NE-2, 14 JAN 2010 to 11 FEB 2010

ATLANTIC CITY ONE DEPARTURE

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY



DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to filed/assigned route or depicted fix, maintain 2,000' or assigned altitude. Expect clearance to filed altitude ten minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first NAVAID/FIX/Route is located or as assigned.

NE-2, 14 JAN 2010 to 11 FEB 2010

ATLANTIC CITY, NEW JERSEY

AL-669 (FAA)

LOC/DME I-PVO	APP CRS	Rwy Idg	10000
109.1	128°	TDZE	75
Chan 28		Apt Elev	75

COPTER ILS or LOC/DME RWY 13

ATLANTIC CITY INTL (ACY)

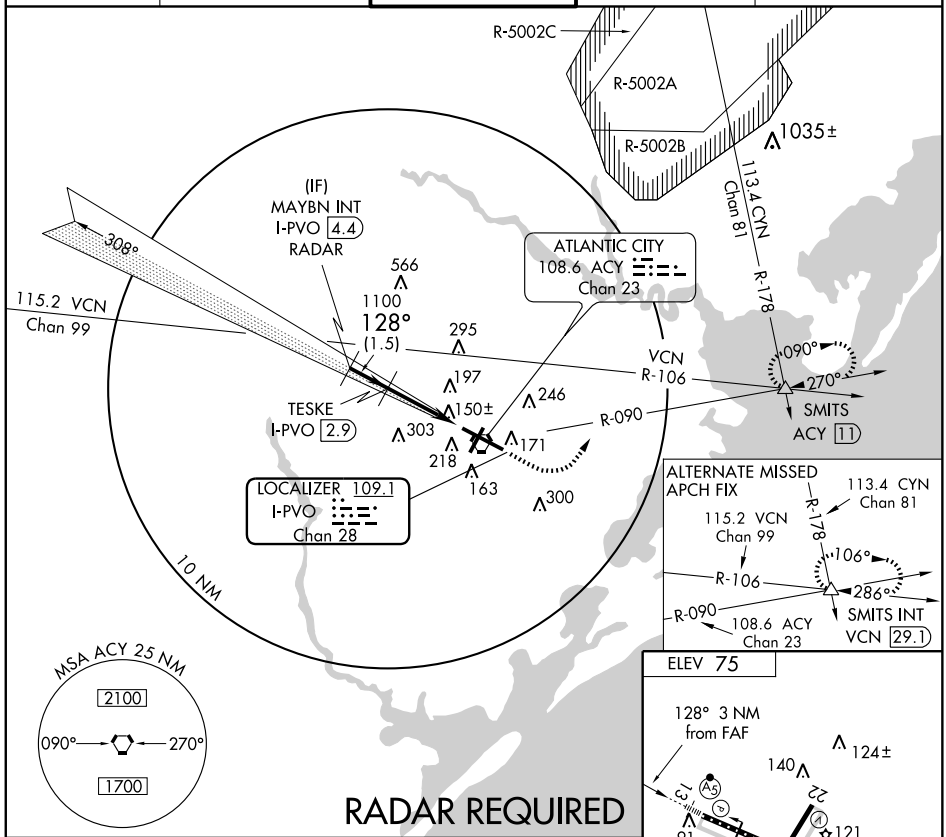
NA

ASR

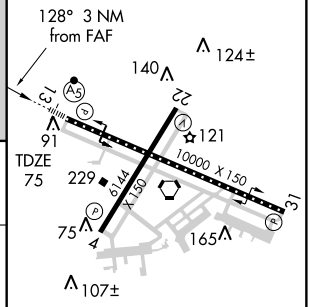
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

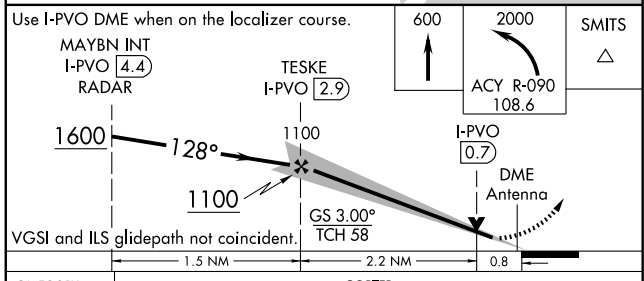


ELEV 75



TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

Use I-PVO DME when on the localizer course.



CATEGORY	COPTER
H-ILS 13	275/12 200 (200-½)
H-LOC 13	400/24 325 (400-½)

FAF to MAP 3 NM					
Knots	45	60	75	90	105
Min:Sec	4:00	3:00	2:24	2:00	1:43

NE-2. 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC RWY 13

LOC/DME I-PVO	APCH CRS	Rwy ldg	10,000
109.1	128°	TDZE	75
Chan 28		Arpt Elev	75

JAL-669 [USAF]

ATLANTIC CITY INTL (KACY)

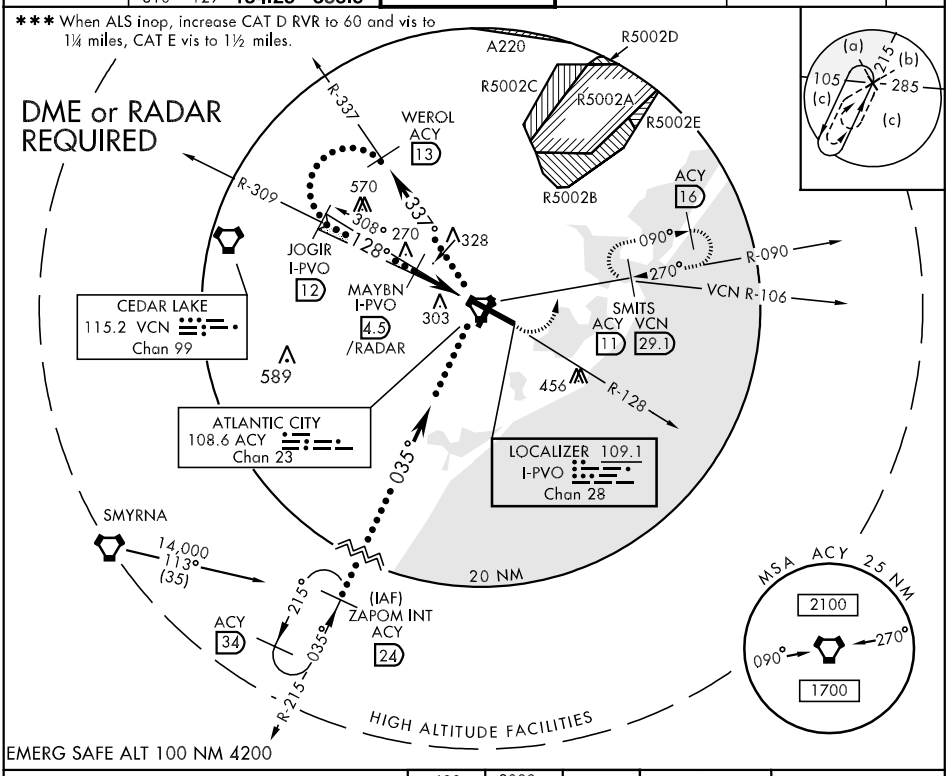
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
* * When ALS inop, increase RVR to 50 and vis to 1 mile.

MALSR A5

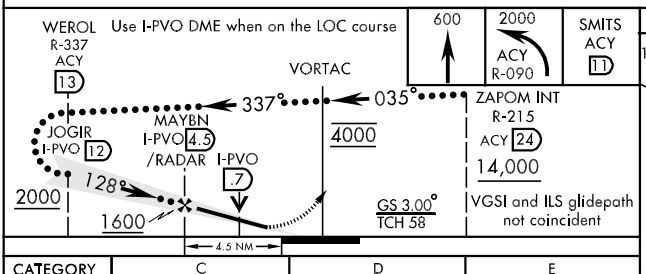
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold; or when directed by ATC, climb to 600 then climbing left turn to 2000 via heading 076° and VCN R-106 to SMITS INT/VCN 29.1 DME and hold E, RT, hdg 286° inbound.

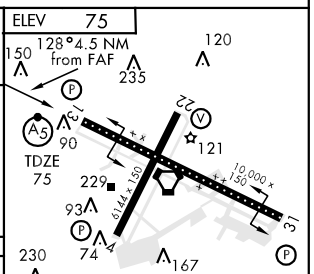
ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL	ASR
108.6	130°- 309° 124.6 327.125 310°- 129° 134.25 385.5	120.3 239.0	121.9 284.6	127.85 353.775	

*** When ALS inop, increase CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.



EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-ILS 13 *	275/18 200	(200-½)	275/24 200 (200-½)
S-LOC 13**	400/24 325 (400-½)	400/40 325	(400-¾)
CIRCLING	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)
*** S-ASR 13	480/40 405 (500-¾)	480/50 405	(500-1)

REIL Rwy 31
HIRL Rwy 4-22 and 13-31
TDZL/CL Rwy 13

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

VORTAC ACY	APCH CRS	Rwy ldg 10,000
108.6	302°	TDZE 63
Chan 23		Arpt Elev 75

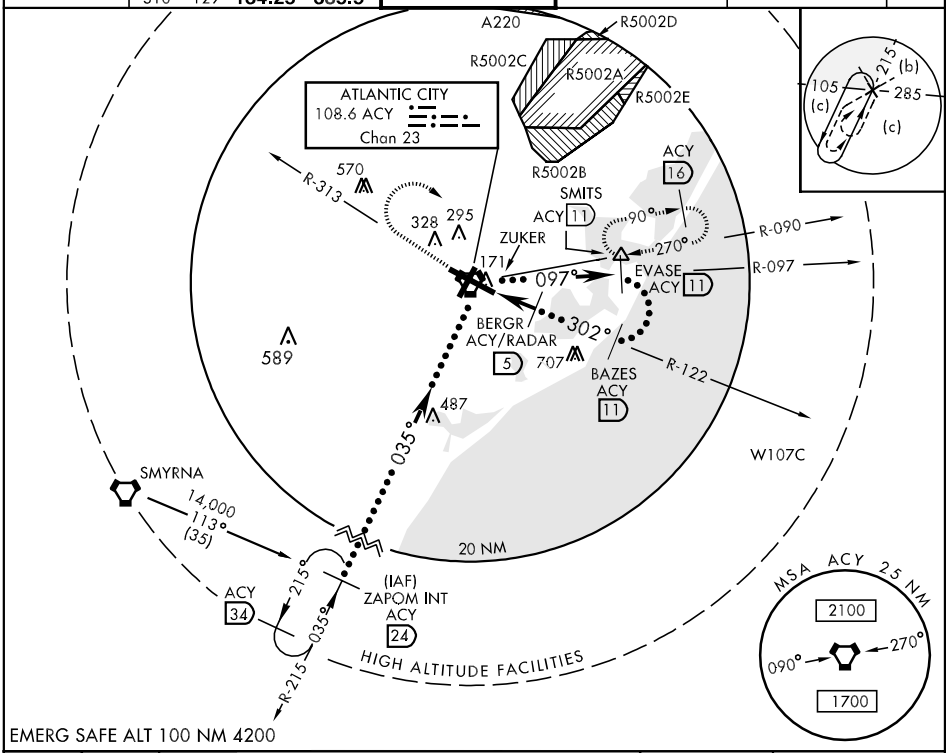
HI-VOR/DME or TACAN RWY 31

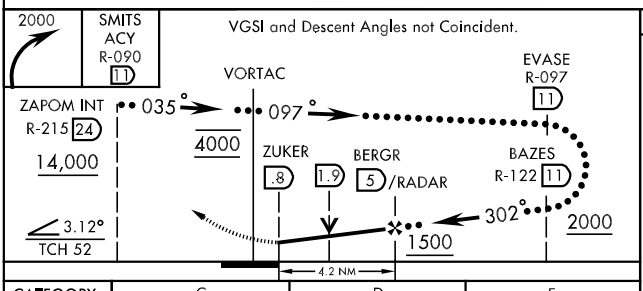
JAL-669 [USAF]

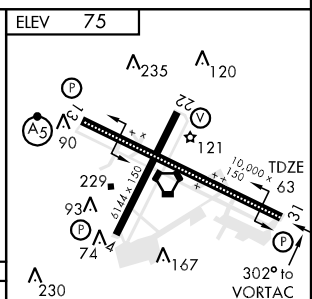
ATLANTIC CITY INTL (KACY)

MISSED APPROACH:
Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL	ASR
108.6	130°- 309° 124.6 327.125 310°- 129° 134.25 385.5	120.3 239.0	121.9 284.6	127.85 353.775	







CATEGORY	C	D	E
S-31	480-1¼ 417 (500-1¼)		480-1½ 417 (500-1½)
CIRCLING	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)
S-ASR 31	480-1¼ 417 (500-1¼)		480-1½ 417 (500-1½)

REIL Rwy 31
HIRL Rwy 4-22 and 13-31
TDZL/CL Rwy 13

39°27'N-74° 35'W

ATLANTIC CITY, NEW JERSEY

AL-669 (FAA)

ILS or LOC/DME RWY 31

ATLANTIC CITY INTL (ACY)

LOC/DME I-ACY	APP CRS	Rwy Idg	10000
109.10	308°	TDZE	63
Chan 28		Apt Elev	75

ASR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

R-5002A R-5002B 1035 ± 113.4 CYN Chan 81

ALTERNATE MISSED APCH FIX

SMITS VCN 29.1 108.6 ACY Chan 23 106° R-090 286° R-106 R-178 113.4 CYN Chan 81 115.2 VCN Chan 99

566 ATLANTIC CITY 108.6 ACY Chan 23

115.2 VCN Chan 99 295 R-106 090° 270° 197 246 303 R-090 SMITS ACY 11 171 218 163 178 300

LOCALIZER 109.10 I-ACY Chan 28

3000 to STEVV 127° (11.8)

PRSTY I-ACY 6.7 (6.1)

1700 308° 128° 1 min 308° 128°

(IF/IAF) STEVV I-ACY 12.8

10 NM

Holding NA at STEVV for Cat E, Radar Required.

MSA ACY 25 NM 2100 090° 270° 1700

DME REQUIRED

W-107C

ELEV 75

124± 140 22 121 91 10000 X 150 229 6144 X 150 31 75 4 165 TDZE 63 107±

308° 4.9 NM from FAF

500 2000 HDG 130° ACY R-090 108.6 SMITS

Use I-ACY DME when on localizer course. VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

STEVV I-ACY 12.8 PRSTY I-ACY 6.7 1700 I-ACY 1.8 I-ACY 3 308° 128° 2000 308° 1700 GS 3.00° TCH 52

1.2 3.7 NM 6.1 NM

CATEGORY	A	B	C	D	E
S-ILS 31	263-¾ 200 (200-¾)				
S-LOC 31	520-1 457 (500-1)		520-1¼ 457 (500-1¼)	520-1½ 457 (500-1½)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PVO	APP CRS	Rwy Idg 10000
109.1	128°	TDZE 75
Chan 28		Apt Elev 75

ILS or LOC RWY 13

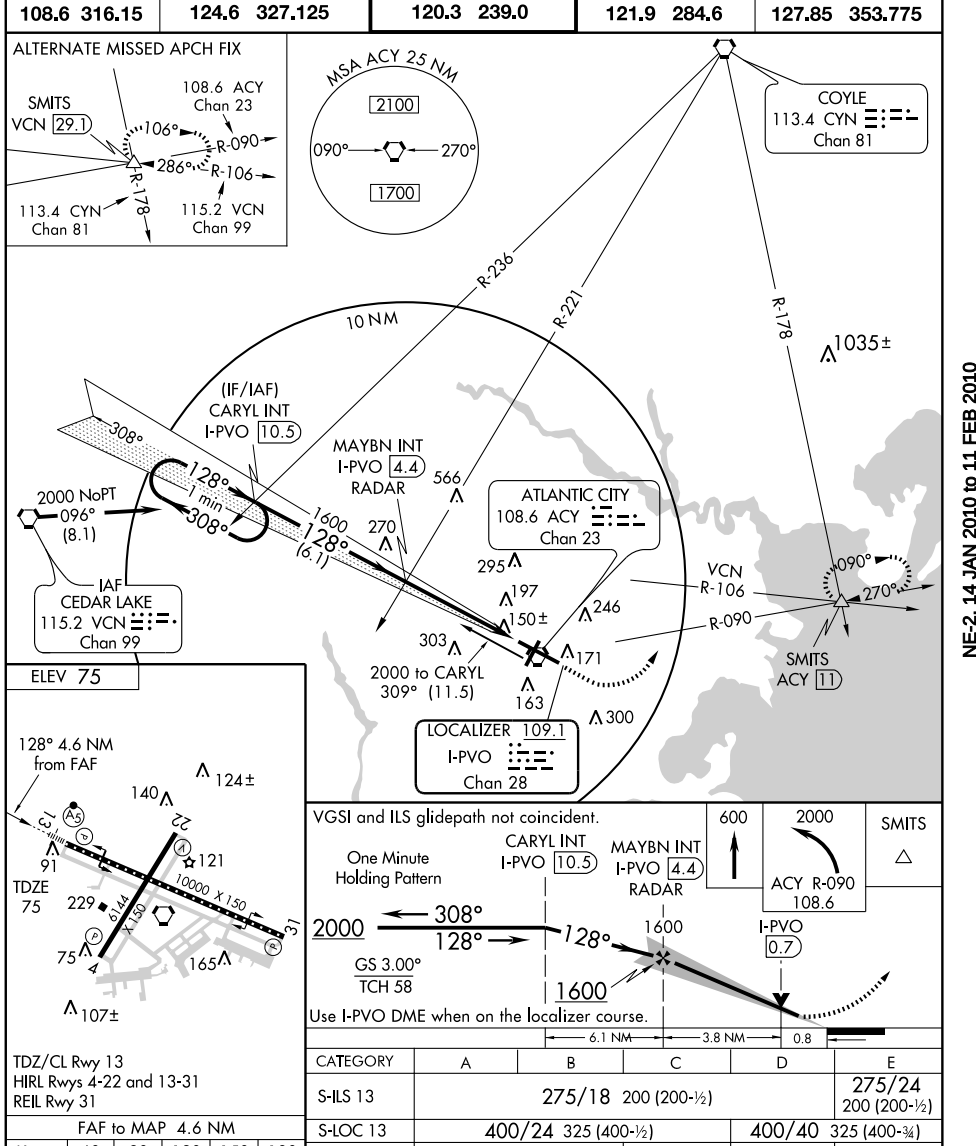
ATLANTIC CITY INTL (ACY)

ASR For inoperative MALSR, increase S-ILS 13 Cat E visibility to RVR 4000, increase S-LOC 13 Cat D visibility to RVR 5000, and Cat E to RVR 6000.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D	E
S-ILS 13	275/18 200 (200-½)				275/24 200 (200-½)
S-LOC 13	400/24 325 (400-½)			400/40 325 (400-¾)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6144
038°	TDZE	68
	Apt Elev	75

RNAV (GPS) RWY 4

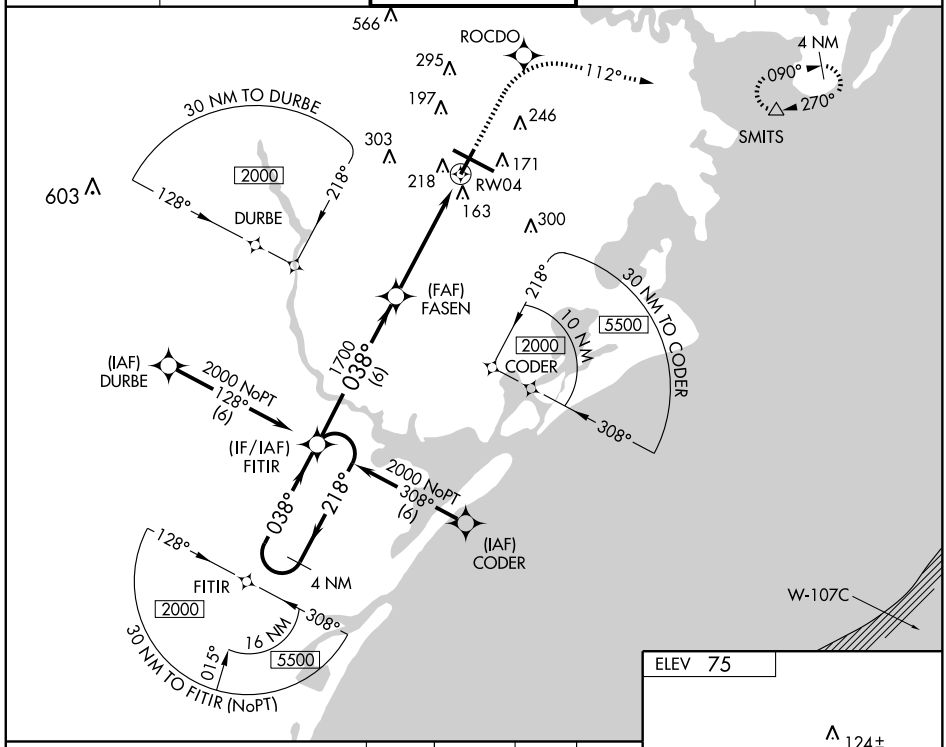
ATLANTIC CITY INTL (ACY)

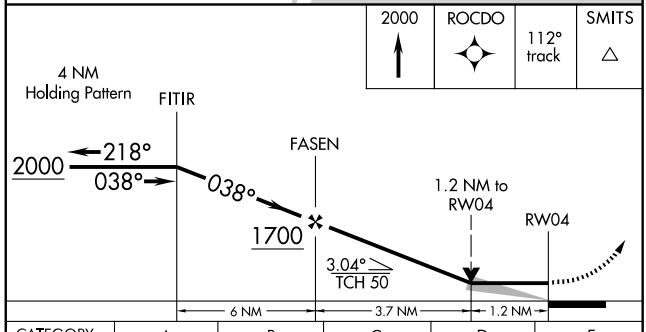
ASR

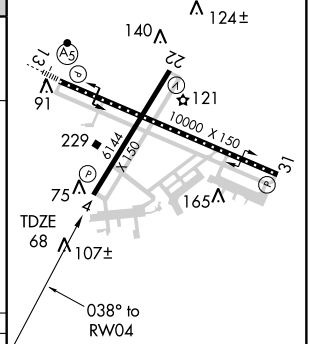
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ROCDO and via 112° track to SMITS and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
LNAV MDA	480-1 412 (500-1)		480-1¼ 412 (500-1¼)		480-1½ 412 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg 10000
CH 45513	128°	TDZE 75
W13A		Apt Elev 75

RNAV (GPS) RWY 13
ATLANTIC CITY INTL (ACY)

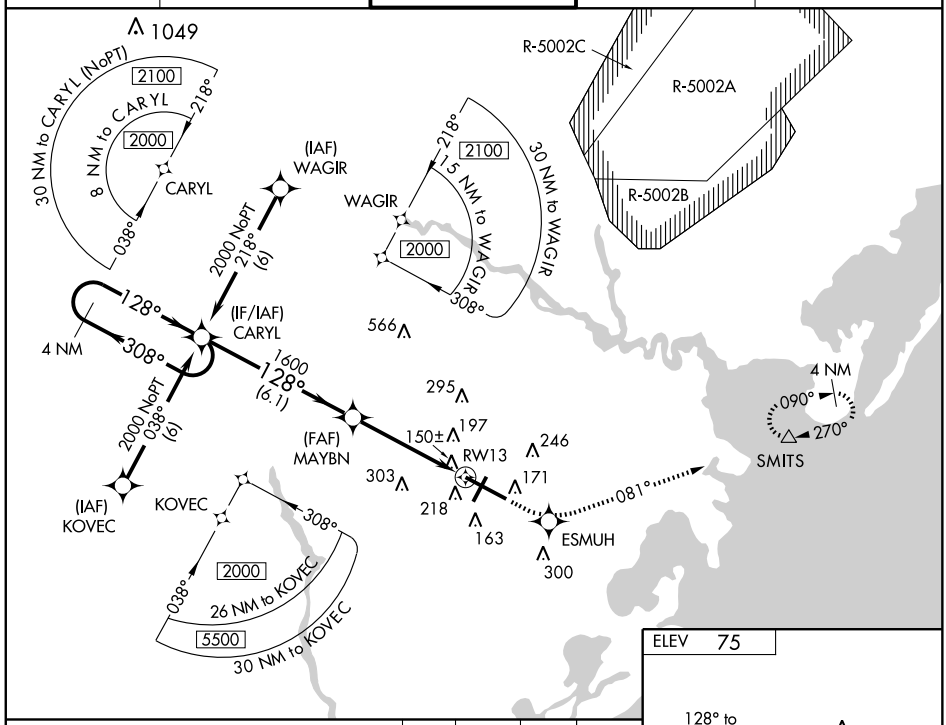
ASR

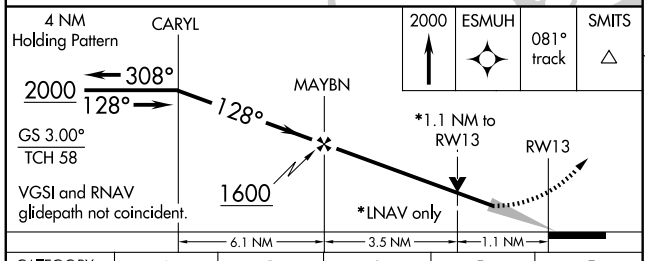
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

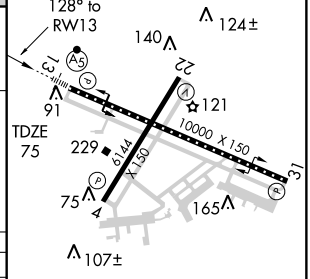
MALSR

MISSED APPROACH: Climb to 2000 direct ESMUH and via 081° track to SMITS and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
LPV DA	375/24 300 (300-½)				
LNAV/VNAV DA	486/50 411 (500-1)				
LNAV MDA	480/24 405 (500-½)		480/40 405 (500-¾)	480/50 405 (500-1)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6144
CH 40013	218°	TDZE	68
W22A		Apt Elev	75

RNAV (GPS) RWY 22
ATLANTIC CITY INTL (ACY)

ASR

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2000 direct FASEN and via 273° track to TUBER and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

RADAR REQUIRED WHEN R-5002B IS ACTIVE.

R-5002C
R-5002A
R-5002B

(IAF) OSBAW
1800
128°
(6)

1600
218°
(2.9)
(IF) JESWI

1100
218°
(3.1)
HONAV

(FAF) EFEWY

RW22

603
566
295
197
246
303
218
171
163
300

CEDAR LAKE VCN
1800
079°
(18.3)

Procedure NA for arrival at VCN VORTAC on airway radials 066 CW 115.

MSA RW 22 25 NM
2100

TUBER
273°
(5.5)
FASEN
017°
197°
4 NM

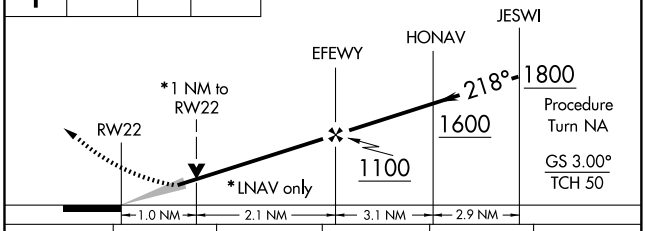
ELEV 75

218° to RW22

124±
140
22
TDZE 68
121
91
133
229
6144 X 150
10000 X 150
31
75
4
165
107±

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

2000	FASEN	TRK 273°	TUBER



CATEGORY	A	B	C	D	E
LPV DA	326-1 258 (300-1)				
LNAV/VNAV DA	390-1 322 (400-1)				390-1¼ 322 (400-1¼)
LNAV MDA	440-1 372 (400-1)			440-1¼ 372 (400-1¼)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50113 W31A	APP CRS 308°	Rwy ldg 10000 TDZE 63 Apt Elev 75

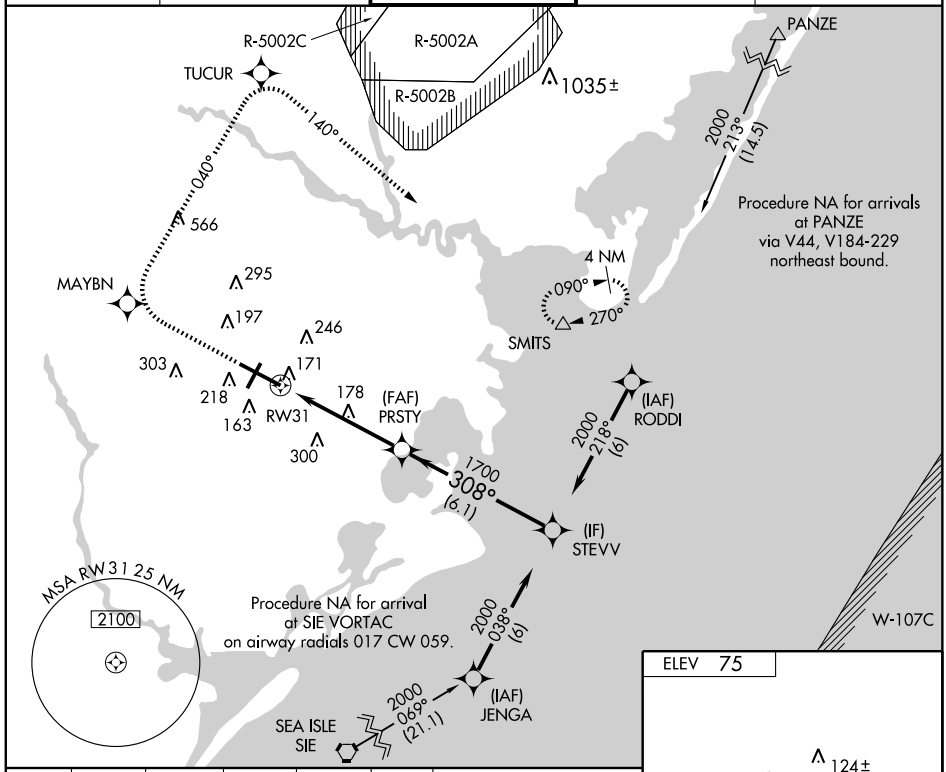
RNAV (GPS) RWY 31
ATLANTIC CITY INTL (ACY)

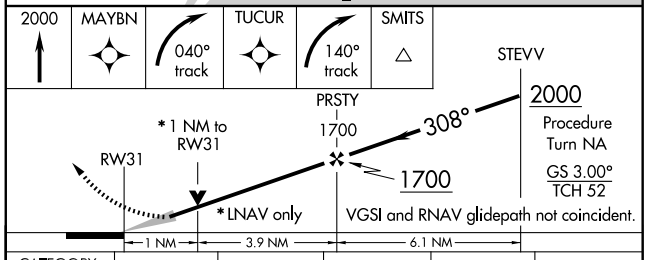
ASR

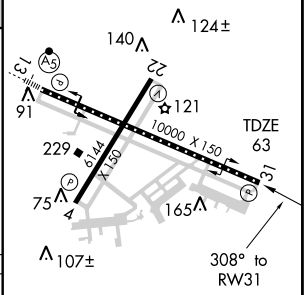
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 2000 direct MAYBN and right turn via 040° track to TUCUR and right turn via 140° track to SMITS and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
LPV DA	339-1 276 (300-1)				
LNAV/VNAV DA	421-1¼ 358(400-1¼)				
LNAV MDA	440-1 377 (400-1)			440-1¼ 377 (400-1¼)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC ACY	APP CRS	Rwy ldg 6144
108.6	207°	TDZE 68
Chan 23		Apt Elev 75

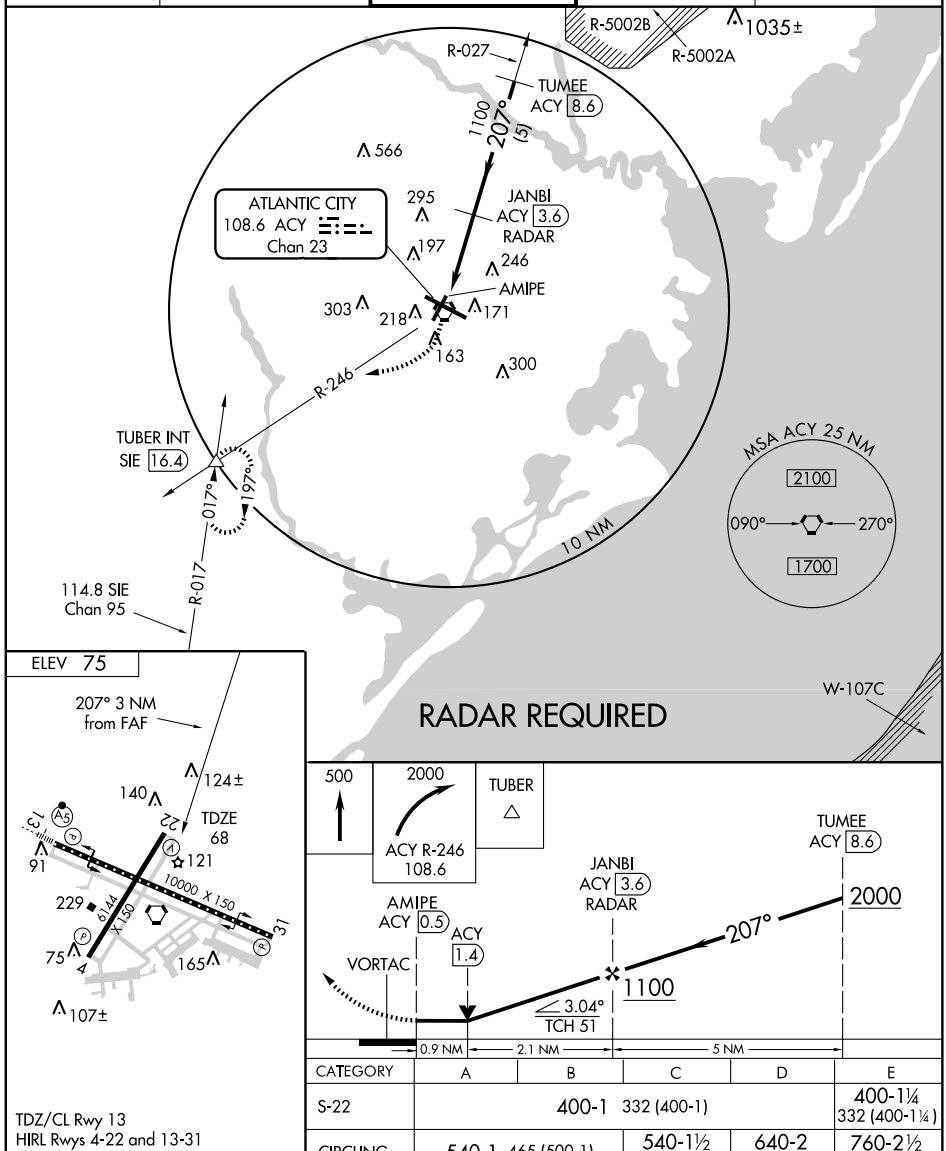
VOR/DME RWY 22

ATLANTIC CITY INTL (ACY)

ASR

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via ACY R-246 to TUBER INT/SIE 16.40 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



CATEGORY	A	B	C	D	E
S-22	400-1 332 (400-1)				400-1¼ 332 (400-1¼)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 14 JAN 2010 to 11 FEB 2010

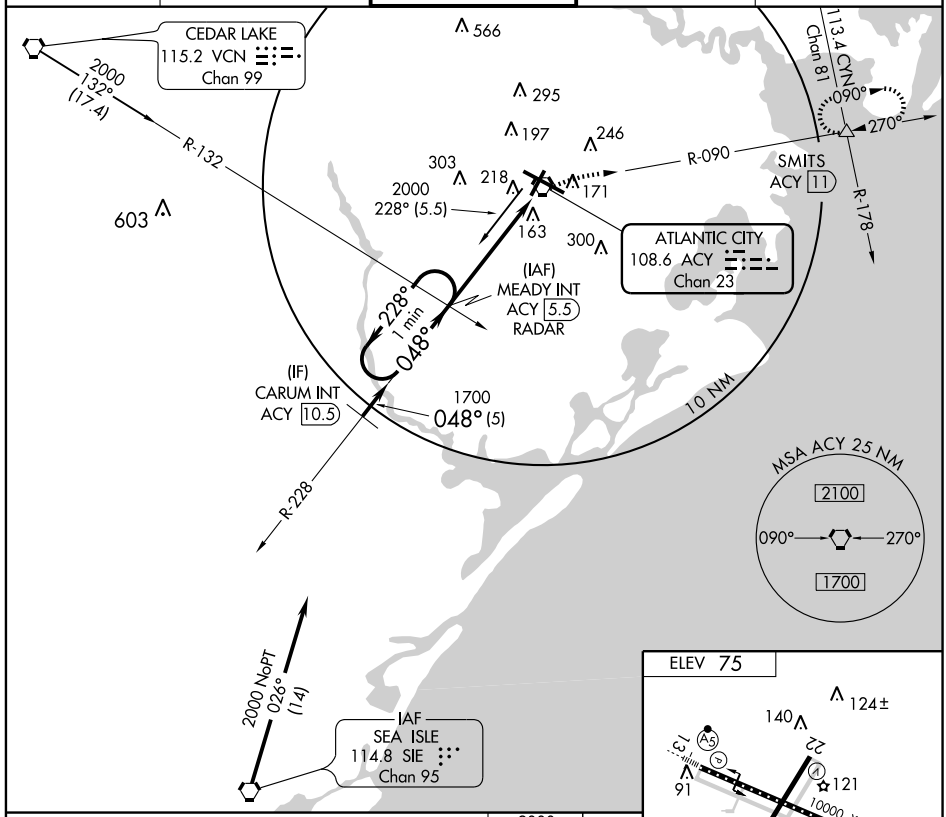
VORTAC ACY	APP CRS	Rwy ldg 6144
108.6	048°	TDZE 68
Chan 23		Apt Elev 75

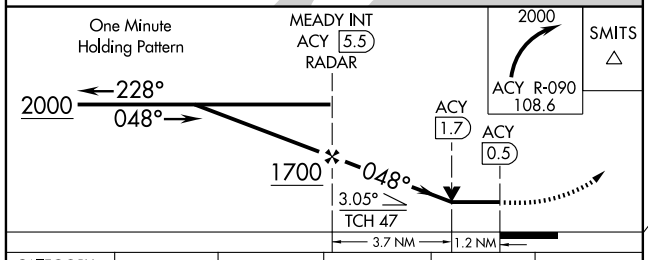
VOR RWY 4
ATLANTIC CITY INTL (ACY)

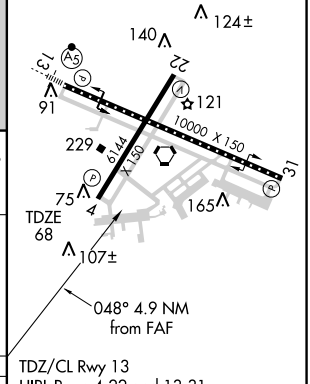
ASR

MISSED APPROACH: Climbing right turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

CATEGORY	A	B	C	D	E
S-4	480-1 412 (500-1)		480-1¼ 412 (500-1¼)		480-1½ 412 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC ACY	APP CRS	Rwy Idg 10000
108.6	133°	TDZE 75
Chan 23		Apt Elev 75

VOR RWY 13
ATLANTIC CITY INTL (ACY)

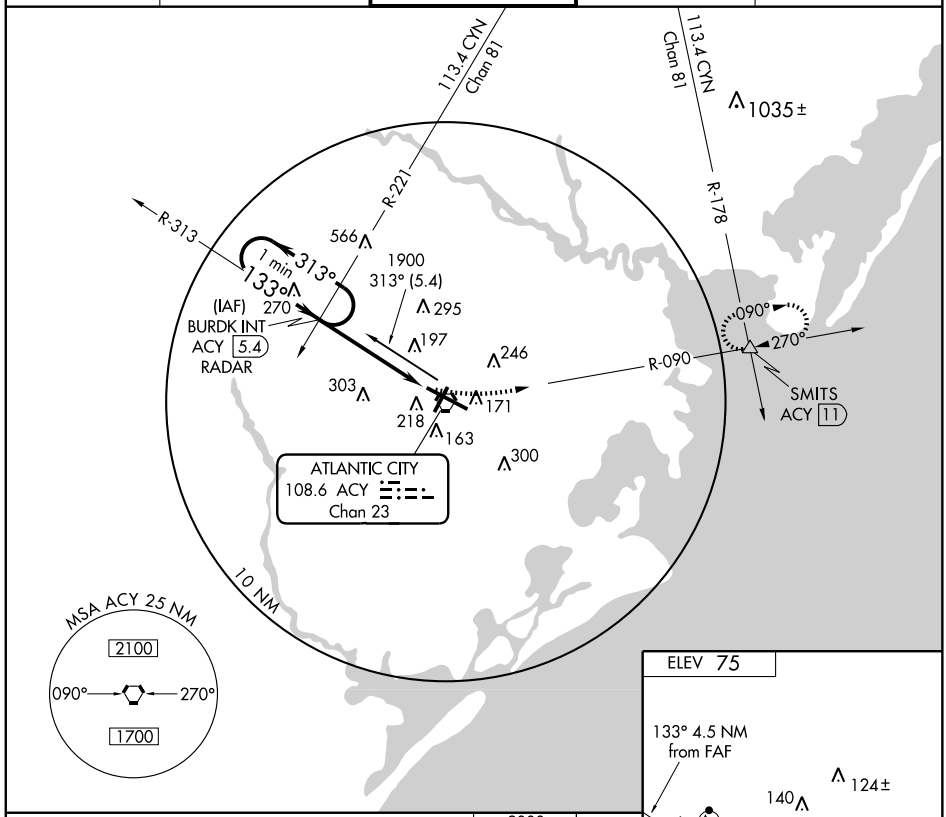
ASR

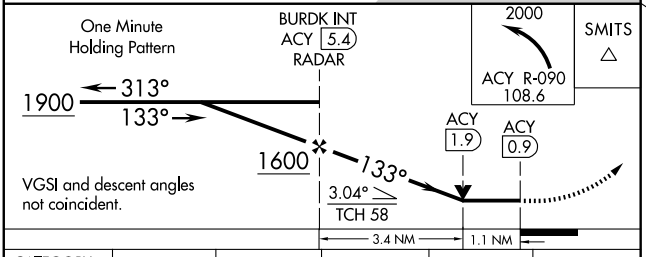
For inoperative MALSR, increase S-13 Cat D visibility to RVR 6000 and Cat E to 1½.

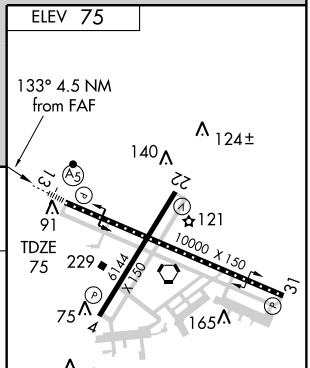
MALSR

MISSED APPROACH: Climbing left turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

CATEGORY	A	B	C	D	E
S-13	480/24	405 (500-½)	480/40 405 (500-¾)	480/50	405 (500-1)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2. 14 JAN 2010 to 11 FEB 2010

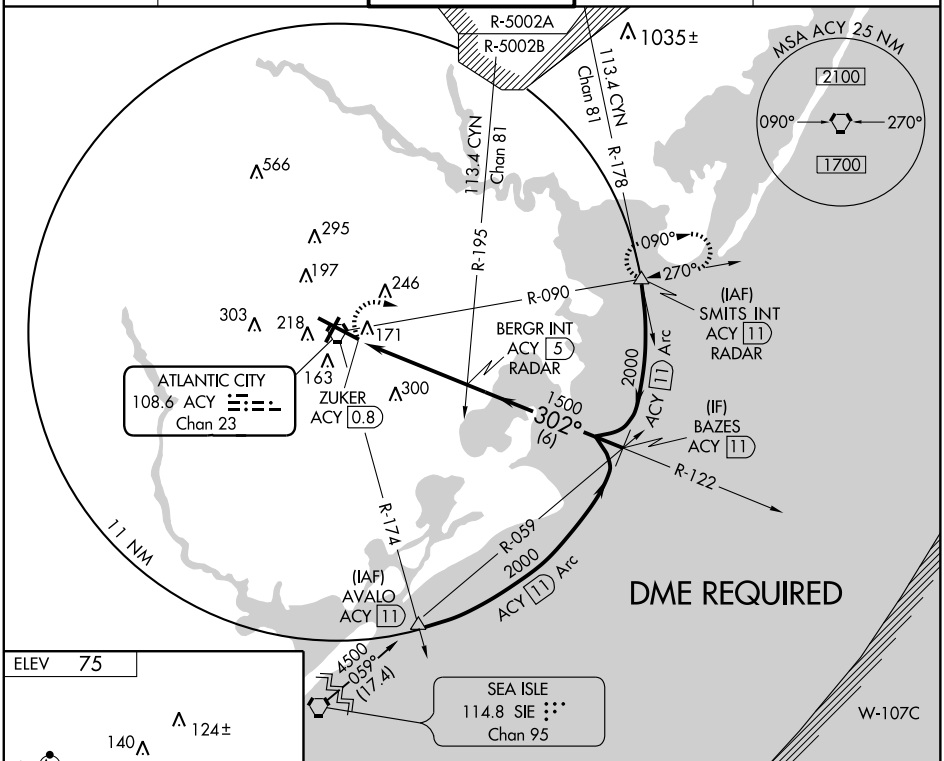
VORTAC ACY	APP CRS	Rwy Idg 10000
108.6	302°	TDZE 63
Chan 23		Apt Elev 75

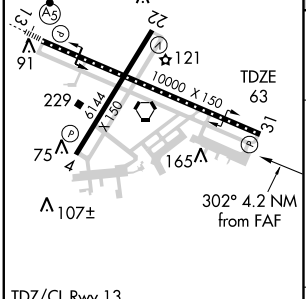
VOR RWY 31
ATLANTIC CITY INTL (ACY)

ASR

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

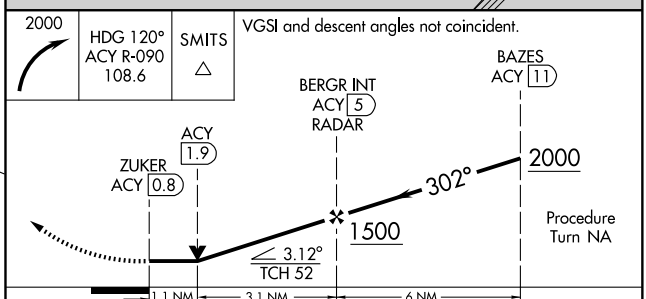
ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775





TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D	E
S-31	480-1	417 (500-1)	480-1¼	417 (500-1¼)	480-1½ 417 (500-1½)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS		
144°	Rwy Idg	7873
	TDZE	159
	Apt Elev	159

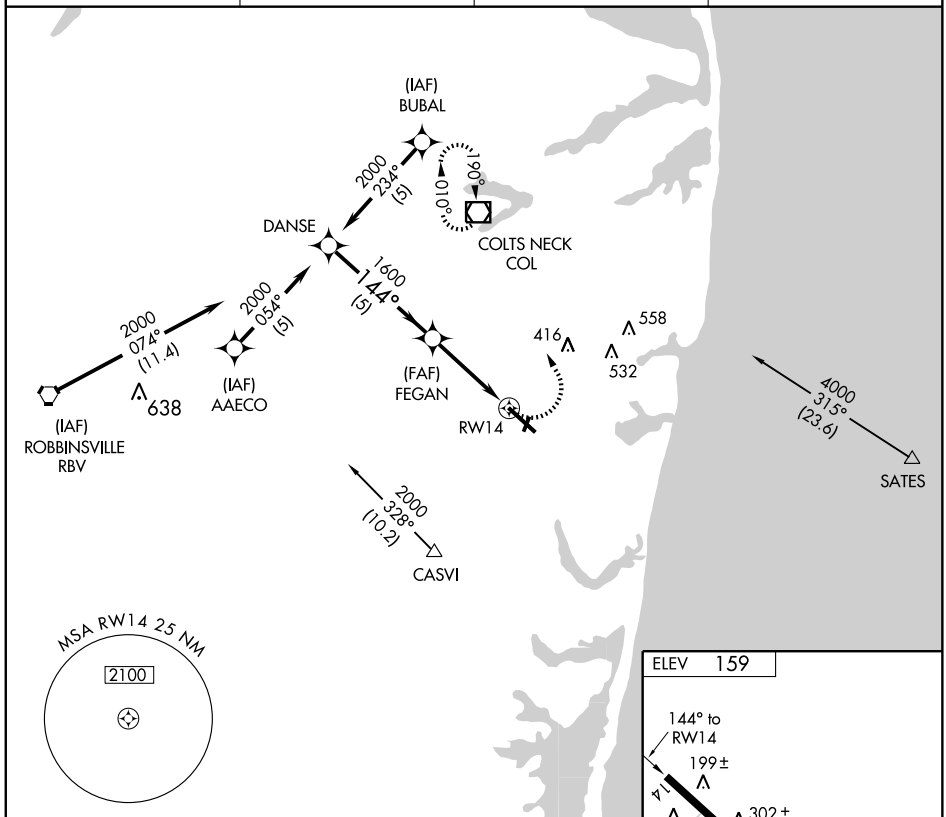
GPS RWY 14

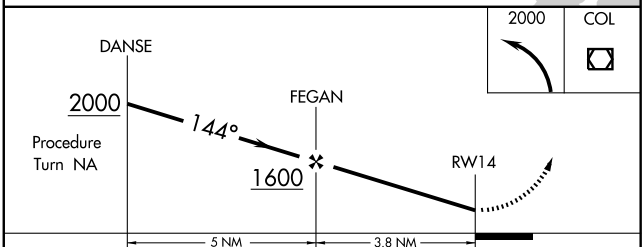
BELMAR / MONMOUTH EXECUTIVE (BLM)

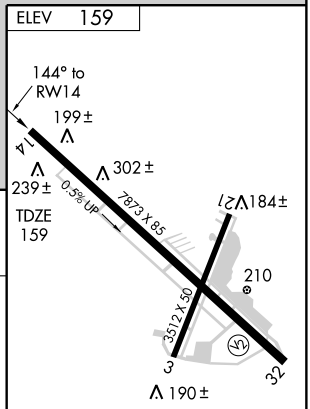
NA — Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

AWOS-3	McGUIRE APP CON	CLNC DEL	UNICOM
121.625	124.15 363.8	126.15	123.0 (CTAF)







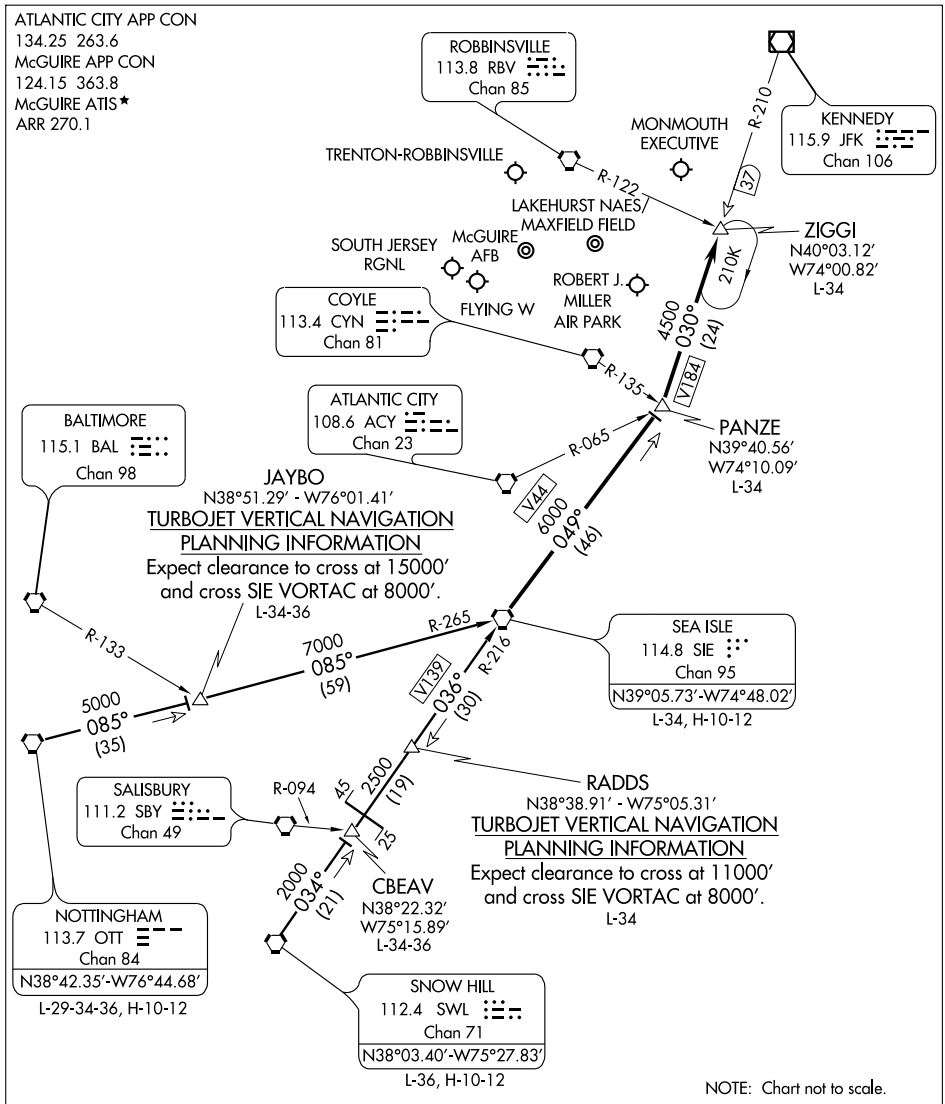
CATEGORY	A	B	C	D
S-14	560-1 401 (500-1)		560-1¼ 401 (500-1¼)	
CIRCLING	620-1 461 (500-1)		620-1½ 461 (500-1½)	720-2 561 (600-2)

MIRL Rwy 14-32
REIL Rwys 14 and 32

NE-2. 14 JAN 2010 to 11 FEB 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC RBV 113.8 Chan 85	APP CRS 103°	Rwy Idg N/A TDZE N/A Apt Elev 159

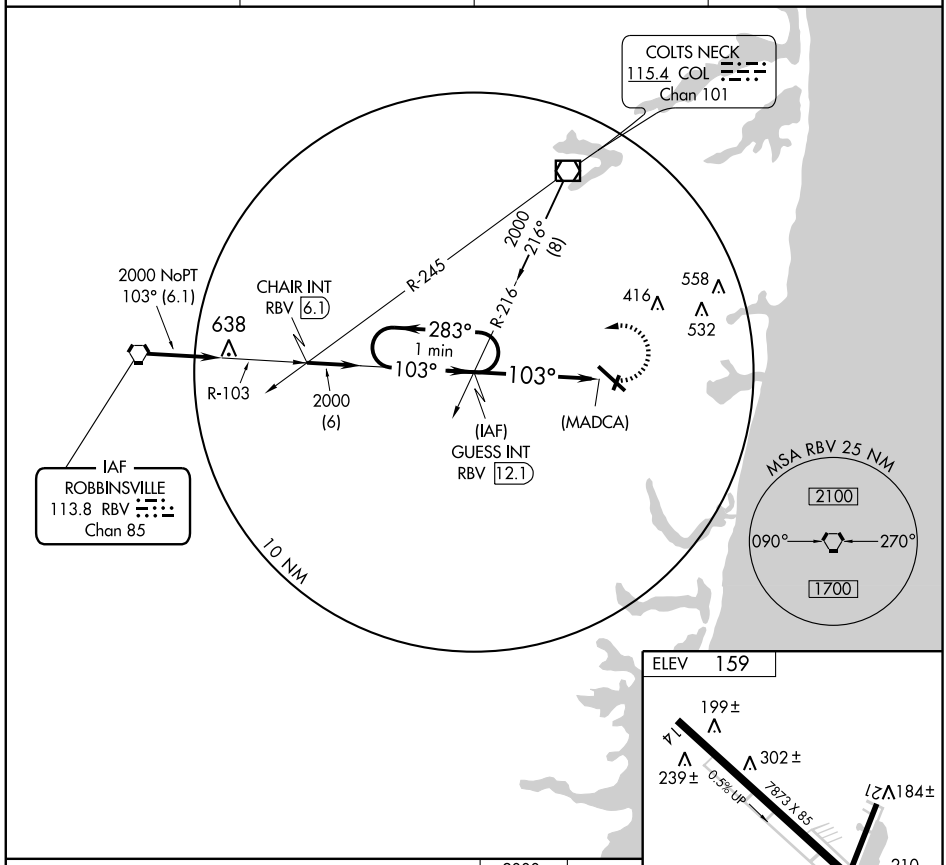
VOR or GPS-A

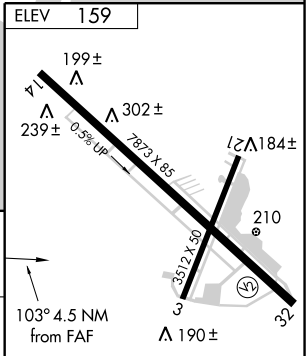
BELMAR / MONMOUTH EXECUTIVE (BLM)

NA — Procedure not authorized at night except by prior arrangement for runway lights.

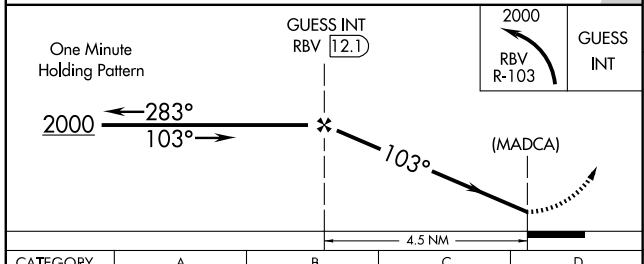
MISSED APPROACH: Climbing left turn to 2000 via RBV R-103to GUESS Int and hold.

AWOS-3	McGUIRE APP CON	CLNC DEL	UNICOM
121.625	124.15 363.8	126.15	123.0 (CTAF)





MIRL Rwy 14-32
REIL Rwys 14 and 32



CATEGORY	A	B	C	D
CIRCLING	620-1 461 (500-1)		620-1½ 461 (500-1½)	720-2 561 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2354
050°	TDZE	150
	Apt Elev	150

RNAV (GPS) RWY 5

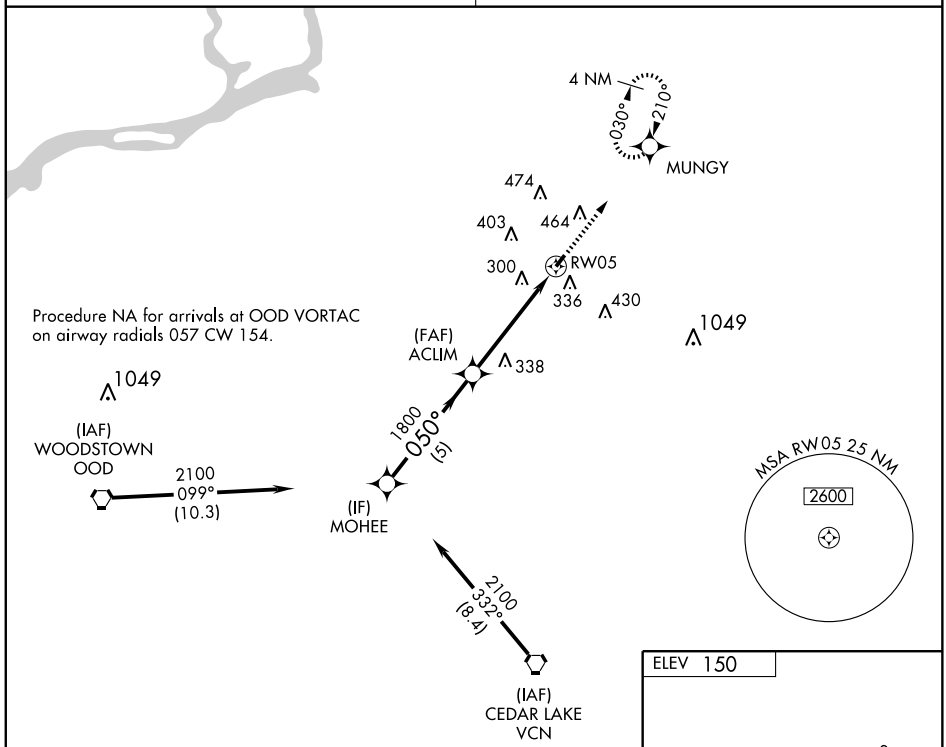
BERLIN / CAMDEN COUNTY (19N)

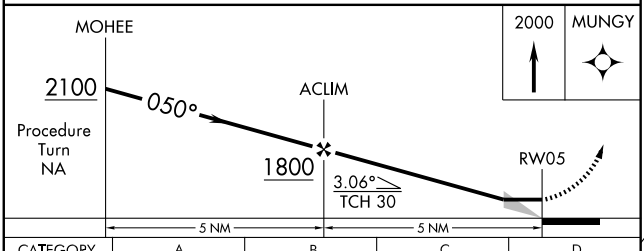
Inoperative table does not apply. DME/DME RNP-0.3 NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

NA

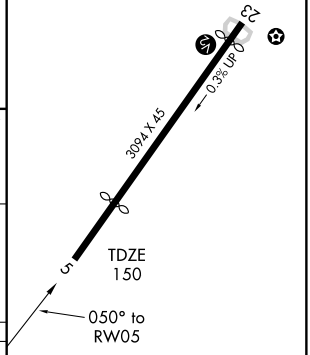
MISSED APPROACH: Climb to 2000 direct MUNGY and hold.

MCGUIRE APP CON	UNICOM
124.15 363.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 530 (600-1)		NA	
CIRCLING	860-1 710 (800-1)		NA	



REIL Rwy 5 and 23 L
MIRL Rwy 5-23 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2855
230°	TDZE	142
	Apt Elev	150

RNAV (GPS) RWY 23

BERLIN / CAMDEN COUNTY (19N)

Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climbing right turn to 2000 direct HOLEY and hold.

MCGUIRE APP CON	UNICOM
124.15 363.8	123.0 (CTAF) L

YARDLEY ARD

Procedure NA for arrivals at ARD VOR/DME via V479 Northbound.

2000 171° (12.7)

ROBBINSVILLE RBV

2000 251° (17)

Procedure NA for arrivals at RBV VORTAC on airway radials 238 CW 289.

(IAF) COBUS

2000 201° (5.1)

4 NM

021°

(IF) HOLEY

1800 210° (7.8)

(FAF) MUNGY

MSA RW23 25 NM

2600

474 500 230° 403 300 RW23 336 430 1049

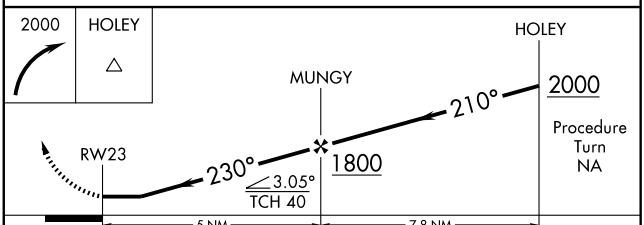
ELEV 150

230° to RW23

TDZE 142

0.3% UP

3094 X 45



CATEGORY	A	B	C	D
LNAV MDA	840-1	698 (700-1)	NA	
CIRCLING	860-1	710 (800-1)	NA	

REIL Rwy 5 and 23 L

MIRL Rwy 5-23 L

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	013°	TDZE	N/A
Chan 99		Apt Elev	150

VOR-B

BERLIN / CAMDEN COUNTY (19N)

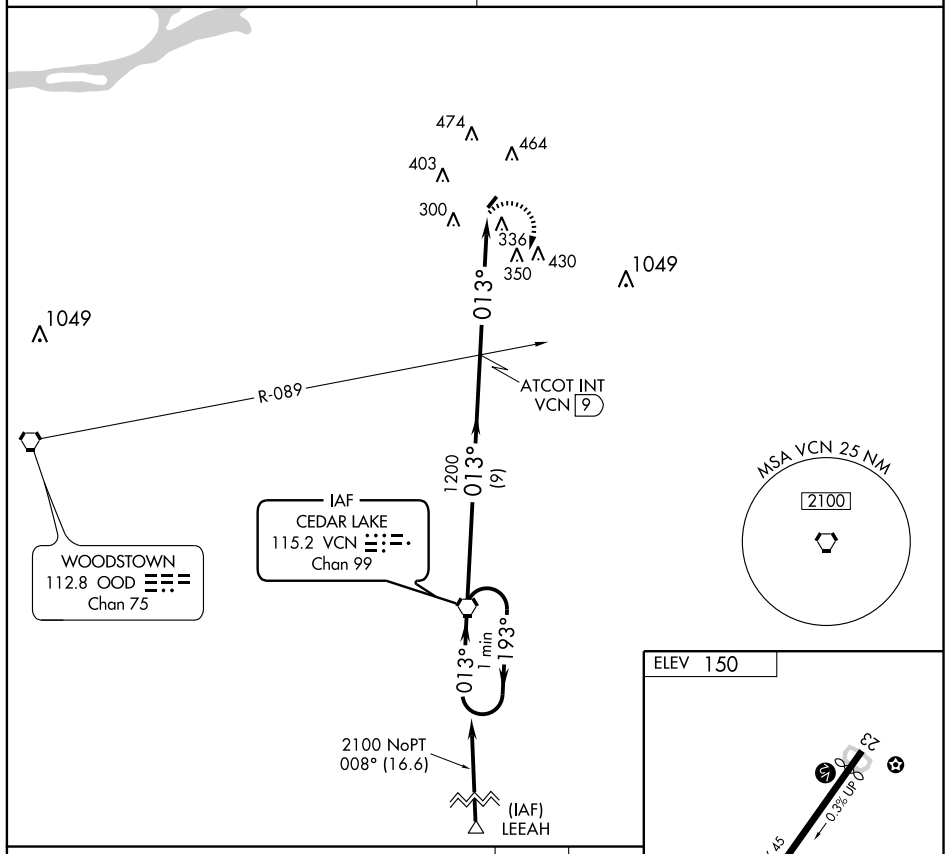
NA

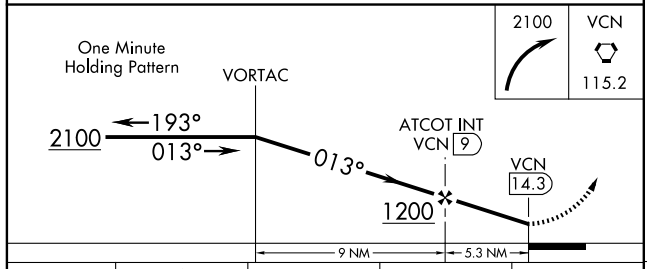
Use Philadelphia Intl altimeter setting.

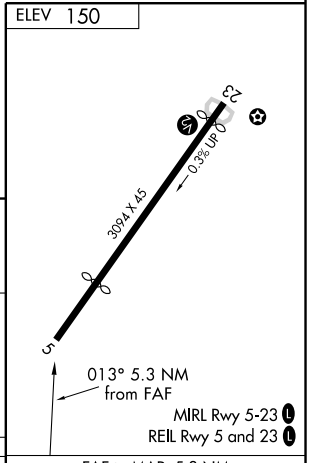
MISSED APPROACH: Climbing right turn to 2100 direct VCN VORTAC and hold.

MCGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	720-1 570 (600-1)	NA		

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS		
074°	Rwy Idg	2804
	TDZE	372
	Apt Elev	372

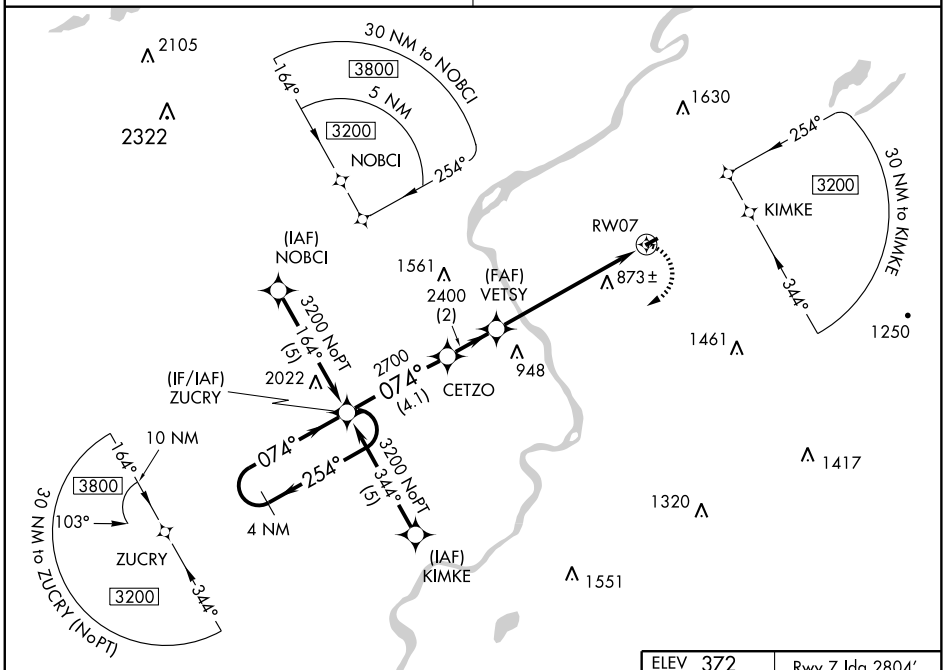
RNAV (GPS) RWY 7

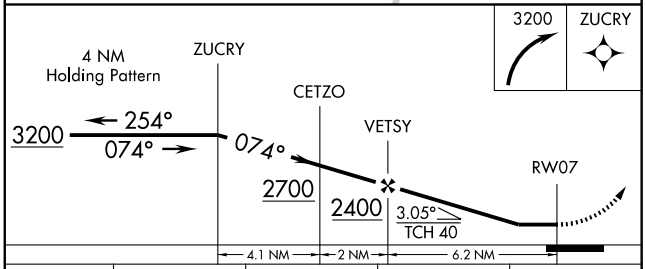
BLAIRSTOWN (1N7)

▼ When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 25 NA at night.
⚠ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3200 direct ZUCRY and hold.

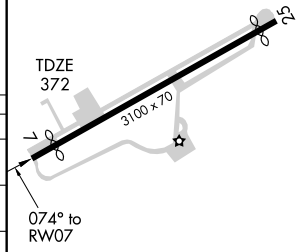
NEW YORK APP CON	UNICOM
127.6 379.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1 768 (800-1)	1140-1¼ 768 (800-1¼)	NA	
CIRCLING	1220-1 848 (900-1)	1280-1¼ 908 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1420-1¼ 1048 (1100-1¼)	1420-1½ 1048 (1100-1½)	NA	
CIRCLING	1500-1¼ 1128 (1200-1¼)	1560-1½ 1188 (1200-1½)	NA	

ELEV 372
Rwy 7 ldg 2804′
Rwy 25 ldg 2854′



MIRL Rwy 7-25 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2854
254°	TDZE	371
	Apt Elev	372

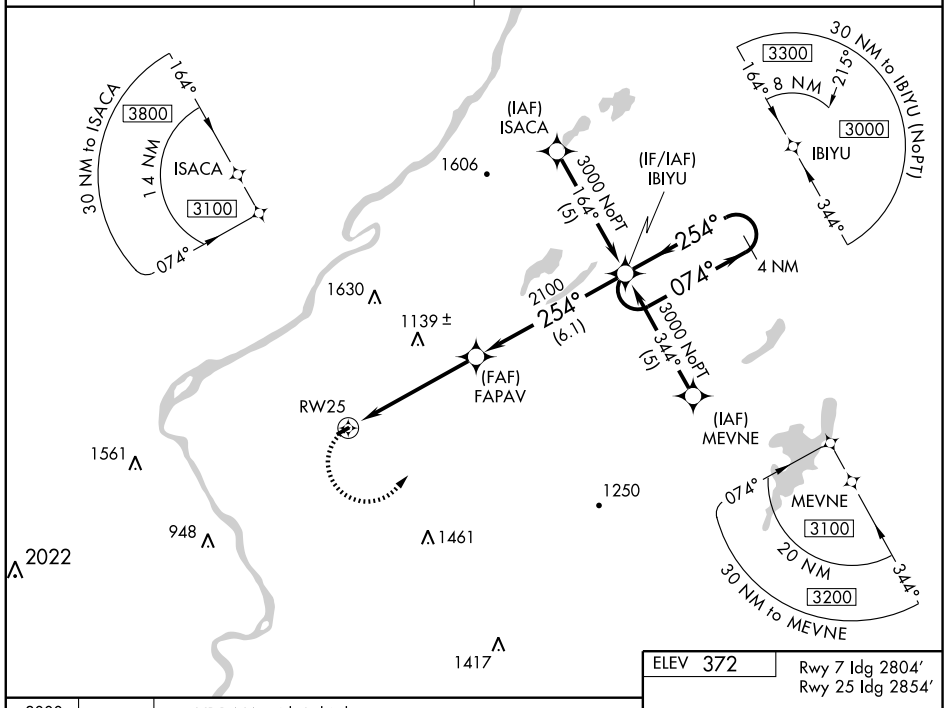
RNAV (GPS) RWY 25
BLAIRSTOWN (1N7)

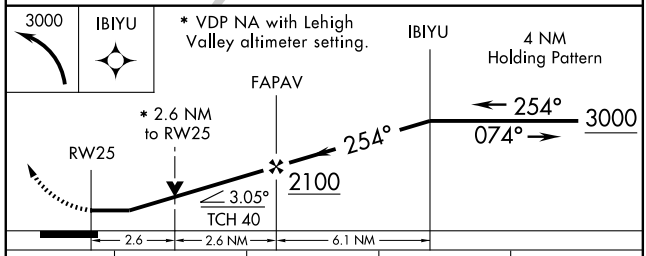
▼ When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 7 NA at night. DME/DME RNP-0.3 NA.

△ NA

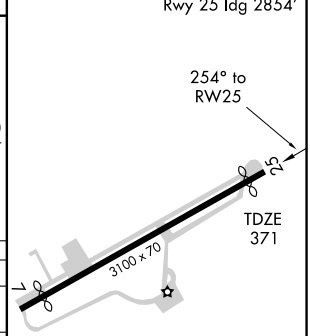
MISSED APPROACH: Climbing left turn to 3000 direct IBIYU and hold.

NEW YORK APP CON	UNICOM
127.6 379.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 889 (900-1¼)		NA	
CIRCLING	1260-1¼ 888 (900-1¼)	1280-1¼ 908 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 1169 (1200-1¼)	1540-1½ 1169 (1200-1½)	NA	
CIRCLING	1540-1¼ 1168 (1200-1¼)	1560-1½ 1188 (1200-1½)	NA	



MIRL Rwy 7-25 L

NE-2, 14 JAN 2010 to 11 FEB 2010

BLAIRSTOWN, NEW JERSEY AL-6784 (FAA)

VOR/DME STW	APP CRS	Rwy Idg	2854
109.6	267°	TDZE	371
Chan 33		Apt Elev	372

VOR RWY 25
BLAIRSTOWN (1N7)

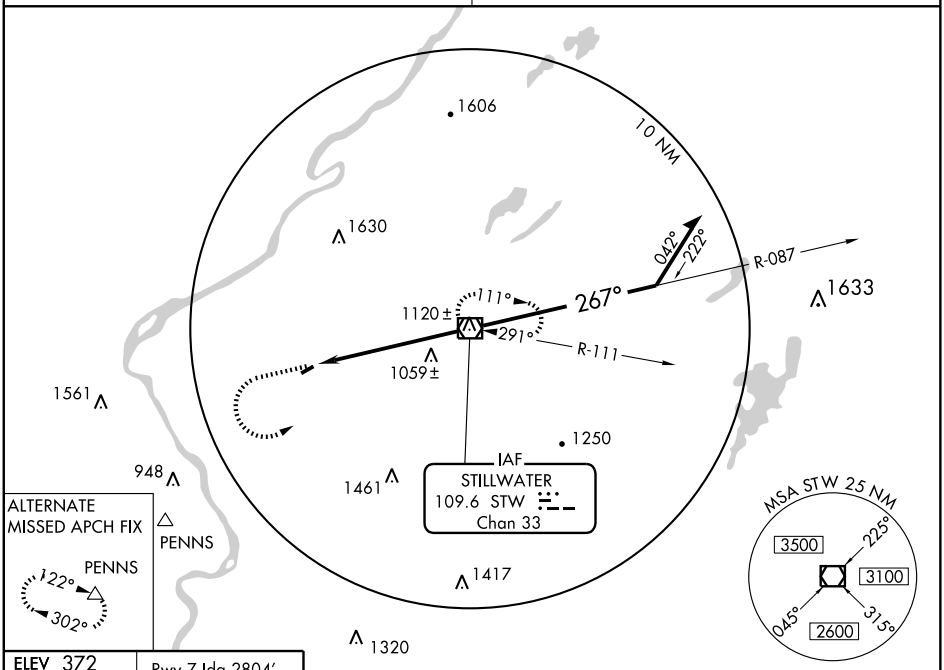
When local altimeter setting not received, use Lehigh Valley altimeter setting.
Circling to Rwy 7 NA at night.

NA

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

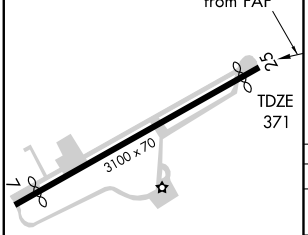
NEW YORK APP CON
127.6 379.9

UNICOM
123.0 (CTAF) L



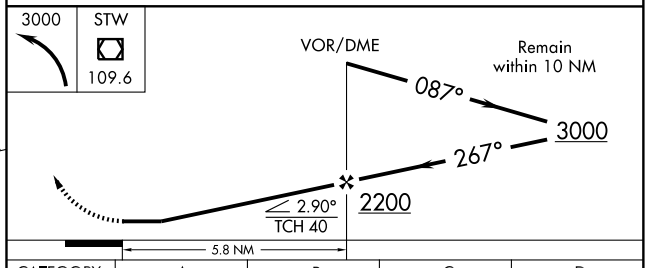
ELEV 372

Rwy 7 Idg 2804′
Rwy 25 Idg 2854′



MIRL Rwy 7-25 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-25	1320-1¼	949 (1000-1¼)	NA	
CIRCLING	1320-1¼	948 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
S-25	1600-1¼ 1229 (1300-1¼)	1600-1½ 1229 (1300-1½)	NA	
CIRCLING	1600-1¼ 1228 (1300-1¼)	1600-1½ 1228 (1300-1½)	NA	

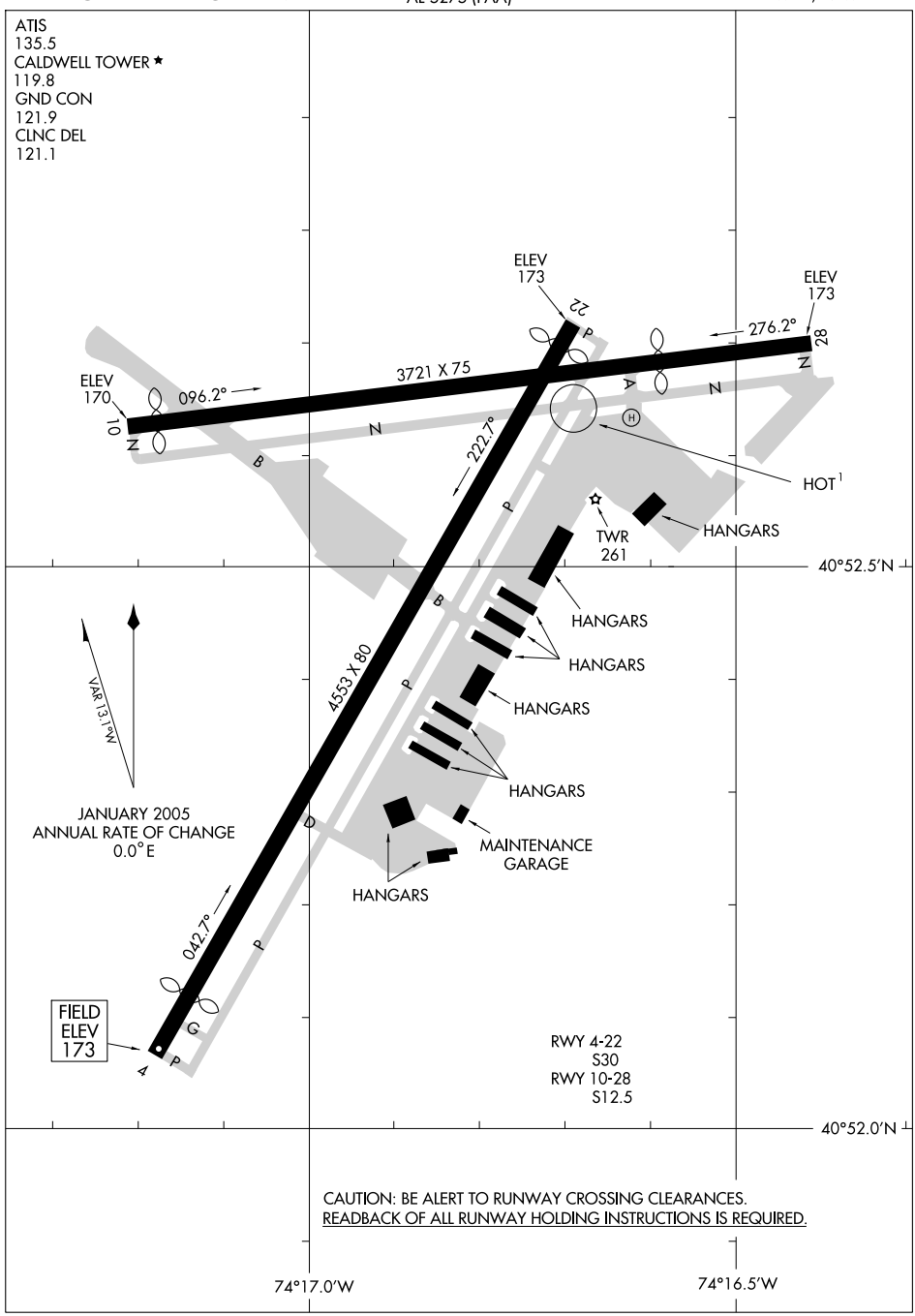
NE-2, 14 JAN 2010 to 11 FEB 2010

09239

AIRPORT DIAGRAM

AL-5275 (FAA)

CALDWELL/ ESSEX COUNTY (CDW)
CALDWELL, NEW JERSEY



NE-2, 14 JAN 2010 to 11 FEB 2010

(JAIKE.JAIKE2) 09127 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

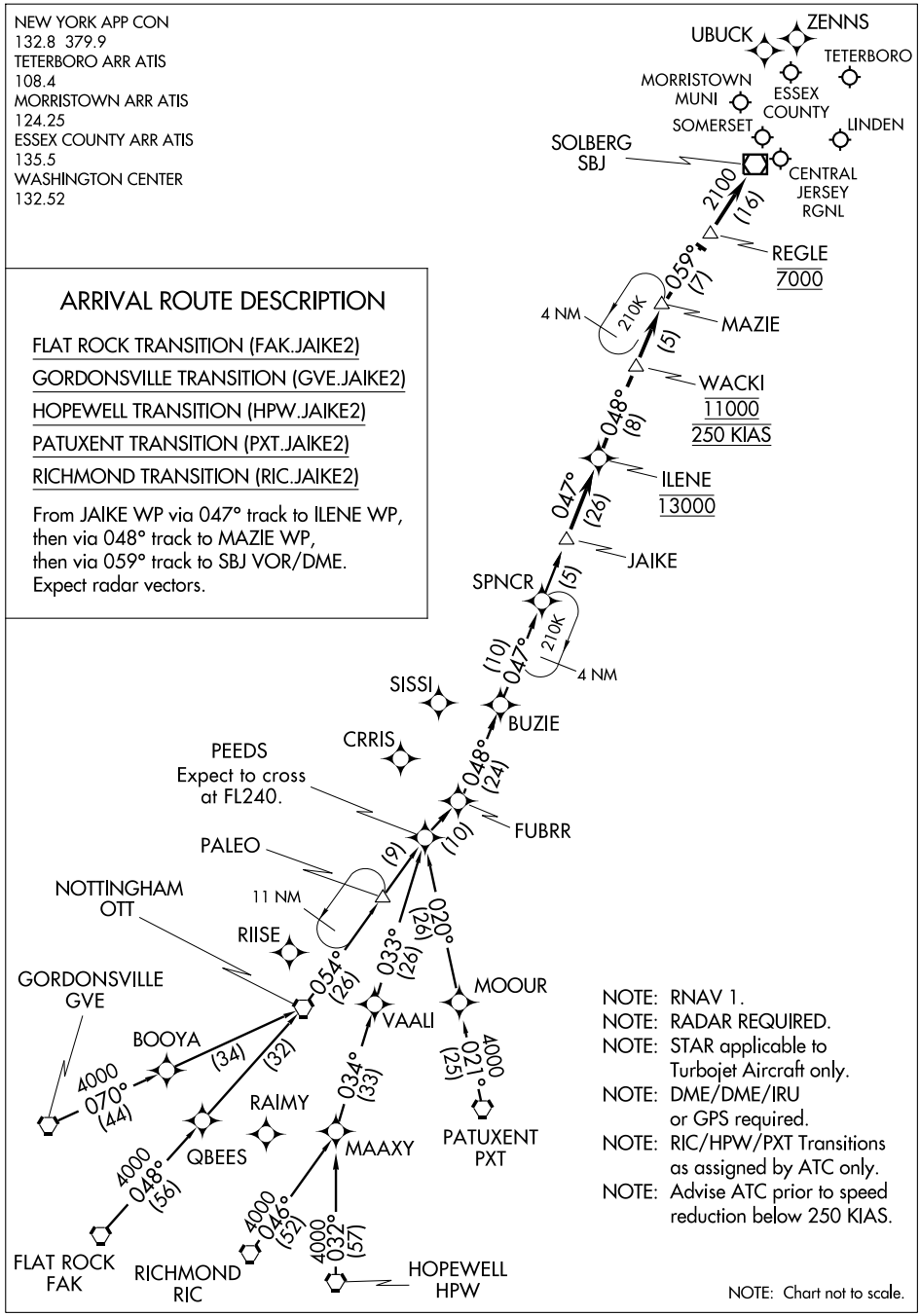
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-CDW	APP CRS	Rwy Idg	4418
109.35	223°	TDZE	173
		Apt Elev	173

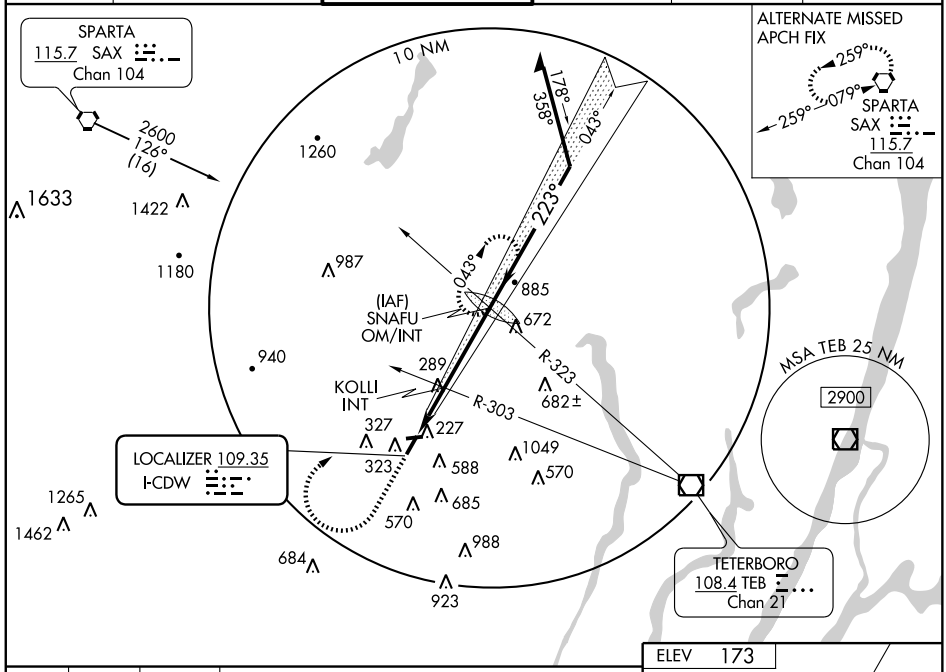
LOC RWY 22

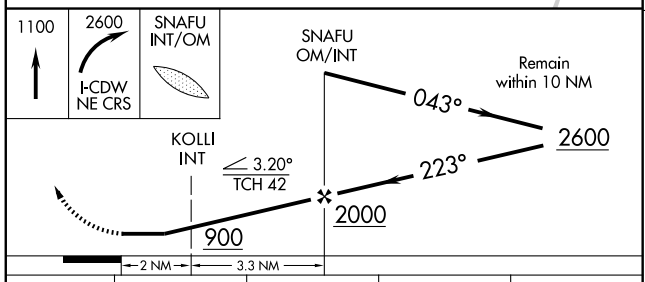
CALDWELL / ESSEX COUNTY (CDW)

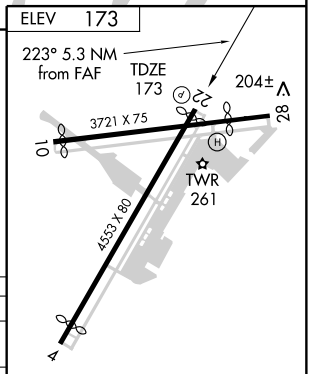
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet. Increase S-22 Cat B, C and D and Circling Cat C visibility ¼ mile; and, for KOLLI INT minimums increase S-22 Cat C and D visibility ¼ mile, and Circling Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 via I-CDW NE course to SNAFU OM/INT and hold, continue climb-in-hold to 2600.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95







REIL Rwy 22 L
MIRL Rwys 10-28
HIRL Rwys 4-22 L

CATEGORY	A	B	C	D
S-22	900-1 727 (800-1)		900-2 727 (800-2)	900-2¼ 727 (800-2¼)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)
KOLLI INT MINIMUMS				
S-22	540-1 367 (400-1)			540-1¼ 367 (400-1¼)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2, 14 JAN 2010 to 11 FEB 2010

LOM MM	APP CRS	Rwy Idg	N/A
392	107°	TDZE	N/A
		Apt Elev	173

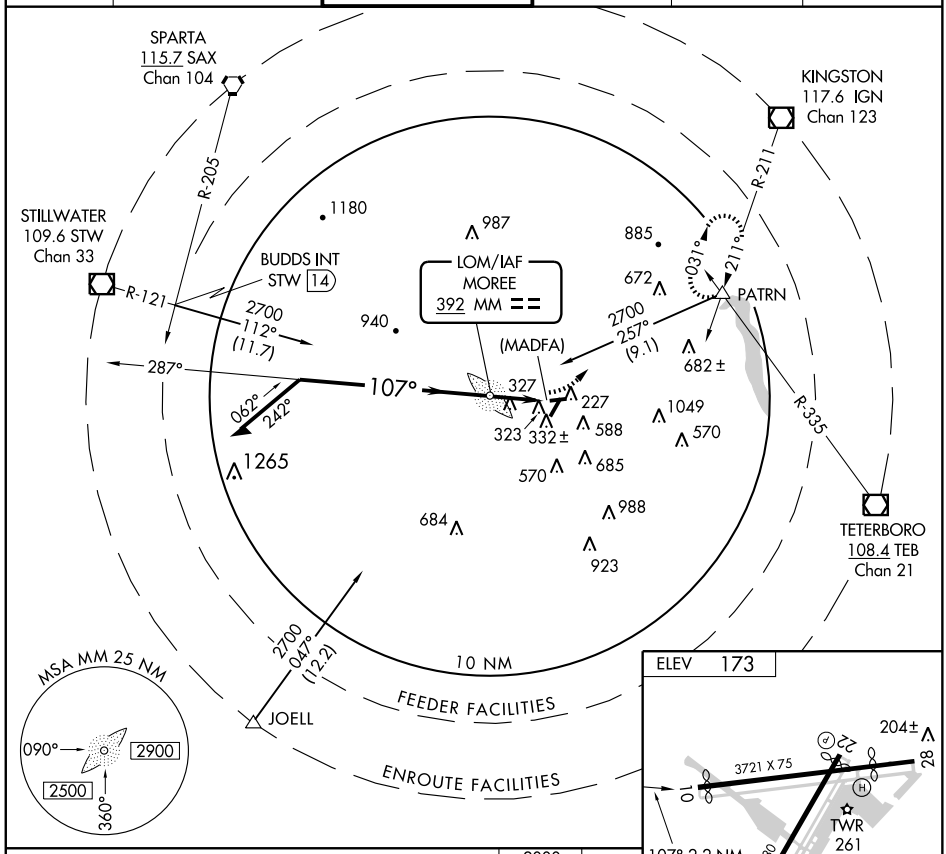
NDB or GPS-A

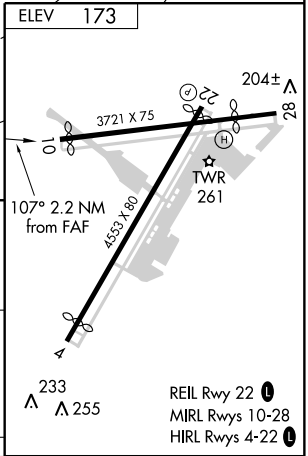
CALDWELL / ESSEX COUNTY (CDW)

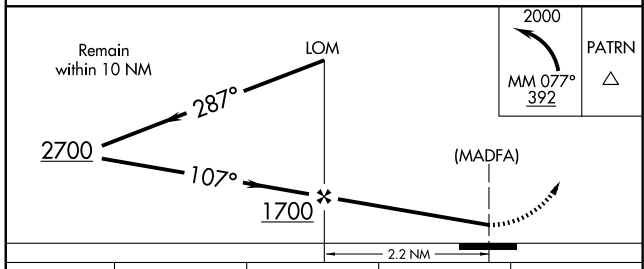
NA

MISSED APPROACH: Climbing left turn to 2000 via 077° bearing from MM LOM to PATRN Int and hold.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95







CATEGORY	A	B	C	D
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	980-2¼ 807 (900-2¼)	1080-3 907 (1000-3)

FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS		
223°	Rwy Idg	4418
	TDZE	173
	Apt Elev	173

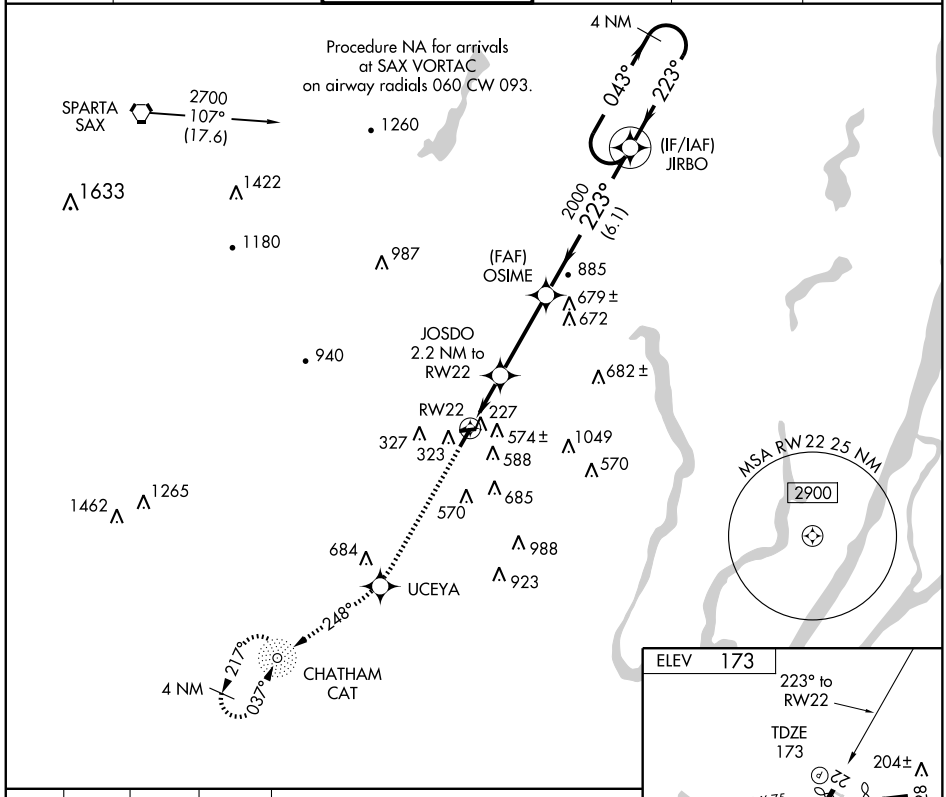
RNAV (GPS) RWY 22

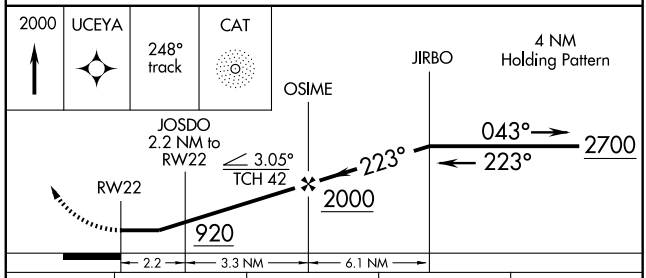
CALDWELL / ESSEX COUNTY (CDW)

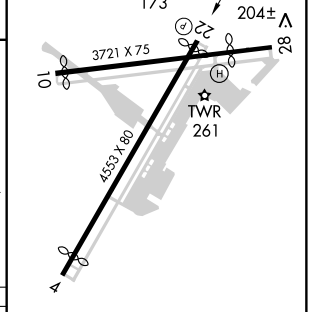
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet, and LNAV Cat C and D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct UCEYA and via 248° track to CAT NDB and hold.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95





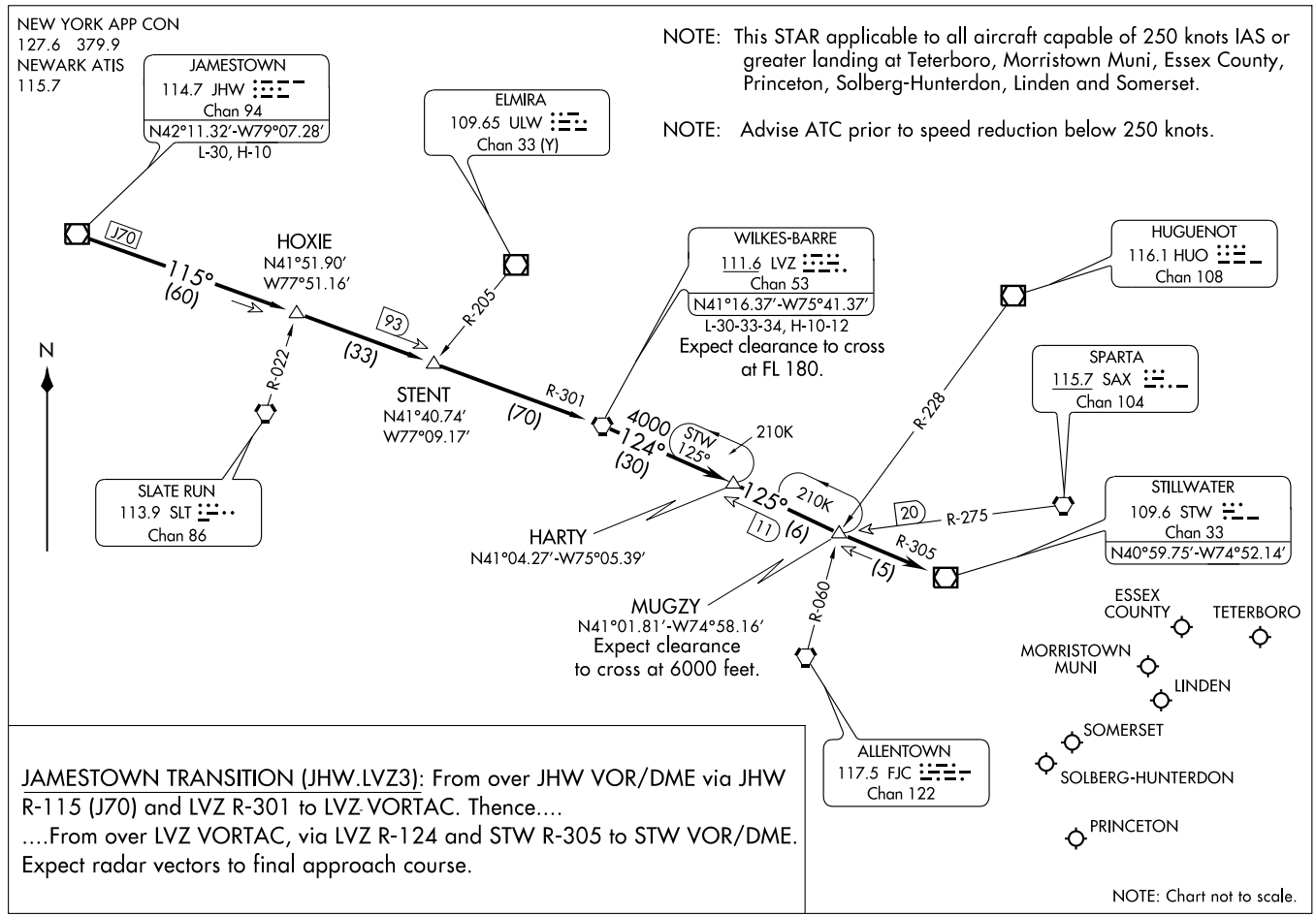


CATEGORY	A	B	C	D
LNAV MDA	840-1 667 (700-1)		840-1¾ 667 (700-1¾)	840-2 667 (700-2)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)

REIL Rwy 22 L
MIRL Rwys 10-28
HIRL Rwys 4-22 L

NE-2. 14 JAN 2010 to 11 FEB 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



CROSS KEYS, NEW JERSEY

AL-6333 (FAA)

VORTAC OOD	APP CRS	Rwy Idg	3500
112.8	081°	TDZE	162
Chan 75		Apt Elev	162

VOR or GPS RWY 9

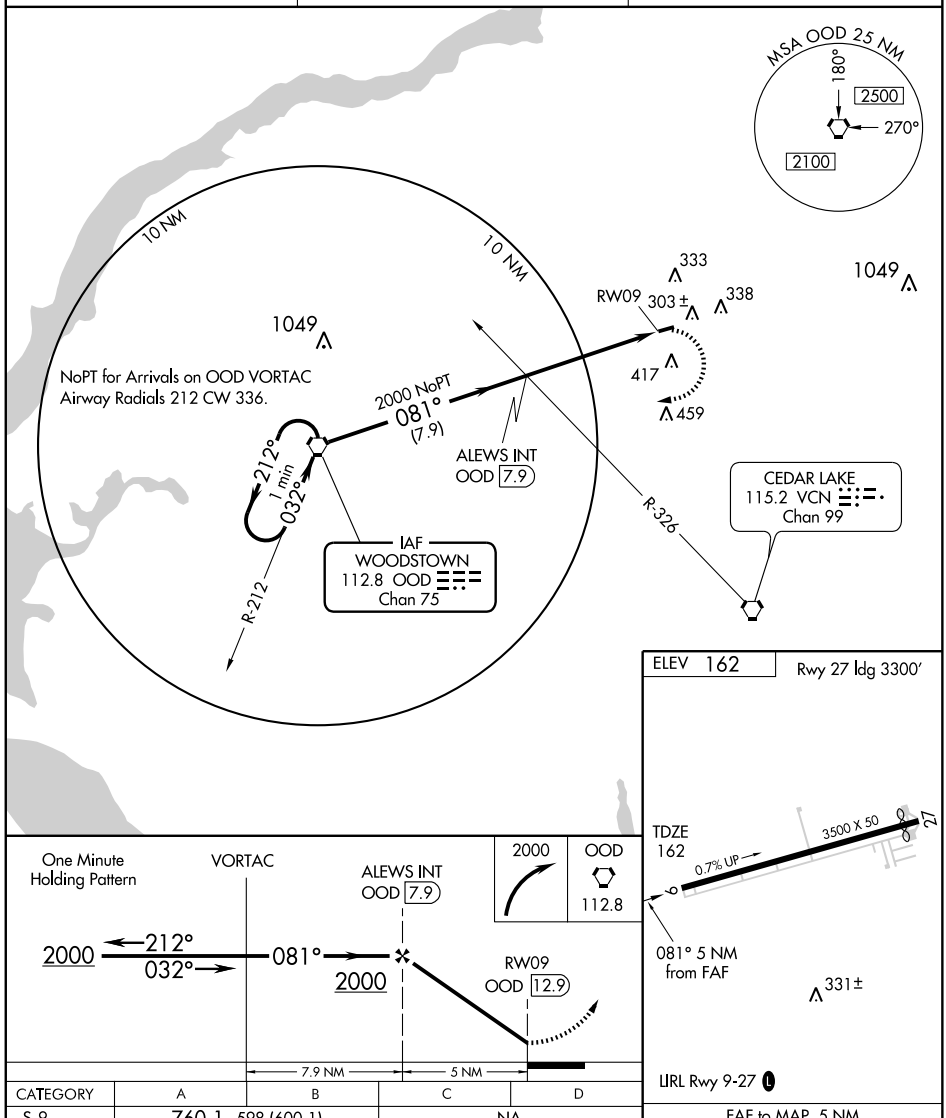
CROSS KEYS (17N)

Use Philadelphia Intl Airport altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2000 direct OOD VORTAC and hold.

PHILADELPHIA APP CON	GCO	UNICOM
127.35 317.55	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	760-1 598 (600-1)		NA	
CIRCLING	760-1 598 (600-1)	820-1 658 (700-1)	NA	

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3601
029°	TDZE	65
	Apt Elev	69

RNAV (GPS) RWY 3

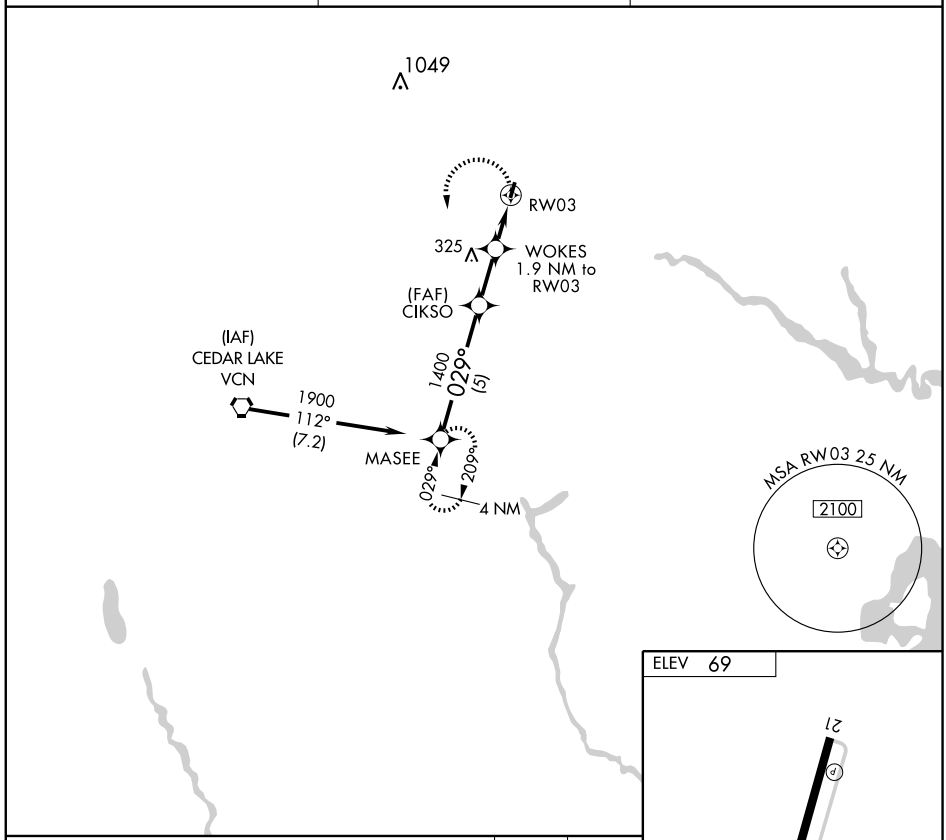
HAMMONTON MUNI (N81)

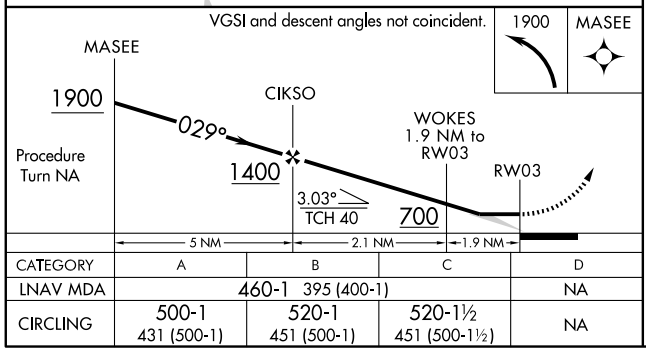
NA

Use Atlantic City Intl altimeter setting.
GPS or RNP -0.3 required.
DME/DME or RNP -0.3 NA.

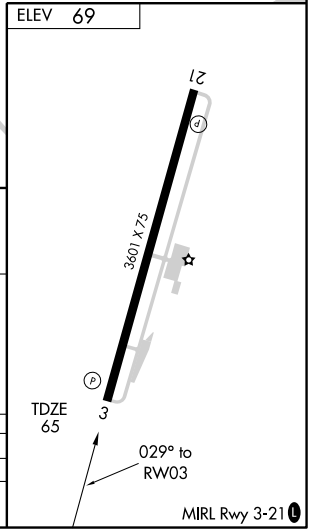
MISSED APPROACH: Climbing left turn to 1900 direct MASEE WP and hold.

ATLANTIC CITY APP CON	UNICOM	
134.25 385.5	122.7 (CTAF)	123.5 L





CATEGORY	A	B	C	D
LNAV MDA	460-1 395 (400-1)			NA
CIRCLING	500-1 431 (500-1)	520-1 451 (500-1)	520-1½ 451 (500-1½)	NA



NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC VCN 115.2 Chan 99	APP CRS 061°	Rwy Idg N/A TDZE N/A Apt Elev 69

VOR-A

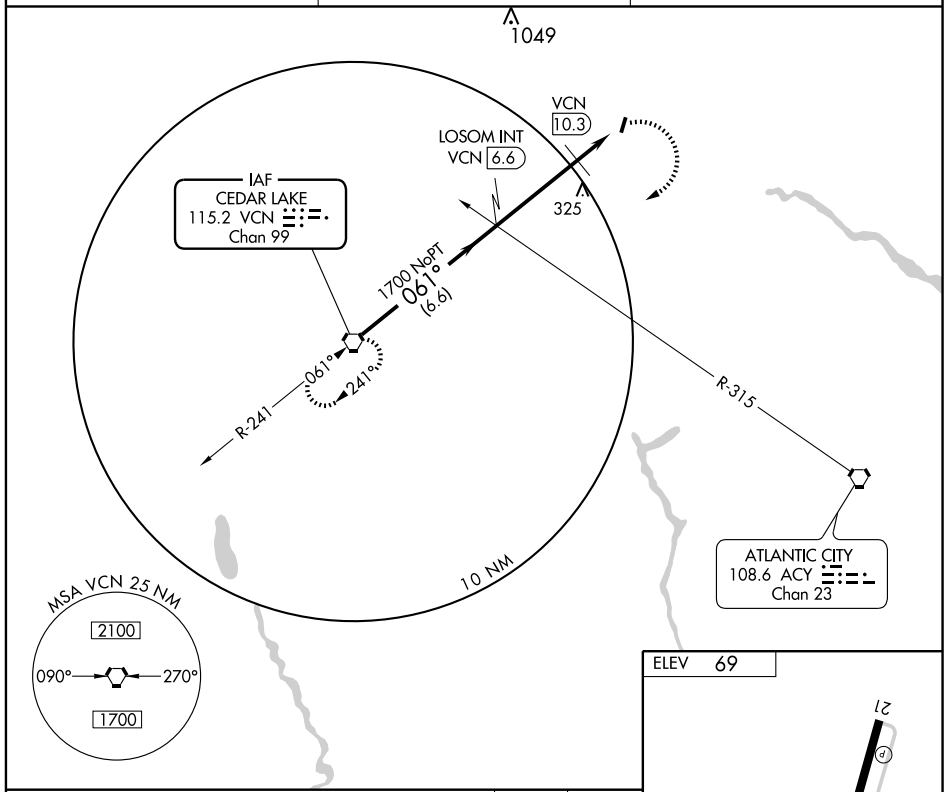
HAMMONTON MUNI (N81)

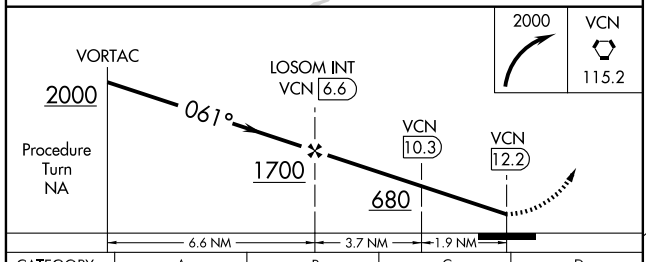
NA

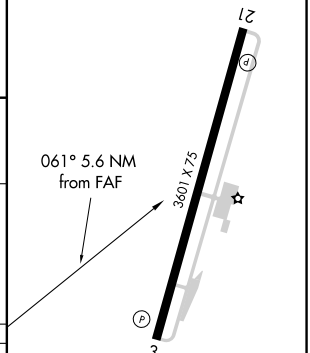
Use Atlantic City, NJ altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct VCN VORTAC and hold.

ATLANTIC CITY APP CON	UNICOM	
134.25 385.5	122.7 (CTAF)	123.5 L







CATEGORY	A	B	C	D
CIRCLING	680-1 611 (700-1)		680-1¾ 611 (700-1¾)	NA
DME MINIMA				
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	NA

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	240°	TDZE	N/A
Chan 99		Apt Elev	69

VOR-B

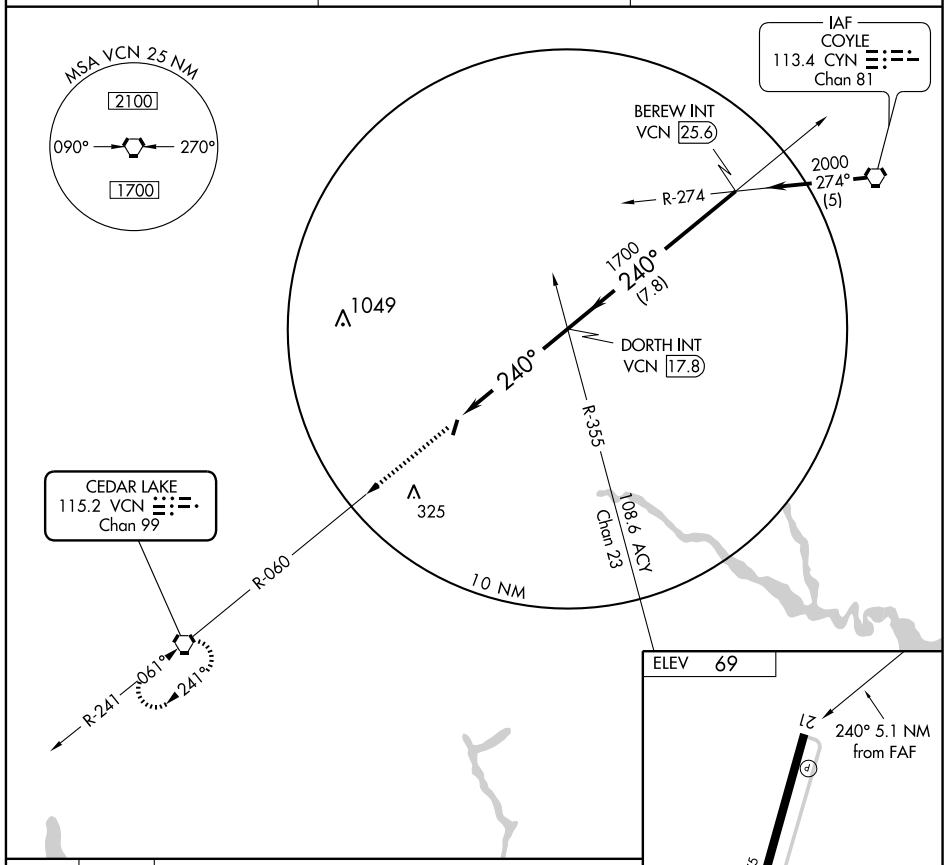
HAMMONTON MUNI (N81)

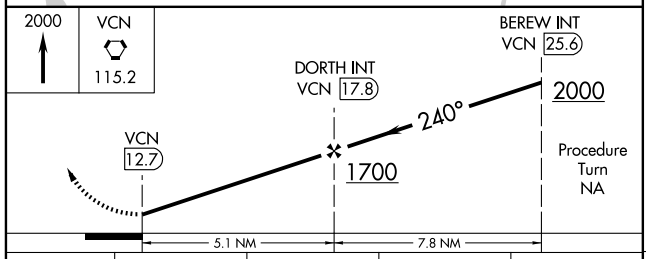
NA

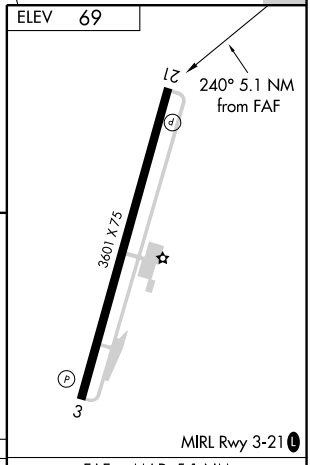
Use Atlantic City altimeter setting.

MISSED APPROACH: Climb to 2000 direct VCN VORTAC and hold.

ATLANTIC CITY APP CON	UNICOM	
134.25 385.5	122.7 (CTAF)	123.5 L





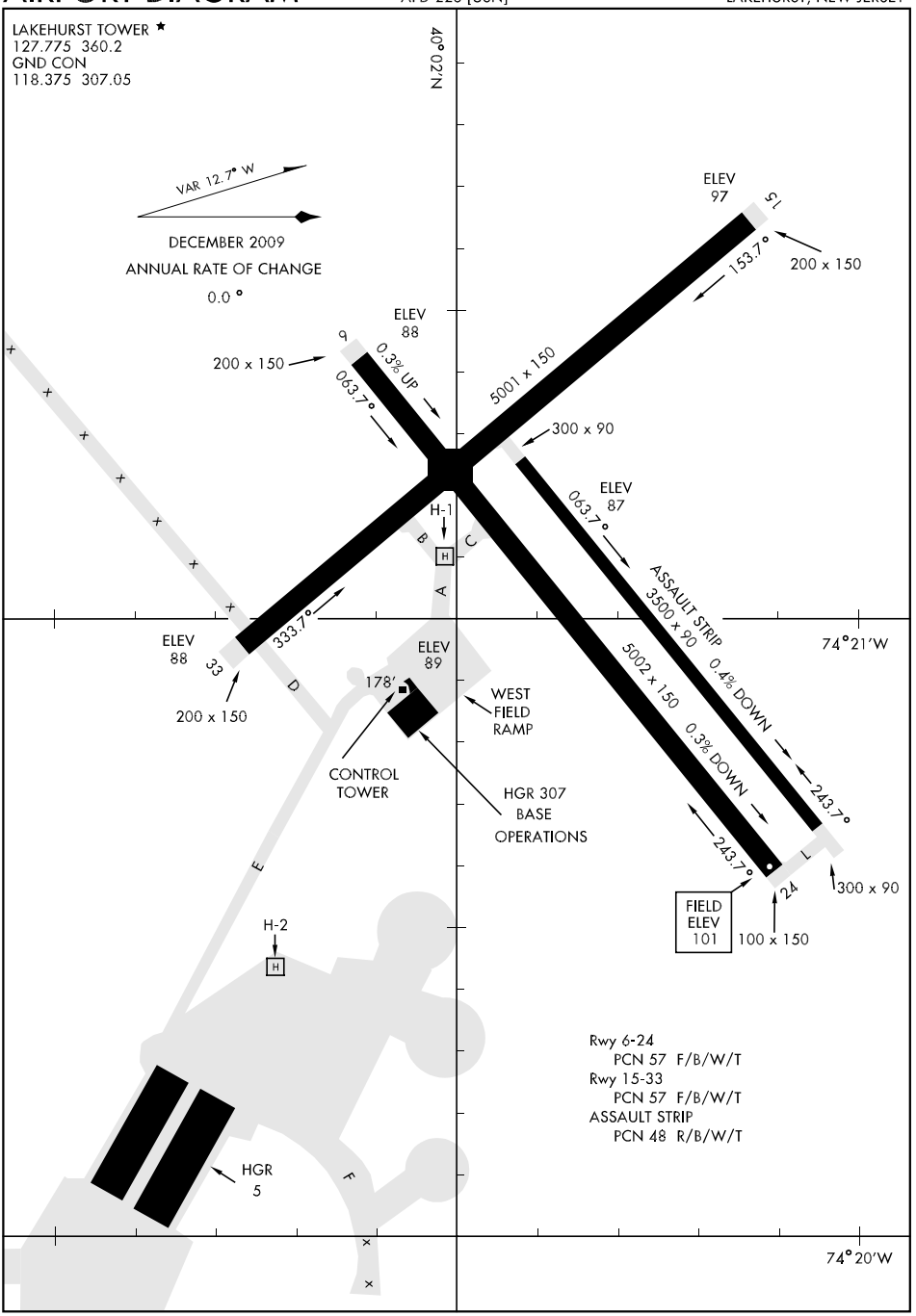


CATEGORY	A	B	C	D
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 14 JAN 2010 to 11 FEB 2010



NE-2, 14 JAN 2010 to 11 FEB 2010

NDB RWY 24

NDB NEL 396	APCH CRS 244°	Rwy ldg 5002 TDZE 101 Arpt Elev 101

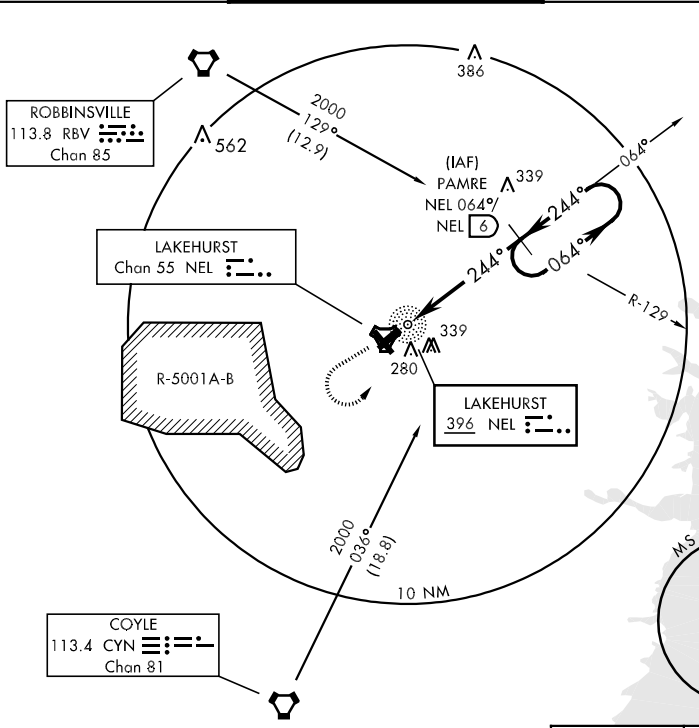
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

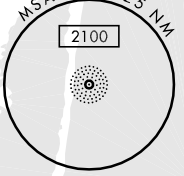
* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
DME source NEL TACAN Chan 55.

MALSR (A5)

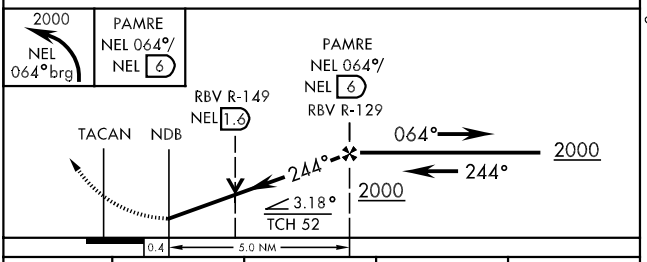
MISSED APPROACH: Climbing left turn to 2000, intercept NEL 064° bearing to PAMRE and hold.

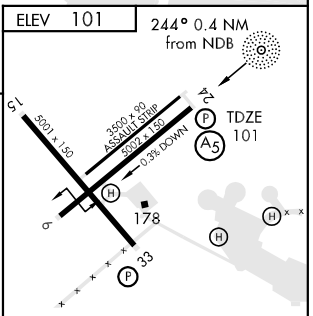
MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05





EMERG SAFE ALT 100 NM 5000





HIRL Rwy 6-24, 15-33

CATEGORY	A	B	C	D
S-24 *	520-½ 419 (500-½)		520-¾ 419 (500-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 24

APCH CRS	Rwy ldg	5002
242°	TDZE	101
	Arpt Elev	101

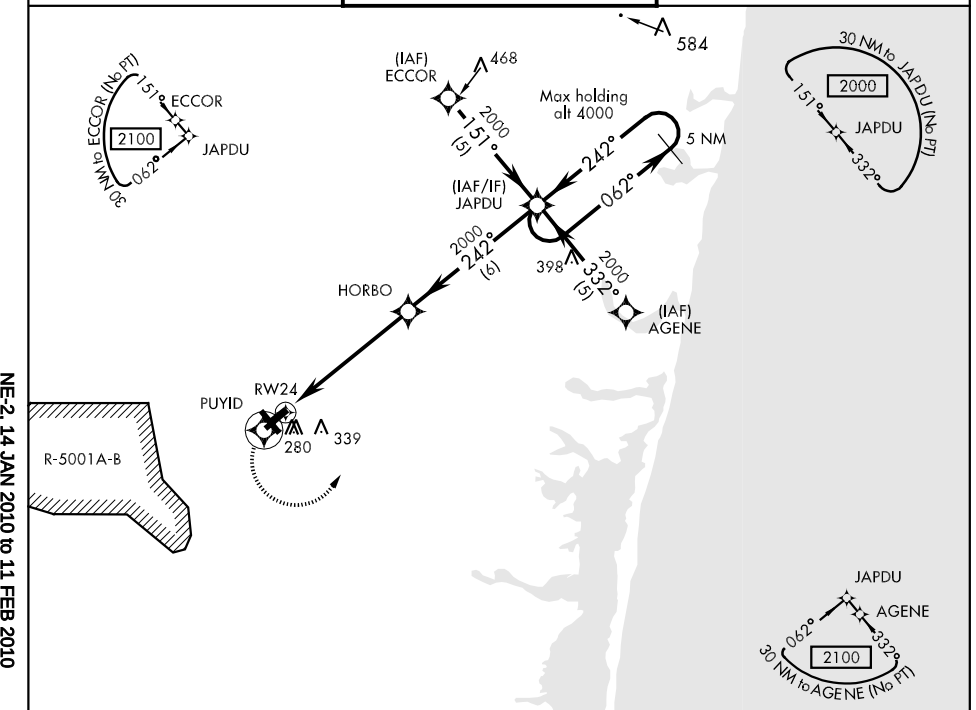
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
DME/DME RNP-0.3 NA.

MALSR (A5)

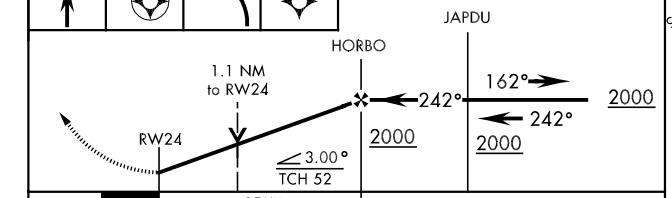
MISSED APPROACH: Climb to 2000 direct PUYID, then turn left direct JAPDU and hold.

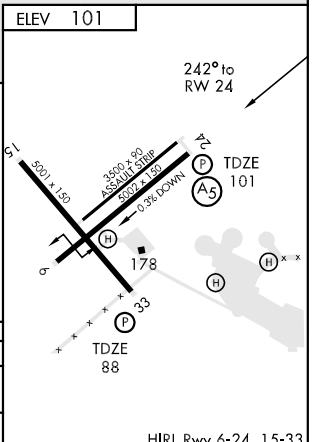
MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000

2000	PUYID		JAPDU





CATEGORY	A	B	C	D
LNAV MDA *	500-½ 399 (400-½)		500-¾ 399 (400-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 33

APCH CRS	Rwy ldg	5001
332°	TDZE	88
	Arpt Elev	101

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ICUTO, then turn right direct IMULE and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05

562

ICUTO
280
339
RW33
R-5001A-B
HIMDA
2000
332°
(5)
(IAF)
GEMGE
2000
242°
(5)
515
(IAF/IF)
IMULE
2000
061°
(5)
152°
332°
5 NM
(IAF)
CAGON
Max holding
alt 4000

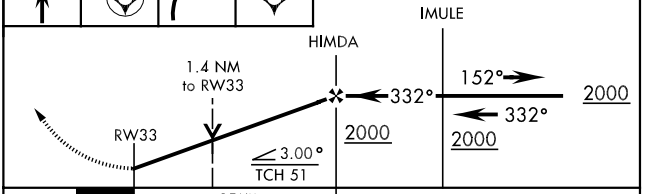
30 NM to GEMGE (No PT)
2000
152°
242°
GEMGE
IMULE

30 NM to CAGON (No PT)
152°
2100
IMULE
061°
CAGON

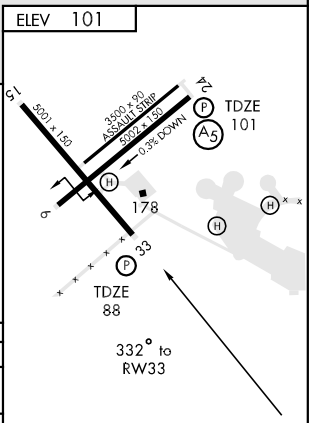
IMULE
242°
061°
2100
30 NM to IMULE (No PT)

EMERG SAFE ALT 100 NM 5000

2000 ICUTO IMULE



ELEV 101



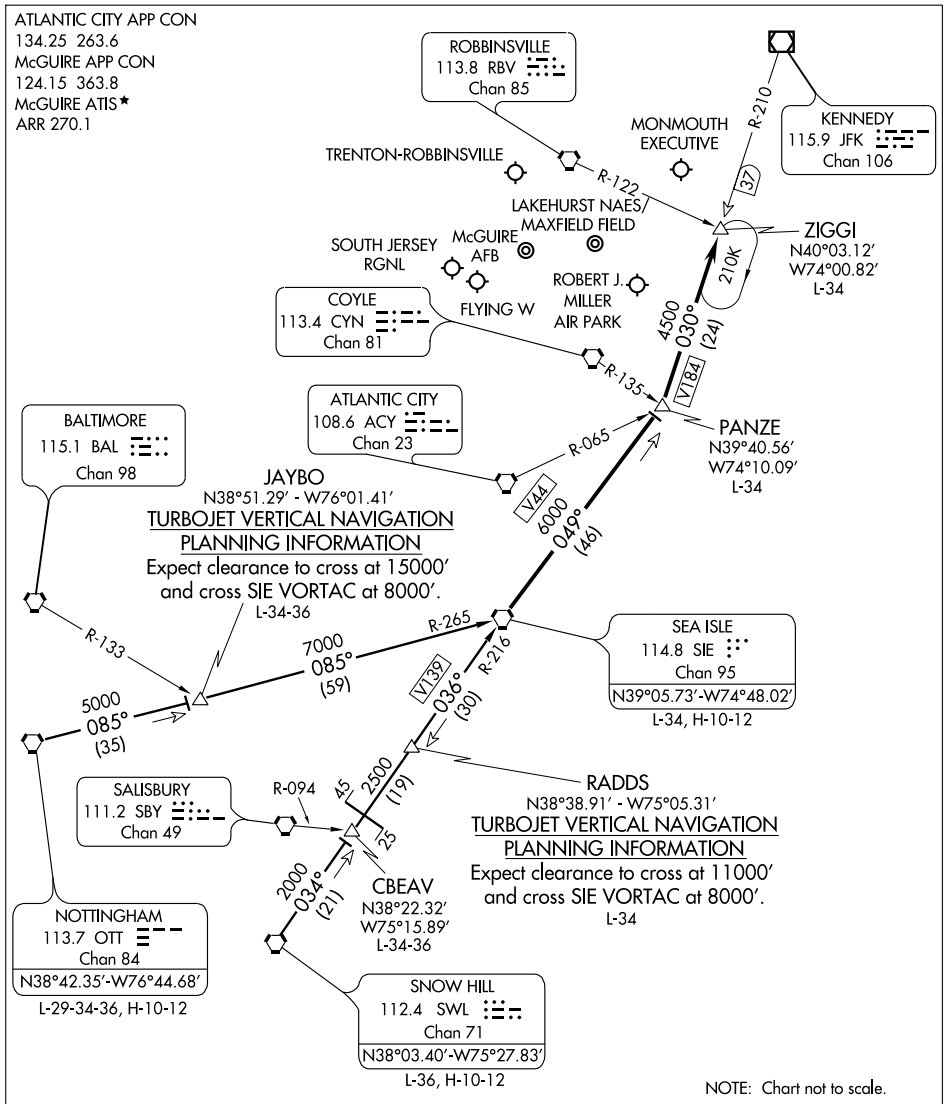
CATEGORY	A	B	C	D
LNAV MDA	540-1 452 (500-1)		540-1¼ 452 (500-1¼)	540-1½ 452 (500-1½)
CIRCLING	600-1 497 (500-1)	640-1 537 (600-1)	640-1½ 537 (600-1½)	660-2 557 (600-2)

HIRL Rwy 6-24, 15-33

NE-2, 14 JAN 2010 to 11 FEB 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

TACAN RWY 24

TACAN	APCH CRS	Rwy ldg	5002
Chan 55	248°	TDZE	101
		Arpt Elev	101

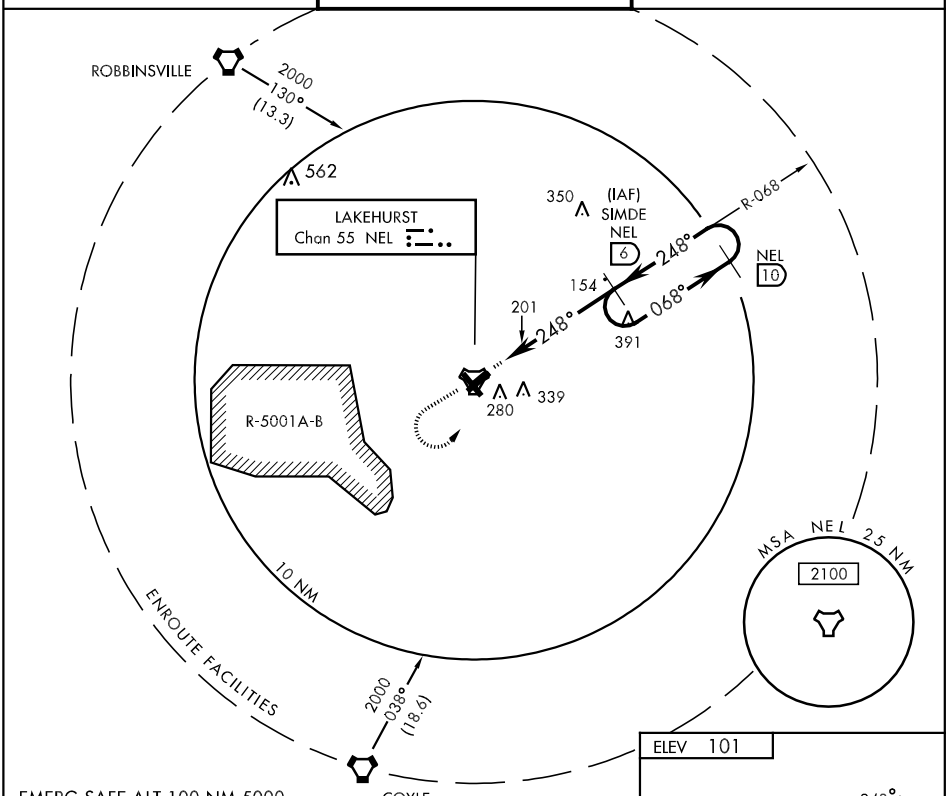
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

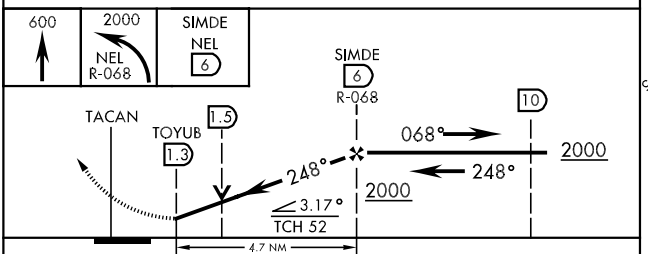
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to1¼ miles.

MALSR (A5)

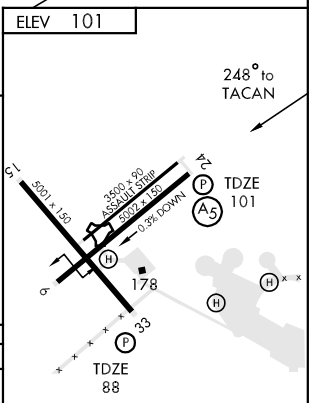
MISSED APPROACH: Climb to 600, then climbing left turn to 2000, intercept NEL R-068 to SIMDE and hold.

MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05





CATEGORY	A	B	C	D
S-24 *	460- ½ 359 (400-½)		460-¾ 359 (400-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)



NE-2, 14 JAN 2010 to 11 FEB 2010

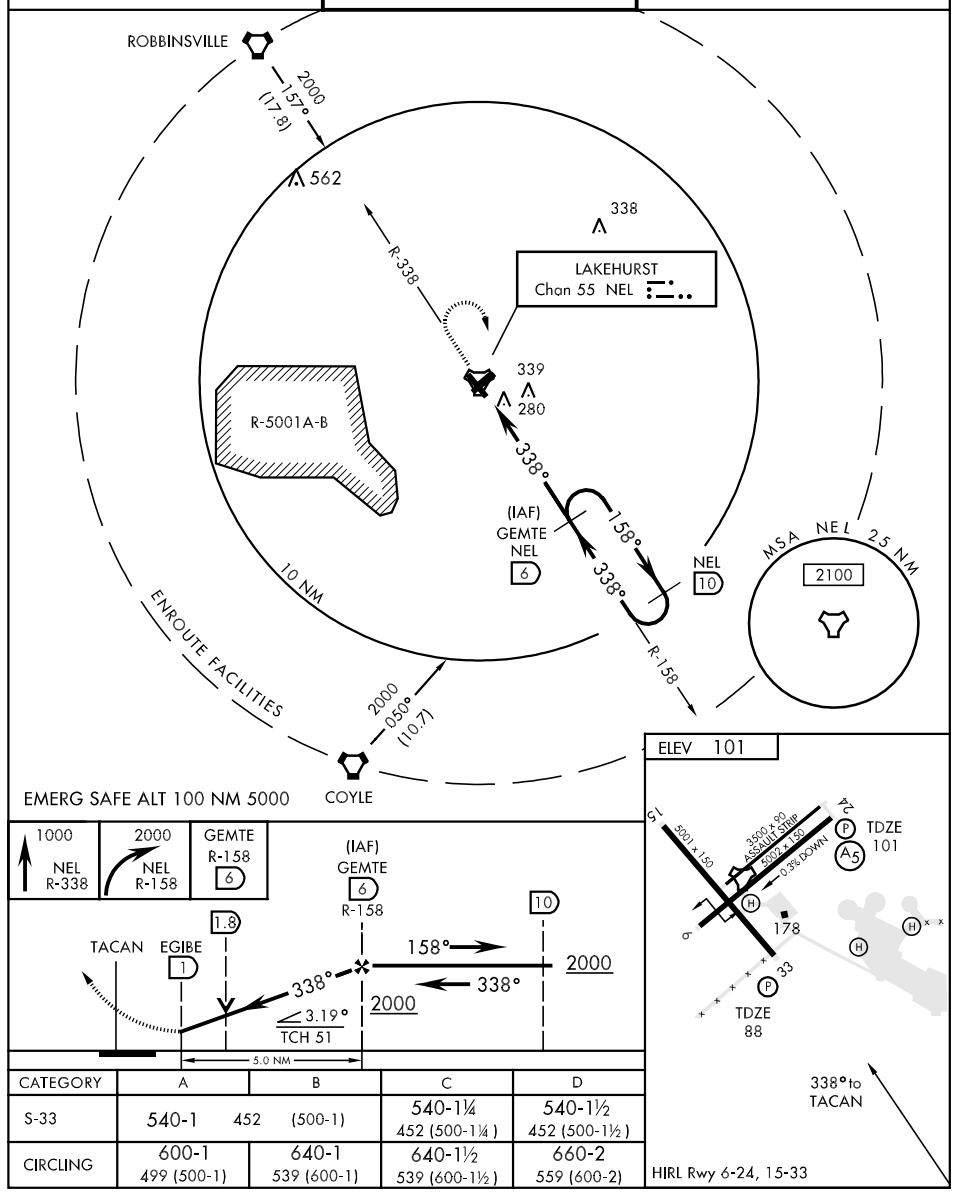
TACAN Z RWY 33

TACAN	APCH CRS	Rwy Idg	5001
NEL Chan 55	338°	TDZE	88
		Arpt Elev	101

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MISSED APPROACH: Climb to 1000 via R-338, then climbing right turn to 2000, intercept NEL R-158 to GEMTE and hold.

MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



CATEGORY	A	B	C	D
S-33	540-1 452 (500-1)		540-1¼ 452 (500-1¼)	540-1½ 452 (500-1½)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

HIRL Rwy 6-24, 15-33

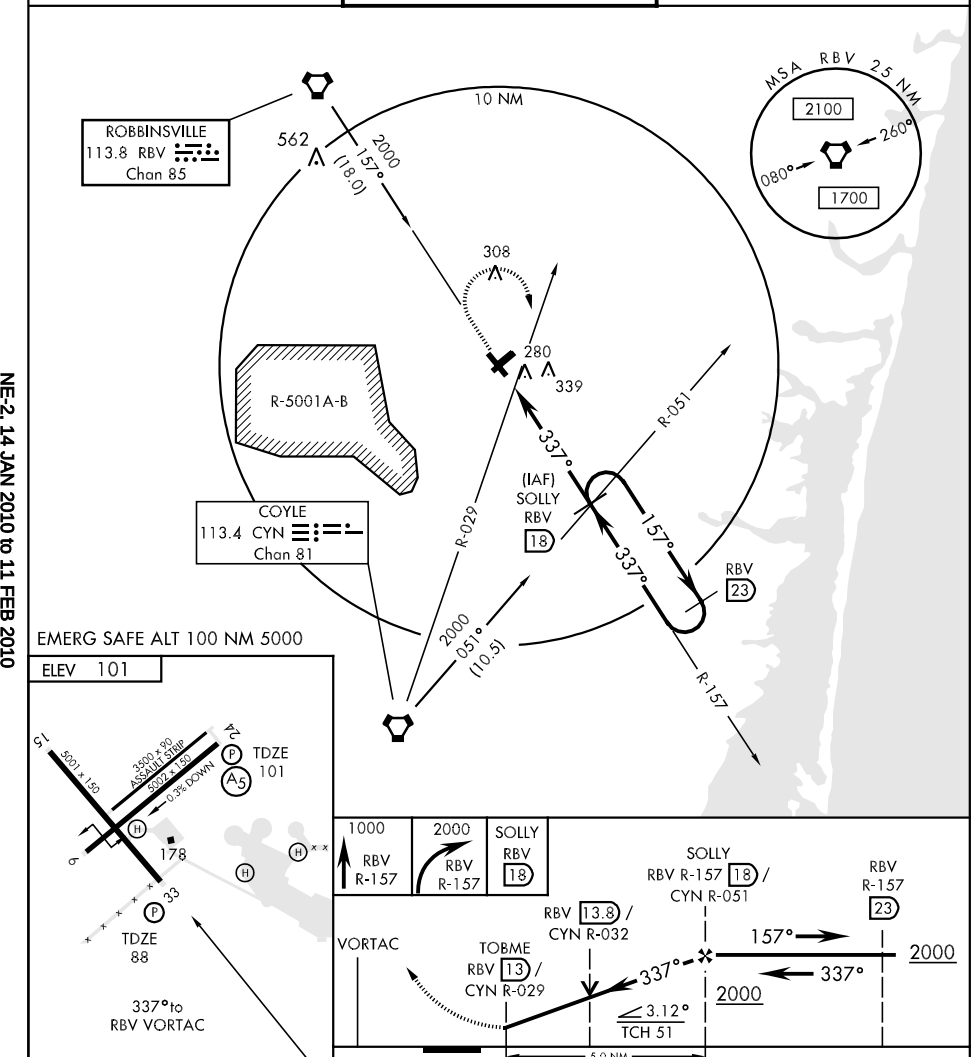
VOR or VOR/DME or TACAN Y RWY 33

VORTAC RBV 113.8 Chan 85	APCH CRS 337°	Rwy Idg 5001 TDZE 88 Arpt Elev 101

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MISSED APPROACH: Climb to 1000 via RBV R-157, then climbing right turn to 2000, intercept RBV R-157 outbound to SOLLY and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



HIRL Rwy 6-24, 15-33

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-33	600-1 512 (500-1)		600-1½ 512 (500-1½)	600-1¾ 512 (500-1¾)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR RWY 24

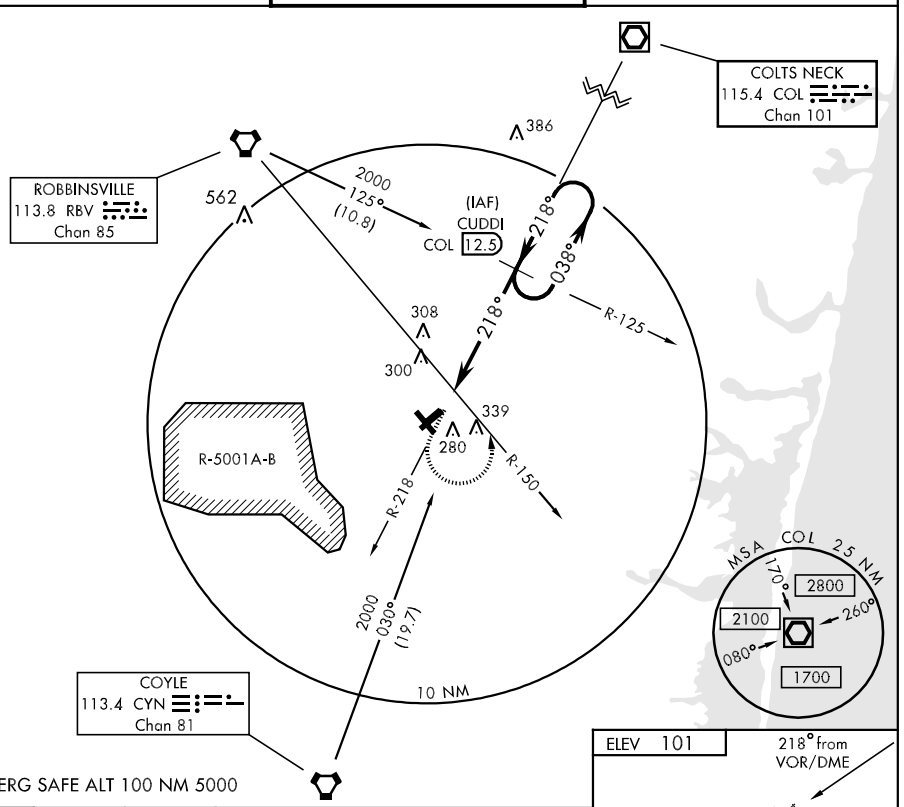
VOR/DME COL	APCH CRS	Rwy ldg	5002
115.4	218°	TDZE	101
Chan 101		Arpt Elev	101

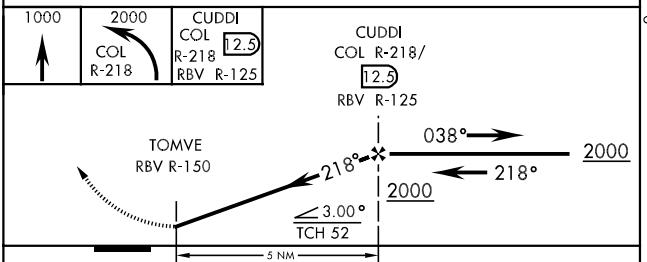
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

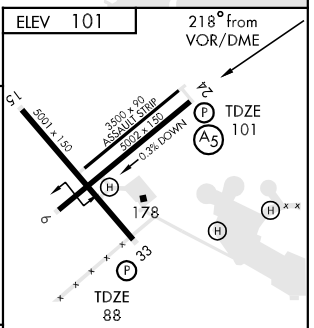
MALSR

MISSED APPROACH: Climb to 1000 via COL R-218, then climbing left turn to 2000, intercept COL R-218 to CUDDI and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05







CATEGORY	A	B	C	D
S-24	560-1 459 (500-1)		560-1¼ 459 (500-1¼)	560-1½ 459 (500-1½)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

HIRL Rwy 6-24, 15-33

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2648
061°	TDZE	43
	Apt Elev	43

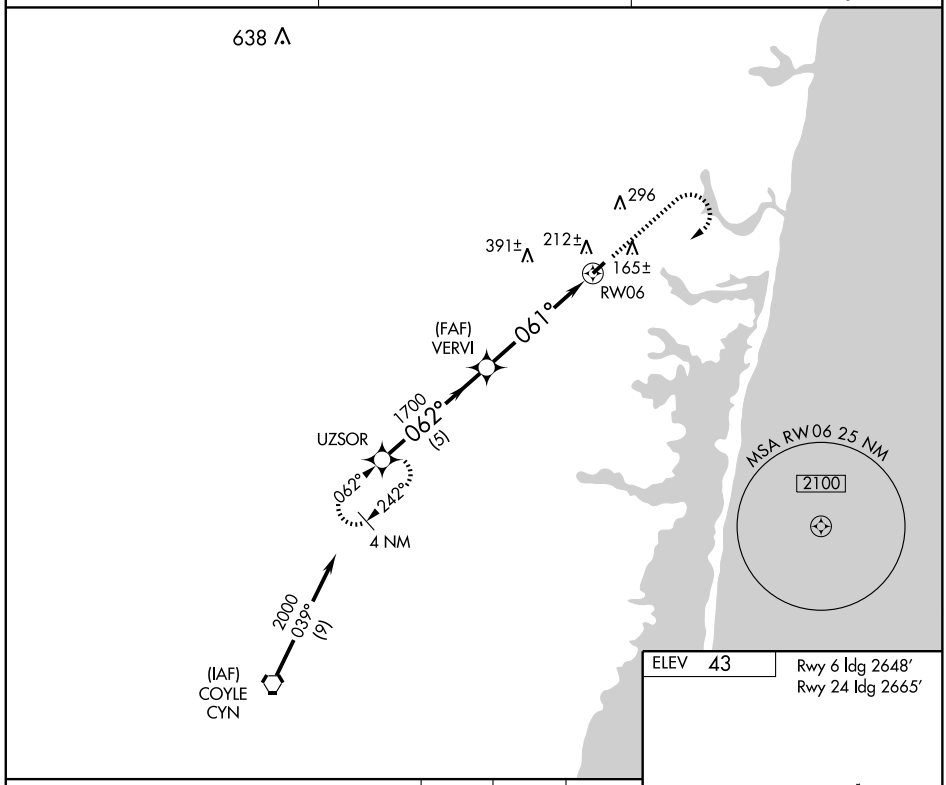
RNAV (GPS) RWY 6
LAKEWOOD (N12)

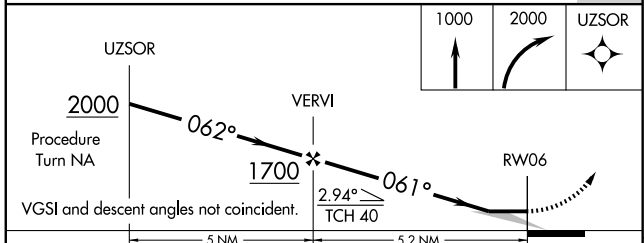
Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

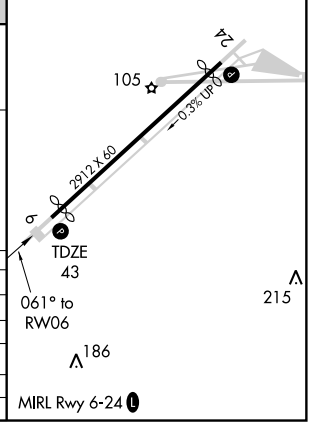
MISSED APPROACH Climb to 1000 then climbing right turn to 2000 direct UZSOR WP and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 517 (600-1)		NA	
CIRCLING	600-1 557 (600-1)		NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 537 (600-1)		NA	
CIRCLING	640-1 597 (600-1)		NA	



NE-2, 14 JAN 2010 to 11 FEB 2010

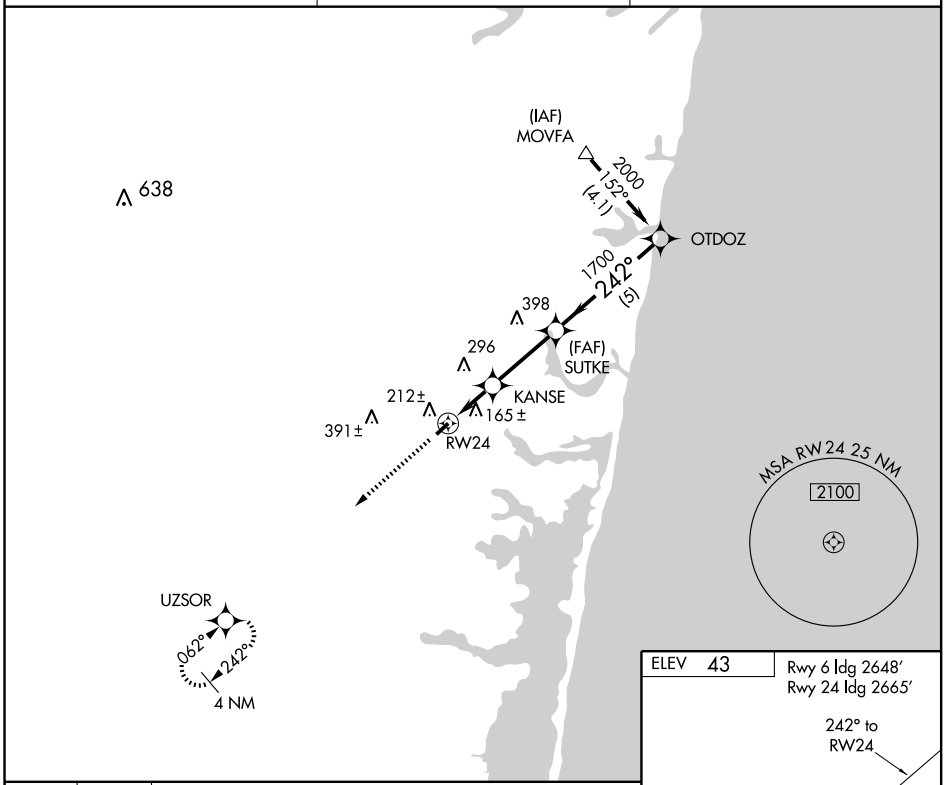
APP CRS	Rwy Idg	2665
242°	TDZE	43
	Apt Elev	43

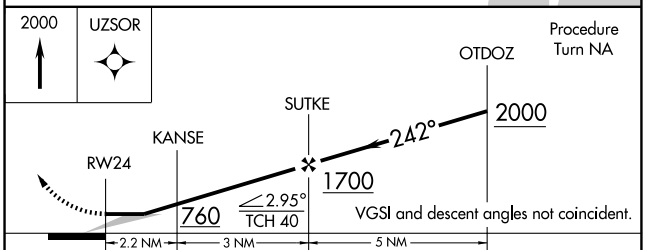
RNAV (GPS) RWY 24
LAKEWOOD (N12)

Use Lakehurst NAES altimeter setting, when not received, use McGuire AFB altimeter setting.
NA
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

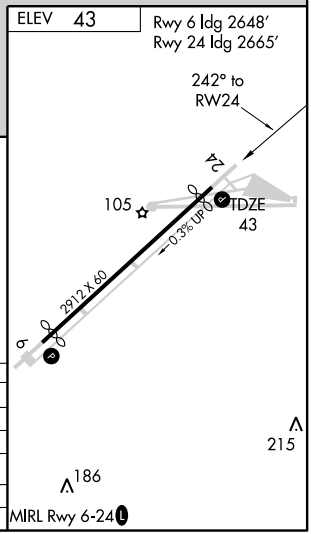
MISSED APPROACH Climb to 2000 direct UZSOR WP and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560 - 1	517 (600-1)	NA	
CIRCLING	600 - 1	557 (600-1)	NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
LNAV MDA	580 - 1	537 (600-1)	NA	
CIRCLING	640 - 1	597 (600-1)	NA	



NE-2, 14 JAN 2010 to 11 FEB 2010

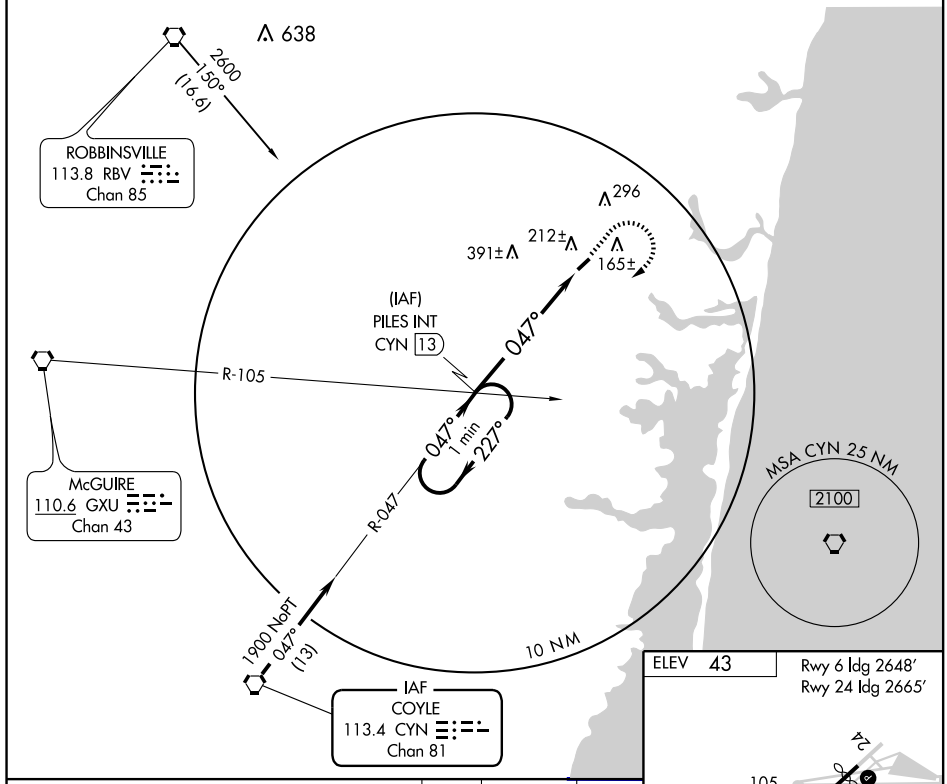
VORTAC CYN	APP CRS	Rwy Idg	2648
113.4	047°	TDZE	43
Chan 81		Apt Elev	43

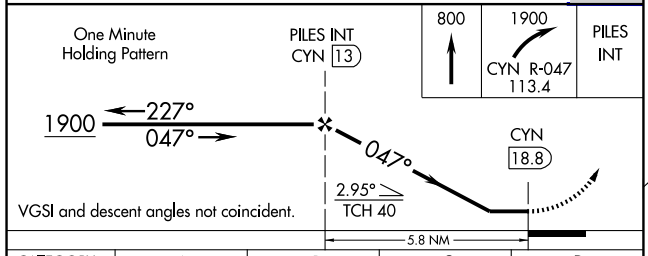
VOR RWY 6
LAKEWOOD (N12)

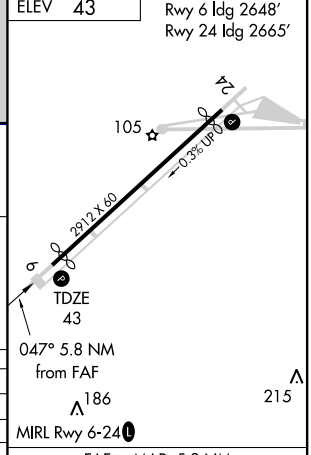
▼ Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.
▲ NA

MISSED APPROACH Climb to 800 then climbing right turnto 1900 via CYN R-047 to PILES Int/CYN 13 DME and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	620 - 1	577 (600-1)	NA	
CIRCLING	620 - 1	577 (600-1)	NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
S-6	660 - 1	617 (700-1)	NA	
CIRCLING	660 - 1	617 (700-1)	NA	

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-2, 14 JAN 2010 to 11 FEB 2010

LOM MM	APP CRS	Rwy Idg	2103
392	026°	TDZE	182
		Apt Elev	182

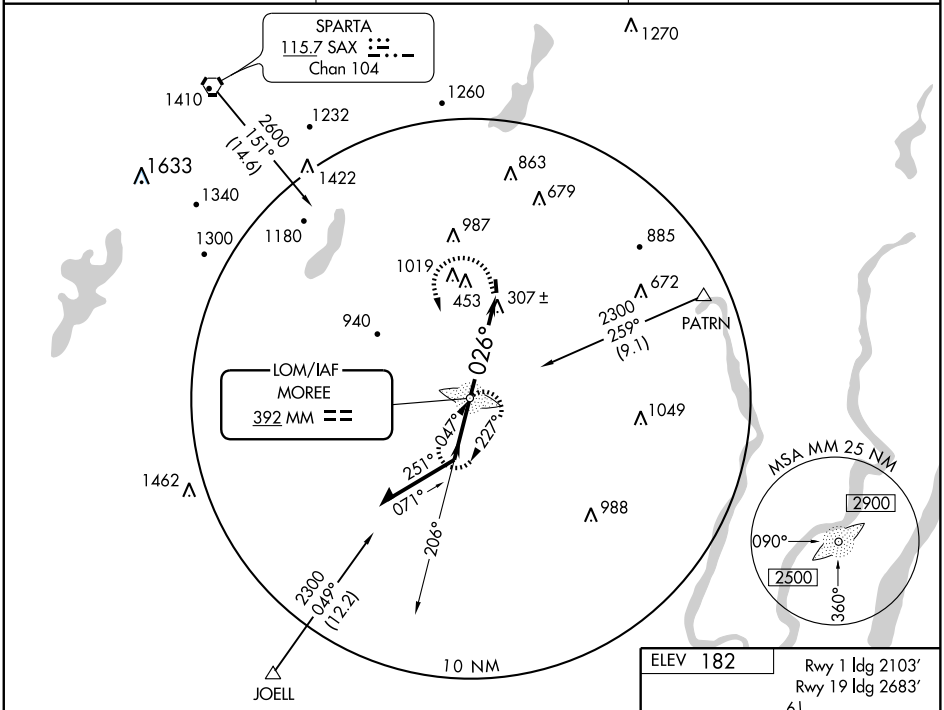
NDB RWY 1
LINCOLN PARK (NØ7)

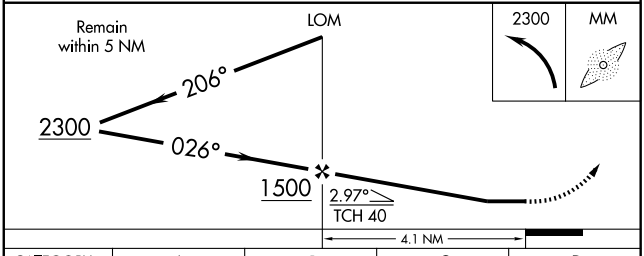
▼ Visibility reduction by helicopters NA. Use Teterboro altimeter setting.

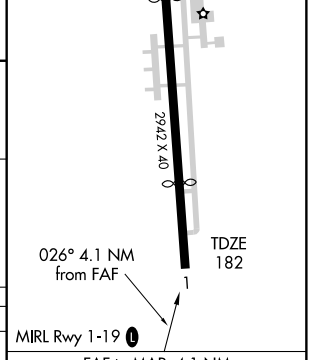
▲ NA

MISSED APPROACH: Climbing left turn to 2300 direct MM LOM and hold.

NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1480-1¼ 1298 (1300-1¼)	NA		
CIRCLING	1480-1¼ 1298 (1300-1¼)	NA		

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2. 14 JAN 2010 to 11 FEB 2010

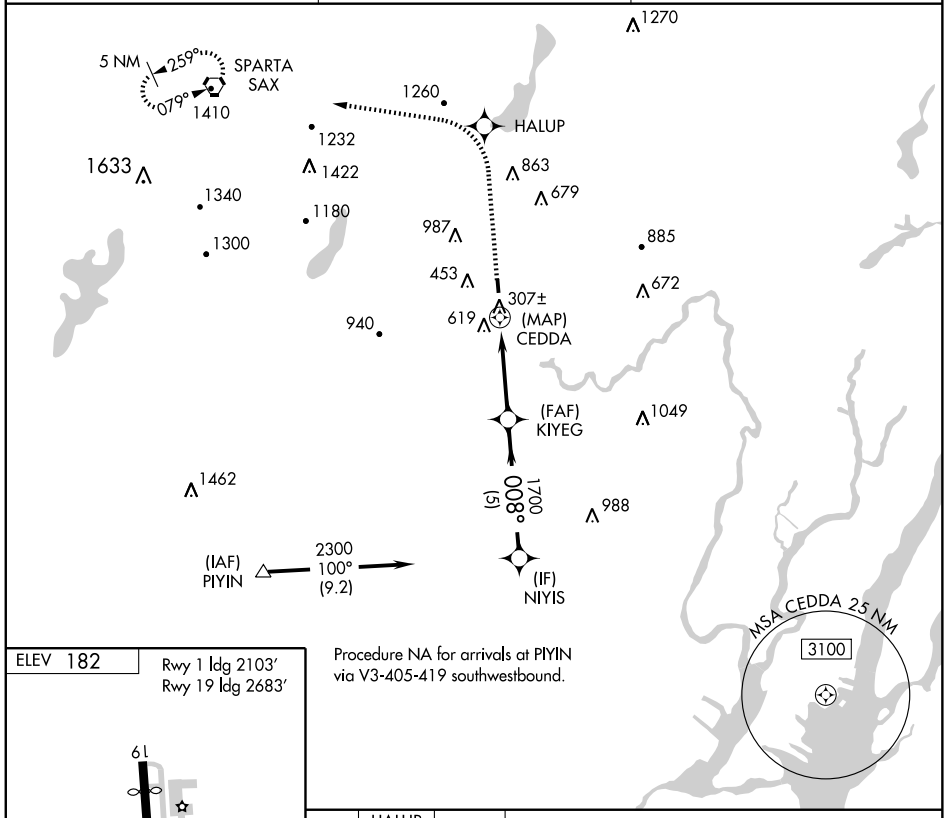
APP CRS	Rwy Idg	2103
008°	TDZE	182
	Apt Elev	182

RNAV (GPS) RWY 1
LINCOLN PARK (NØ7)

Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HALUP and via 292° track to SAX VORTAC and hold.

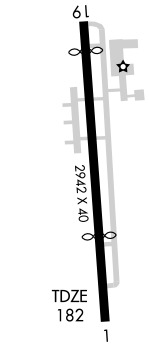
NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF) L



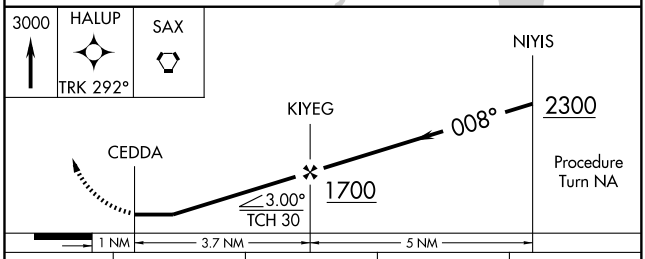
Procedure NA for arrivals at PIYIN via V3-405-419 southwestbound.

ELEV 182

Rwy 1 ldg 2103′
Rwy 19 ldg 2683′



MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1¼ 1058 (1100-1¼)	NA		
CIRCLING	1460-1¼ 1278 (1300-1¼)	NA		

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2683
203°	TDZE	182
	Apt Elev	182

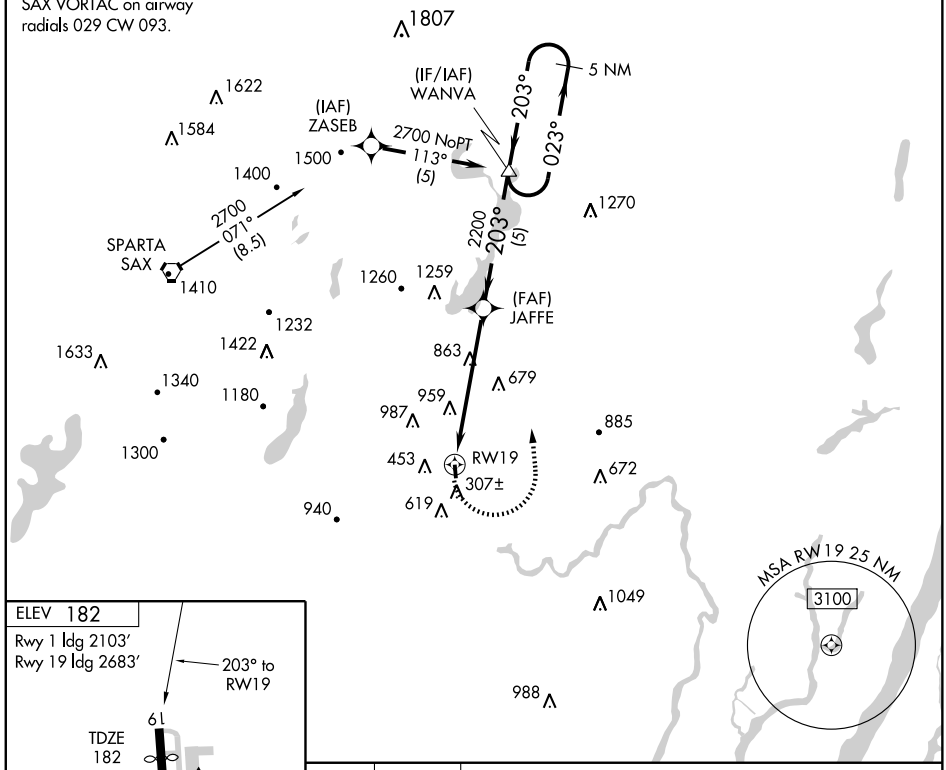
RNAV (GPS) RWY 19
LINCOLN PARK (NØ7)

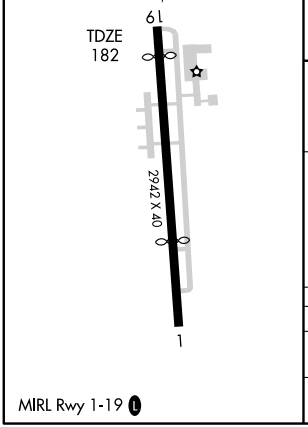
Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2700 direct WANVA and hold.

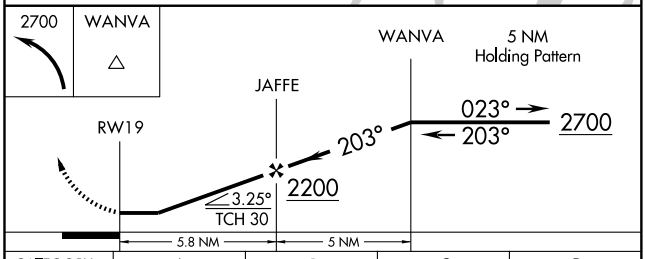
NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF) L

Procedure NA for arrivals at SAX VORTAC on airway radials 029 CW 093.





MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1280-1¼ 1098 (1100-1¼)	NA		
CIRCLING	1460-1¼ 1278 (1300-1¼)	NA		

NE-2, 14 JAN 2010 to 11 FEB 2010

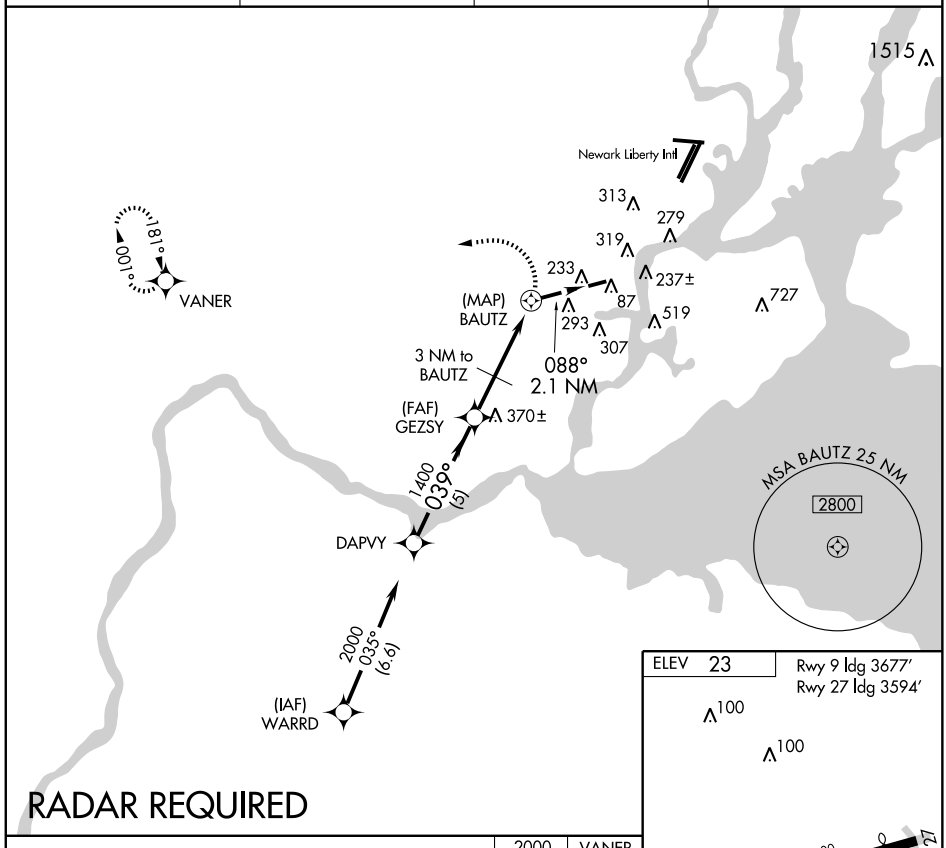
APP CRS	Rwy ldg	N/A
039°	TDZE	N/A
	Apt Elev	23

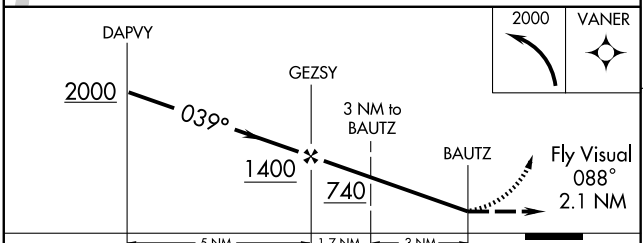
GPS-A
LINDEN (LDJ)

NA — Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting.

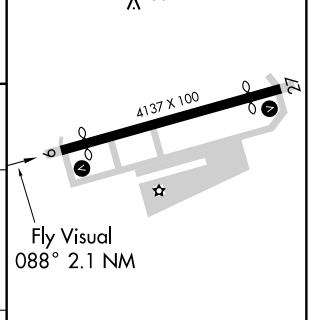
MISSED APPROACH: Climbing left turn to 2000 direct VANER WP and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.025	135.35 379.9	128.35	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	620-2½ 597 (600-2½)			NA
NEWARK ALTIMETER SETTING MINIMUMS				
CIRCLING	640-2½ 617 (700-2½)			NA



MIRL Rwy 9-27 L
REIL Rwys 9 and 27

NE-2. 14 JAN 2010 to 11 FEB 2010

(JAIKE.JAIKE2) 09127 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

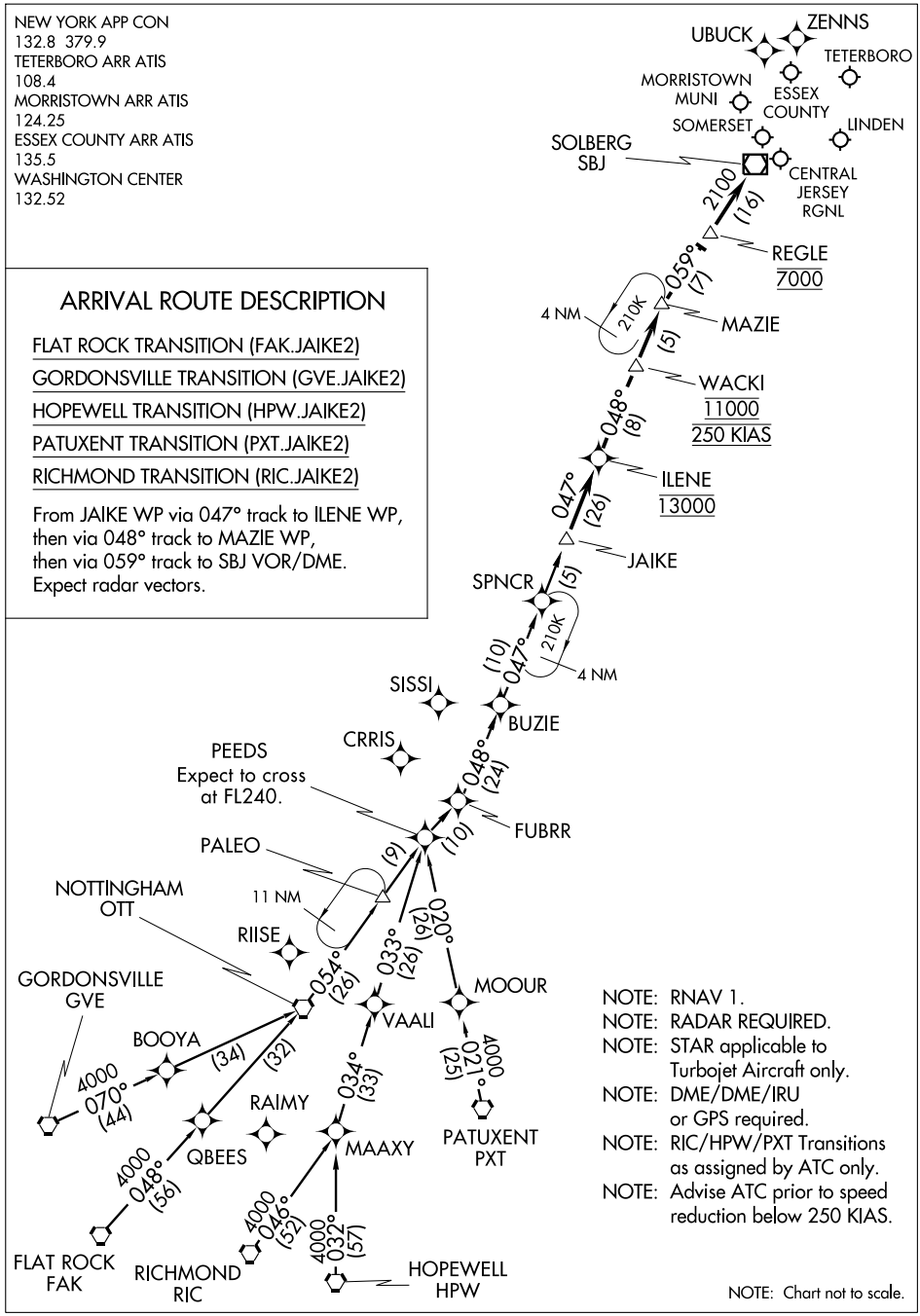
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.

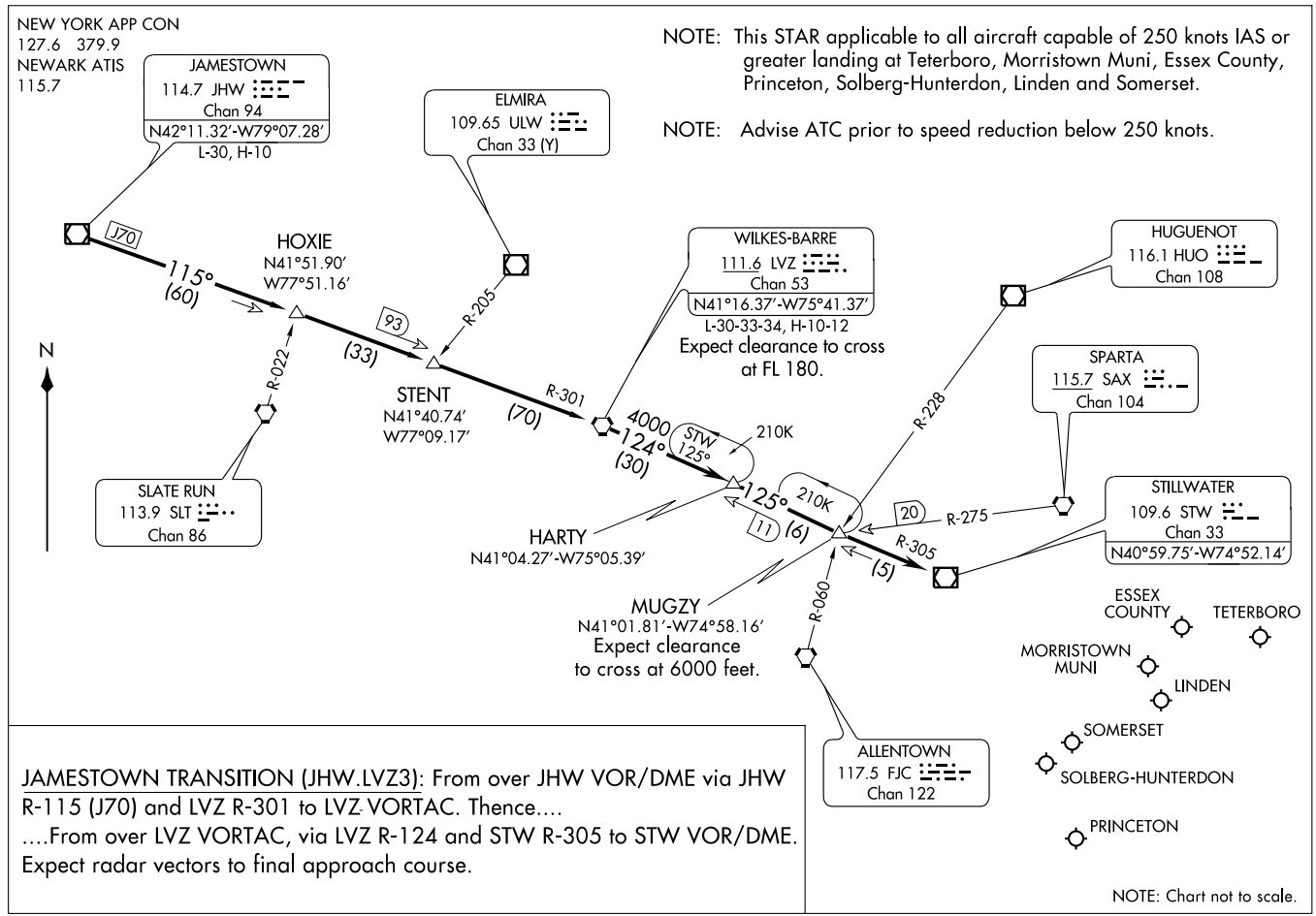


NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 14 JAN 2010 to 11 FEB 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



APP CRS	Rwy Idg	3496
011°	TDZE	49
	Apt Elev	49

RNAV (GPS) RWY 1

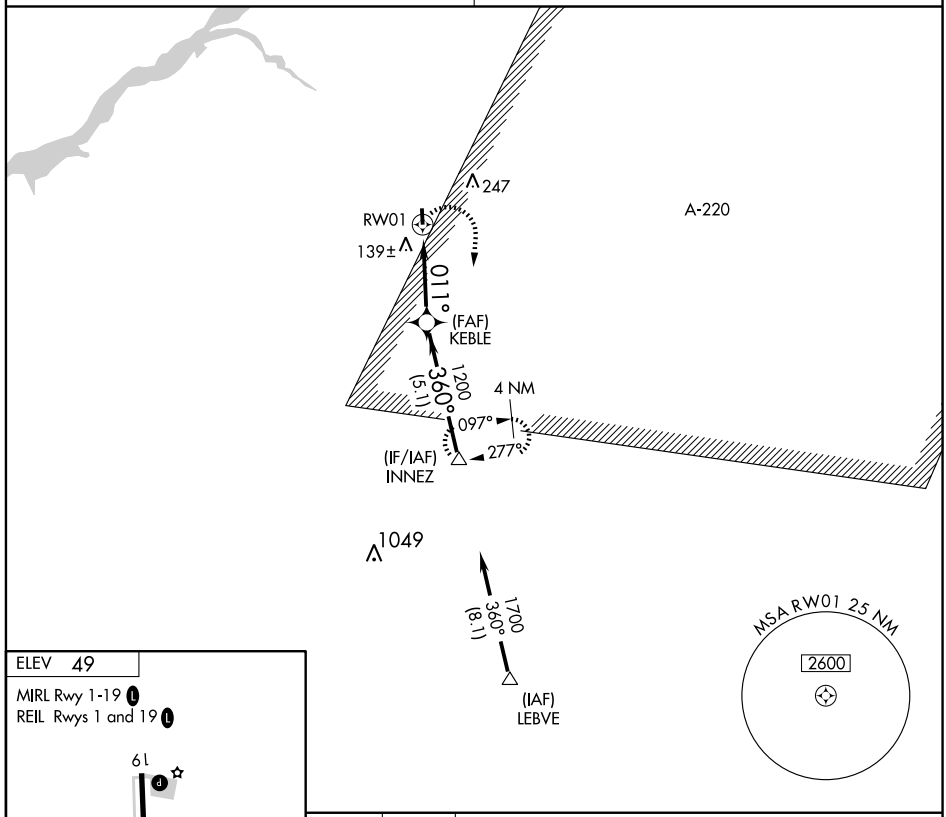
LUMBERTON / FLYING W (N14)

Use McGuire AFB altimeter setting; if not received, procedure NA.
GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2000 direct INNEZ WP and hold.

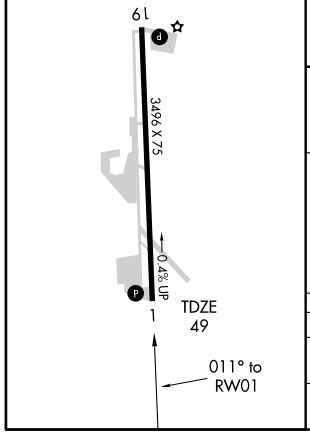
McGUIRE APP CON	UNICOM
124.15 363.8	122.8 (CTAF) L

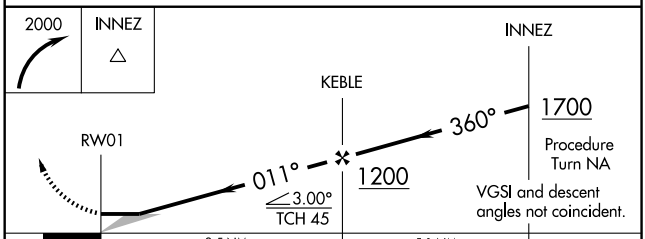


ELEV 49

MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L





CATEGORY	A	B	C	D
LNAV MDA	460-1 411 (500-1)		NA	
CIRCLING	500-1 451 (500-1)		NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3496
191°	TDZE	49
	Apt Elev	49

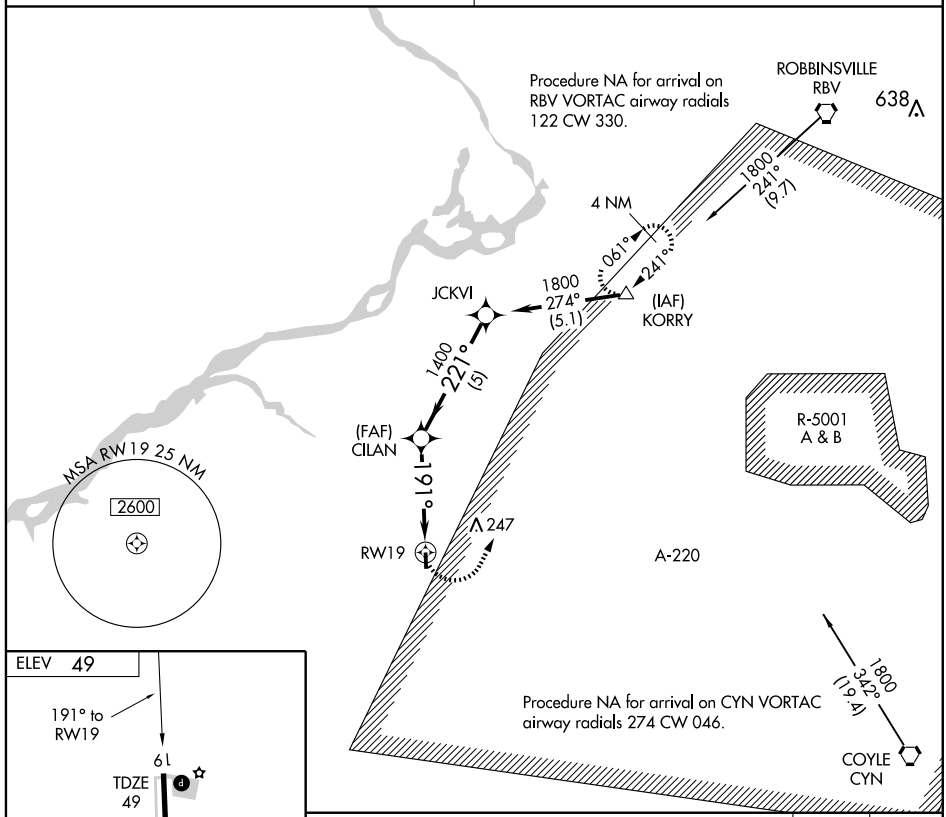
RNAV (GPS) RWY 19

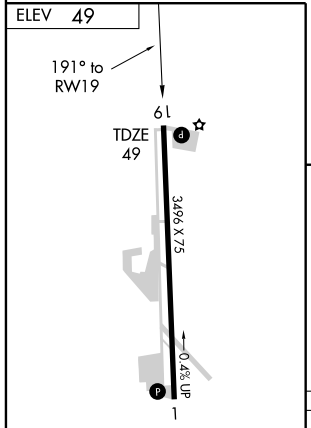
LUMBERTON/ FLYING W (N14)

Use McGuire AFB altimeter setting; if not received, procedure NA.
GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

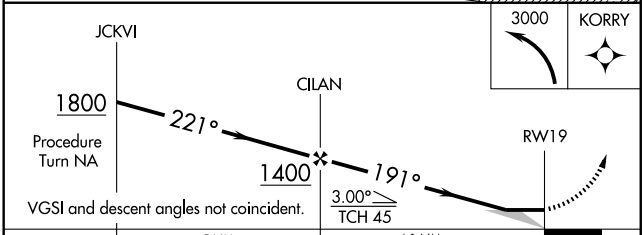
MISSED APPROACH: Climbing left turn to 3000 direct KORRY WP and hold.

McGUIRE APP CON	UNICOM
124.15 363.8	122.8 (CTAF) L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

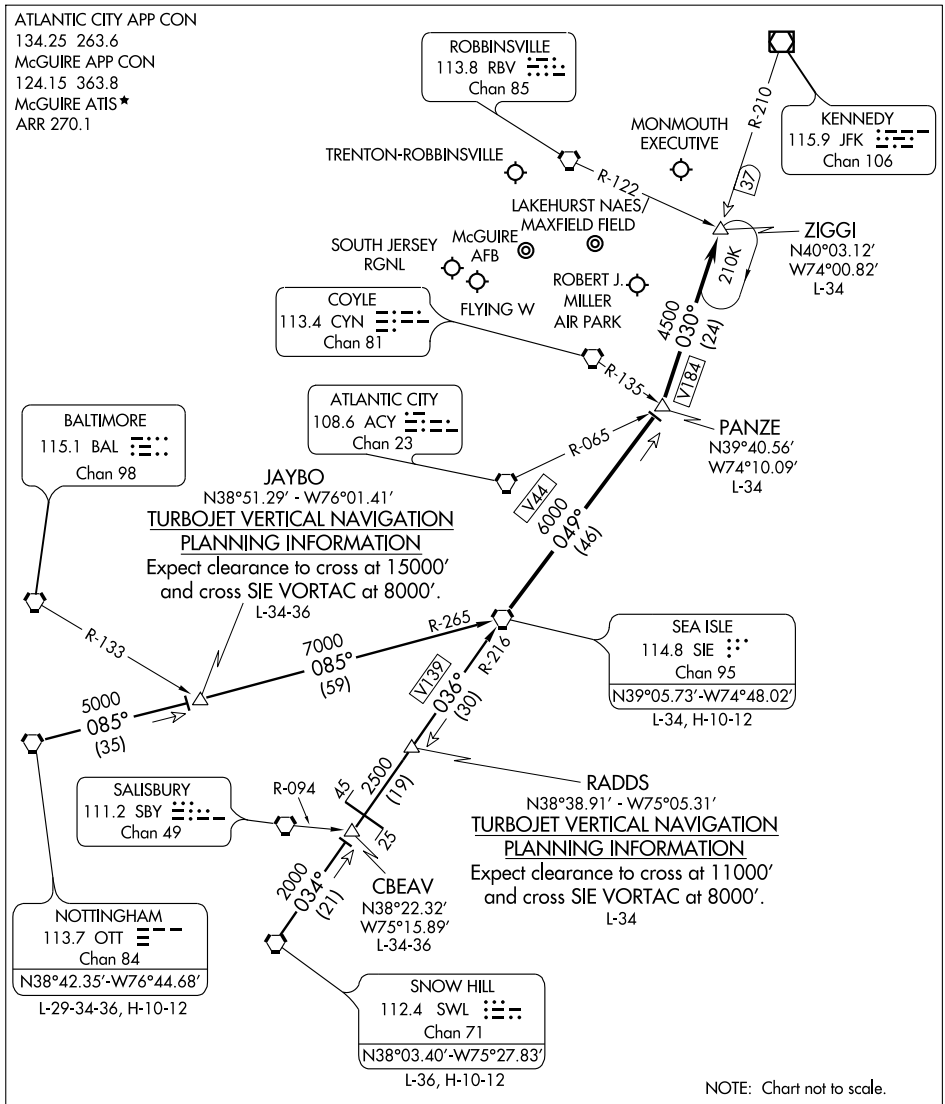


CATEGORY	A	B	C	D
LNAV MDA	620-1 571 (600-1)		NA	
CIRCLING	620-1 571 (600-1)		NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy Idg N/A TDZE N/A Apt Elev 49

VOR-A

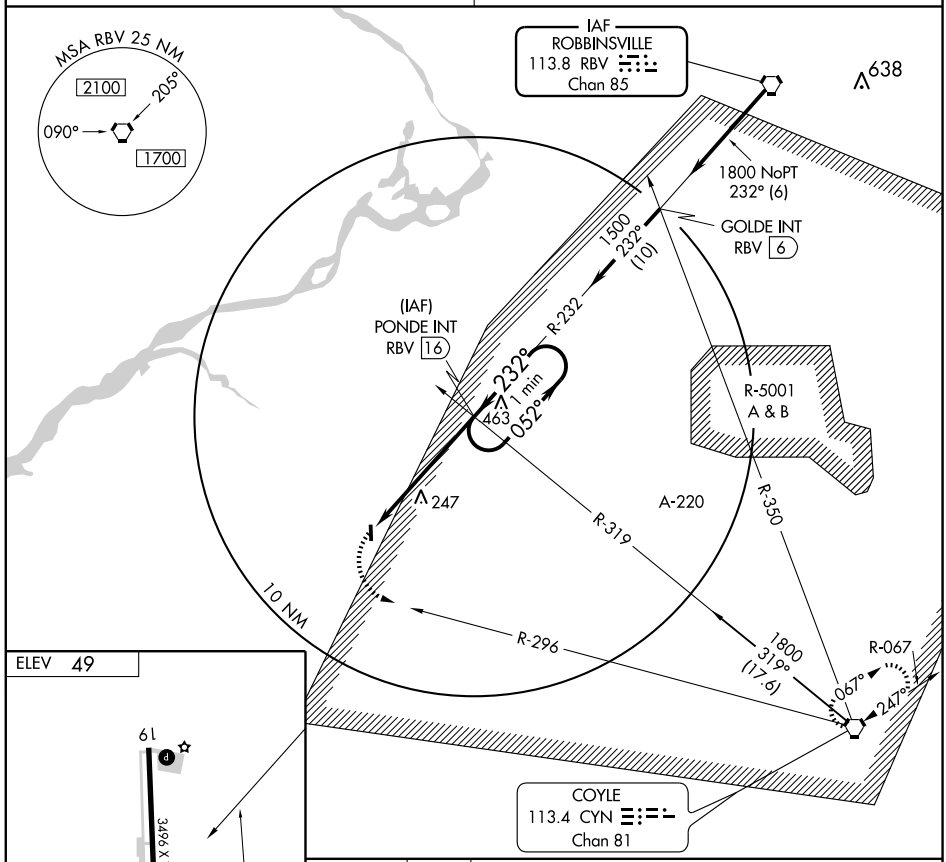
LUMBERTON / FLYING W (N14)

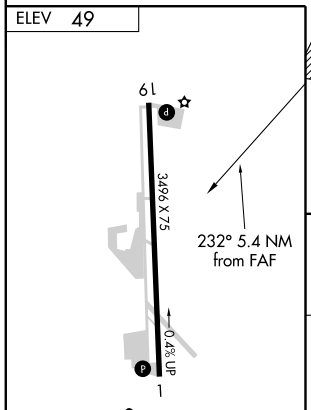
▼ NA

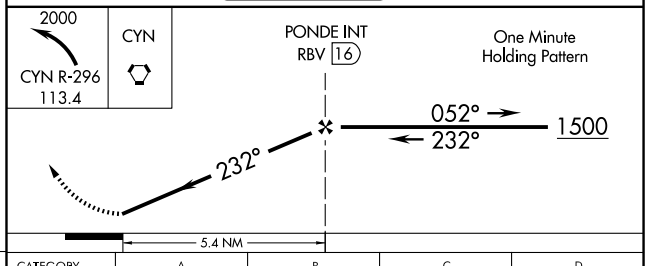
Use McGuire AFB altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2000 via CYN VORTAC R-296 to CYN VORTAC and hold.

McGUIRE APP CON	UNICOM
124.15 363.8	122.8 (CTAF) L







FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	640-1 591 (600-1)	640-1¼ 591 (600-1¼)	NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

(JAIKE.JAIKE2) 09127 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

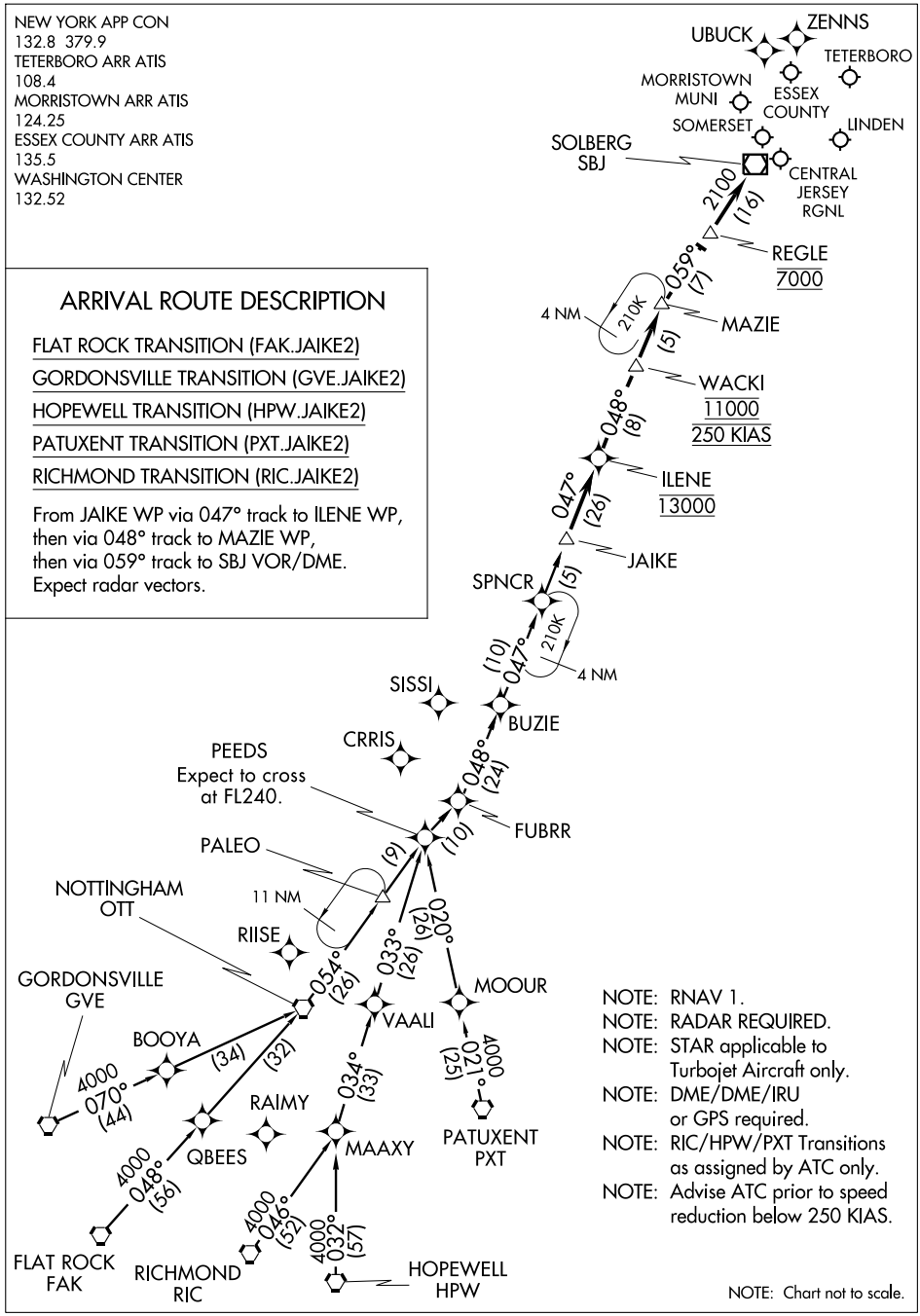
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2929
069°	TDZE	81
	Apt Elev	86

RNAV (GPS) RWY 7

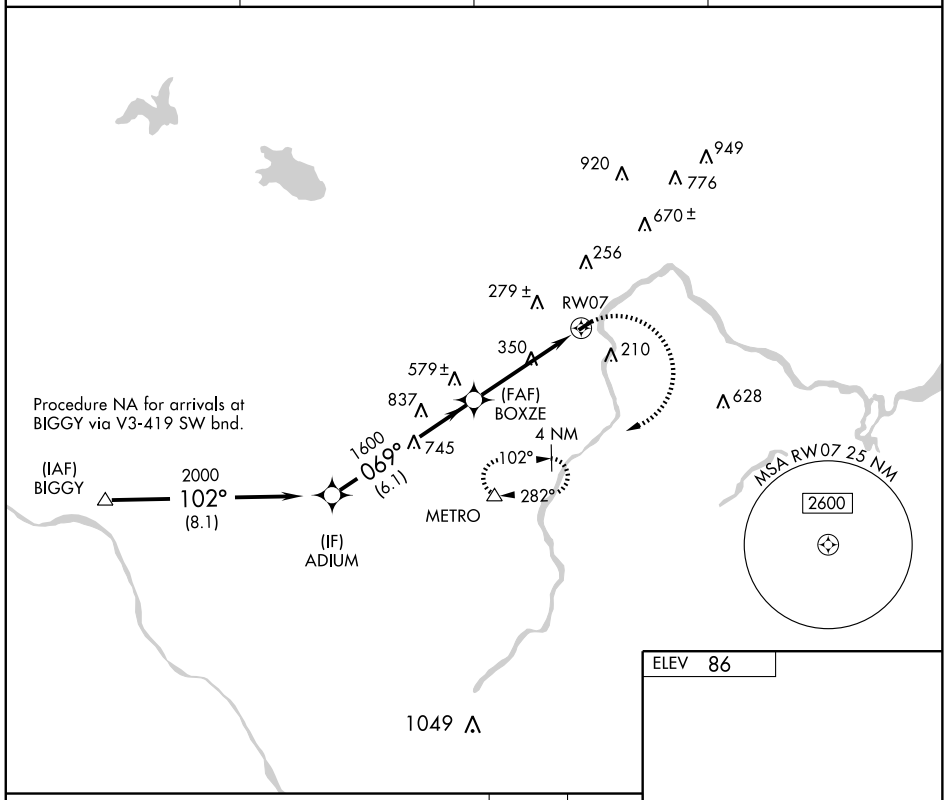
MANVILLE/ CENTRAL JERSEY RGNL (47N)

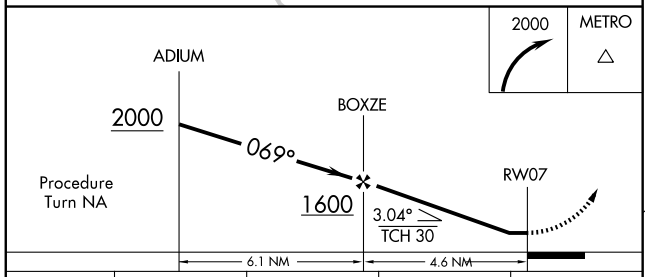
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

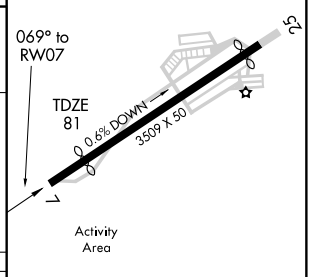
NA

MISSED APPROACH: Climbing right turn to 2000 direct METRO and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	720-1	639 (700-1)	720-1¾ 639 (700-1¾)	NA
CIRCLING	720-1	634 (700-1)	720-1¾ 634 (700-1¾)	NA

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3244
249°	TDZE	82
	Apt Elev	86

RNAV (GPS) RWY 25

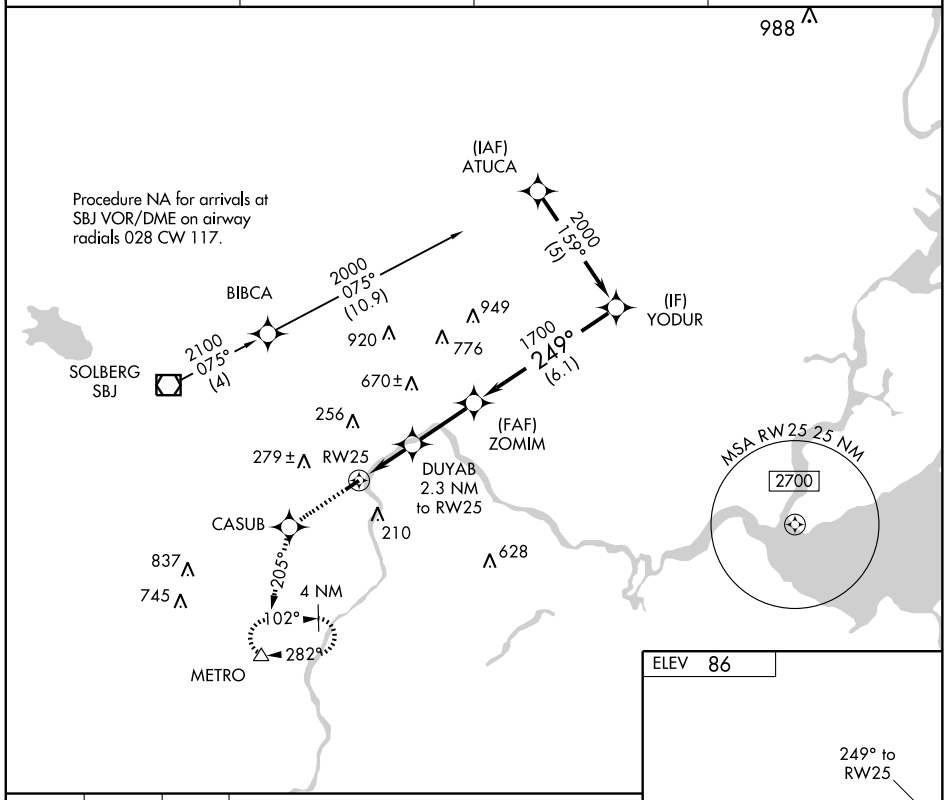
MANVILLE/ CENTRAL JERSEY RGNL (47N)

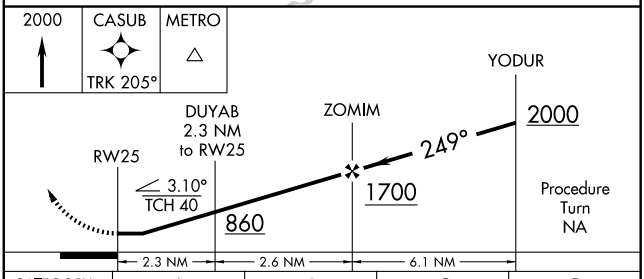
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

NA

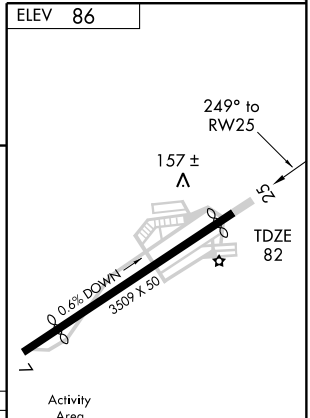
MISSED APPROACH: Climb to 2000 direct CASUB and via 205° track to METRO and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	480-1 398 (400-1)			NA
CIRCLING	540-1 454 (500-1)		700-1¾ 614 (700-1¾)	NA



MIRL Rwy 7-25

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME SBJ	APP CRS	Rwy Idg	N/A
112.9	128°	TDZE	N/A
Chan 76		Apt Elev	86

VOR-A

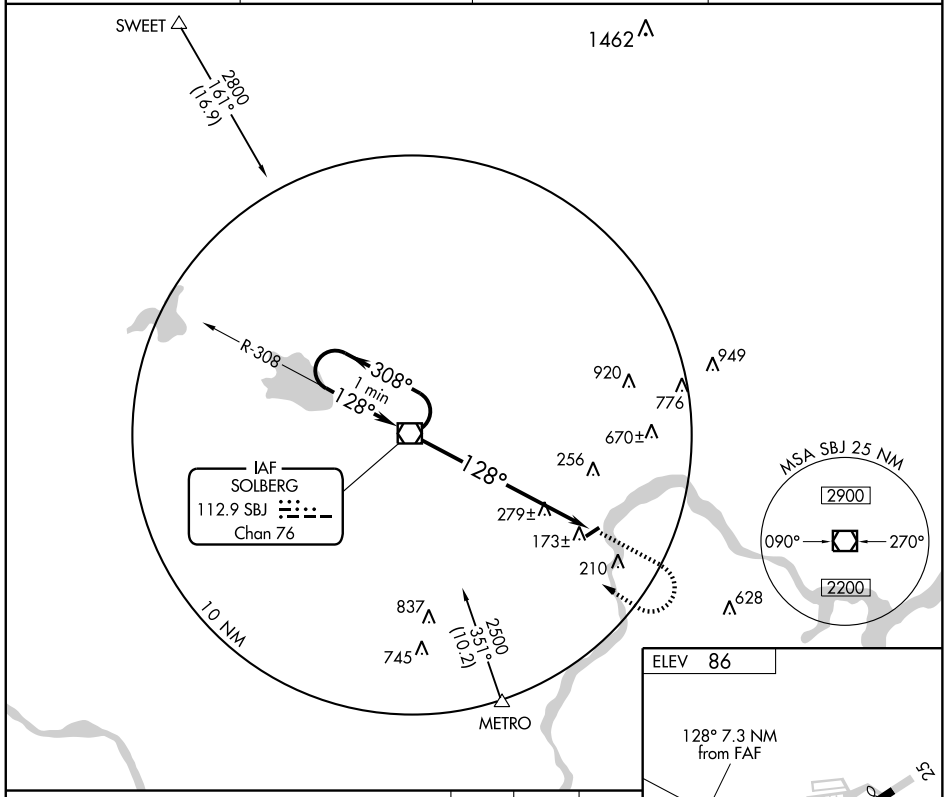
MANVILLE/CENTRAL JERSEY RGNL (47N)

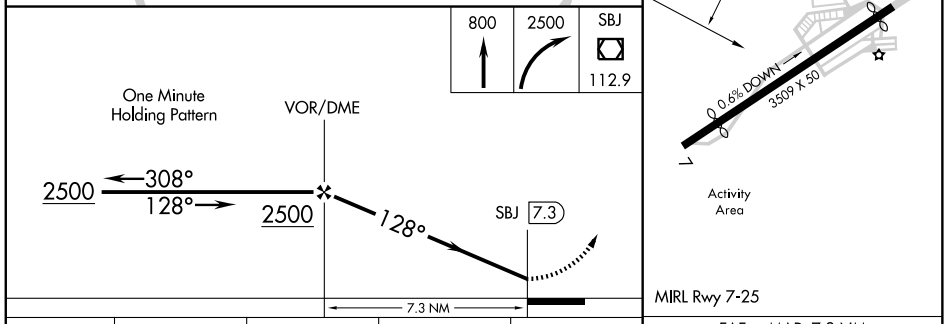
Use Trenton Mercer altimeter setting, when not received, use Newark Liberty Intl altimeter setting.

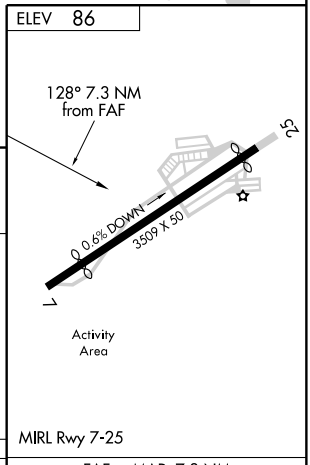
NA

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct SBJ VOR/DME and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	720-1	634 (700-1)	720-1¾ 634 (700-1¾)	NA

FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-MIV	APP CRS	Rwy Idg	6002
110.9	100°	TDZE	74
		Apt Elev	83

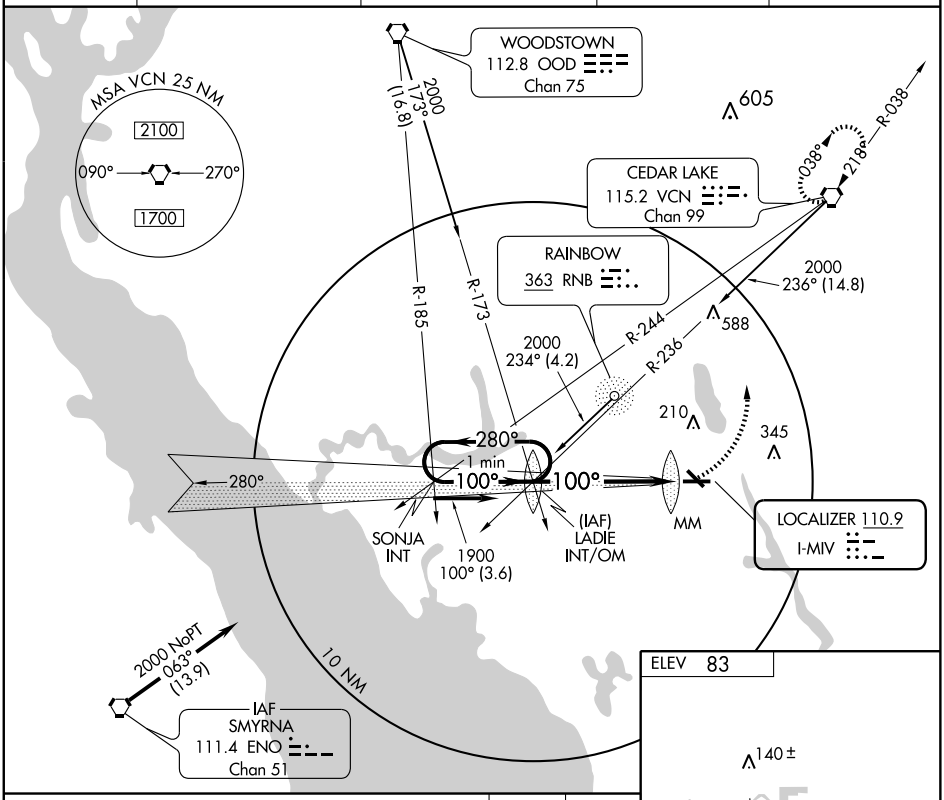
ILS RWY 10
MILLVILLE MUNI (MIV)

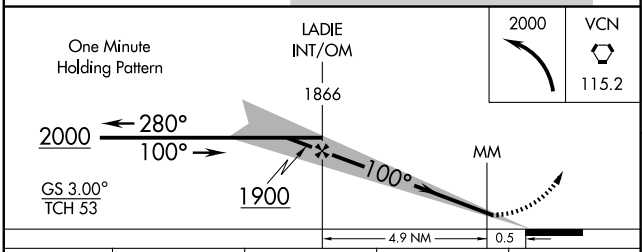
Cat. D S-LOC 10 visibility increased ¼ mile for inoperative MM.
ACTIVATE MALSR Rwy 10-UNICOM.

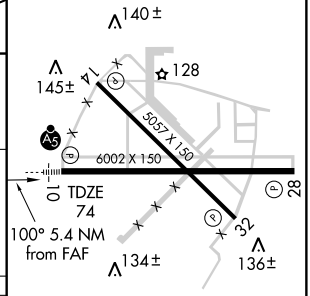
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65







CATEGORY	A	B	C	D
S-ILS 10	274-½ 200 (200-½)			
S-LOC 10	420-½ 346 (400-½)			420-¾ 346 (400-¾)
CIRCLING	480-1 397 (400-1)	540-1 457 (500-1)	540-1½ 457 (500-1½)	640-2 557 (600-2)

MIRL Rwys 10-28 and 14-32 L

FAF to MAP 5.4 NM

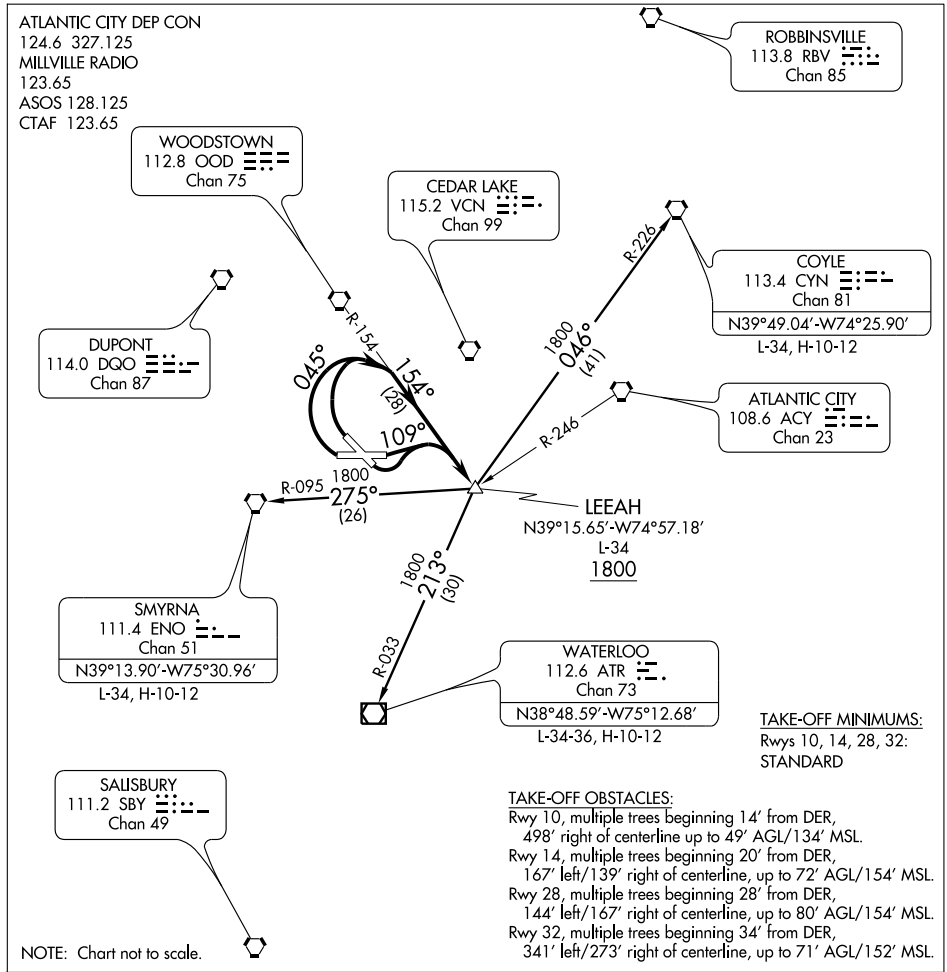
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 14 JAN 2010 to 11 FEB 2010

LEEAH THREE DEPARTURE

SL-891 (FAA)

MILLVILLE MUNI (MIV)
MILLVILLE, NEW JERSEY



TAKE-OFF MINIMUMS:
Rwys 10, 14, 28, 32: STANDARD

TAKE-OFF OBSTACLES:
Rwy 10, multiple trees beginning 14' from DER, 498' right of centerline up to 49' AGL/134' MSL.
Rwy 14, multiple trees beginning 20' from DER, 167' left/139' right of centerline, up to 72' AGL/154' MSL.
Rwy 28, multiple trees beginning 28' from DER, 144' left/167' right of centerline, up to 80' AGL/154' MSL.
Rwy 32, multiple trees beginning 34' from DER, 341' left/273' right of centerline, up to 71' AGL/152' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 28, 32: Turn right heading 045° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . . .

TAKE-OFF RUNWAYS 10, 14: Turn left heading 109° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . . .

. . . . Maintain 1800', expect filed altitude/flight level 10 minutes after departure.

COYLE TRANSITION (LEEAH3.CYN): From over LEEAH INT via CYN R-226 to CYN VORTAC.

SMYRNA TRANSITION (LEEAH3.ENO): From over LEEAH INT via ENO R-095 to ENO VORTAC.

WATERLOO TRANSITION (LEEAH3.ATR): From over LEEAH INT via ATR R-033 to ATR VOR/DME.

NE-2, 14 JAN 2010 to 11 FEB 2010

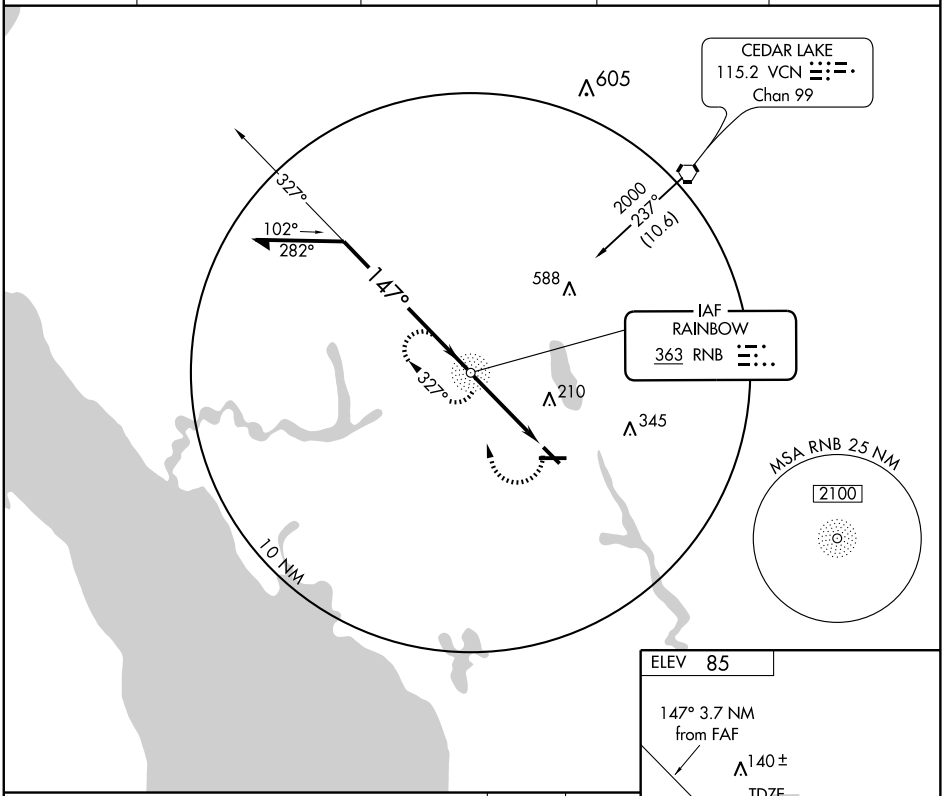
NDB RNB	APP CRS	Rwy Idg	5057
363	147°	TDZE	81
		Apt Elev	85

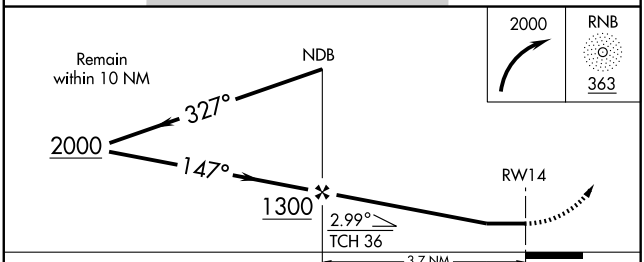
NDB RWY 14
MILLVILLE MUNI (MIV)

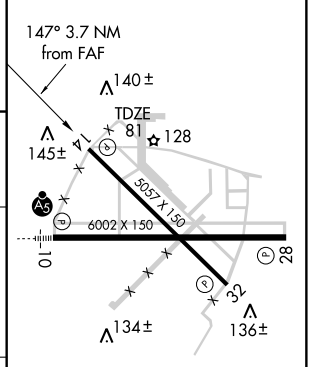
When VGSI inop, straight-in/circling Rwy 14 procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct RNB NDB and hold, continue climb-in-hold to 2000.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65







CATEGORY	A	B	C	D
S-14	560-1	479 (500-1)	560-1¼ 479 (500-1¼)	560-1½ 479 (500-1½)
CIRCLING	560-1	475 (500-1)	560-1½ 475 (500-1½)	640-2 555 (600-2)

MIRL Rwys 10-28 and 14-32 L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5057
Ch 82000	146°	TDZE	81
W14A		Apt Elev	85

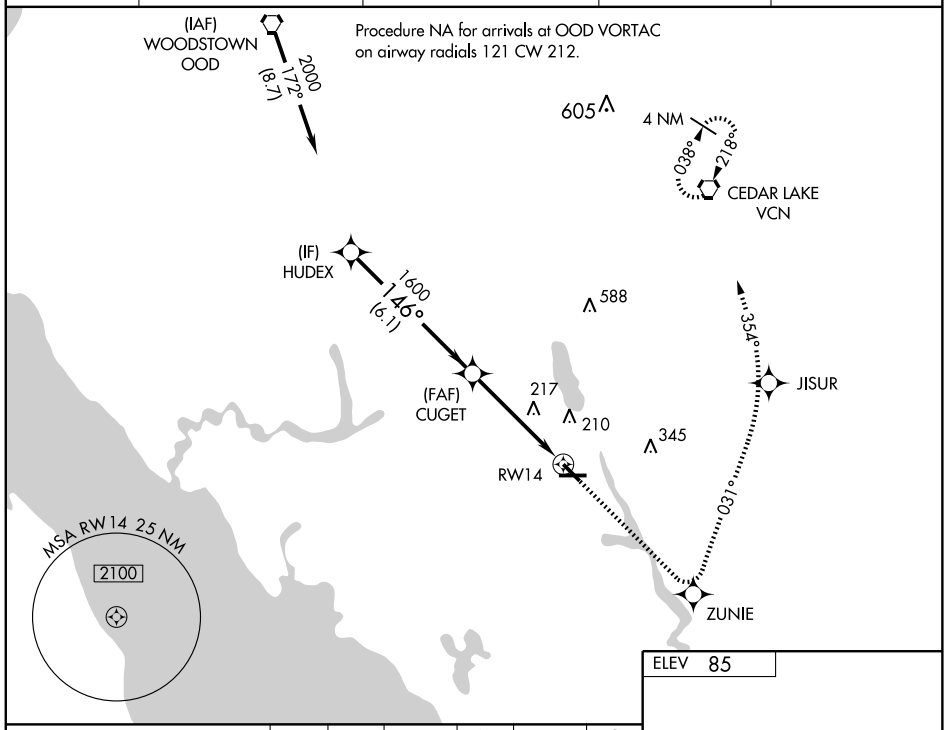
RNAV (GPS) RWY 14

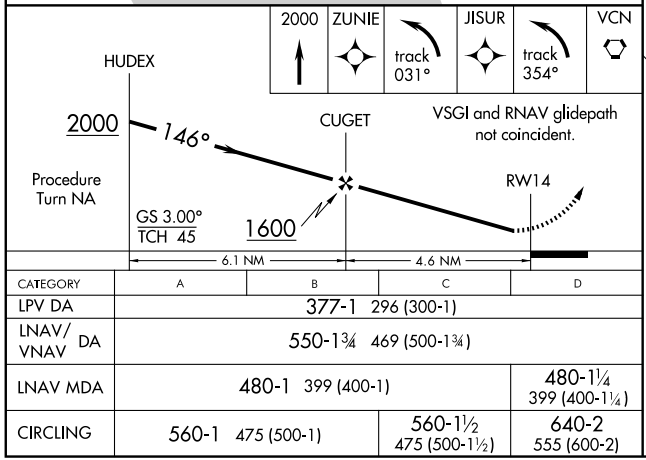
MILLVILLE MUNI (MIV)

When VGSI inop, straight-in/circling Rwy 14 procedure NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

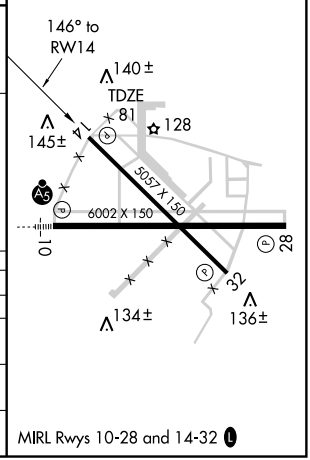
MISSED APPROACH: Climb to 2000 direct ZUNIE and left turn via 031° track to JISUR and left turn 354° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65





CATEGORY	A	B	C	D
LPV DA	377-1 296 (300-1)			
LNAV/ VNAV DA	550-1¾ 469 (500-1¾)			
LNAV MDA	480-1 399 (400-1)			480-1¼ 399 (400-1¼)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)



MIRL Rwys 10-28 and 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6002
Ch 42700	281°	TDZE	85
W28A		Apt Elev	85

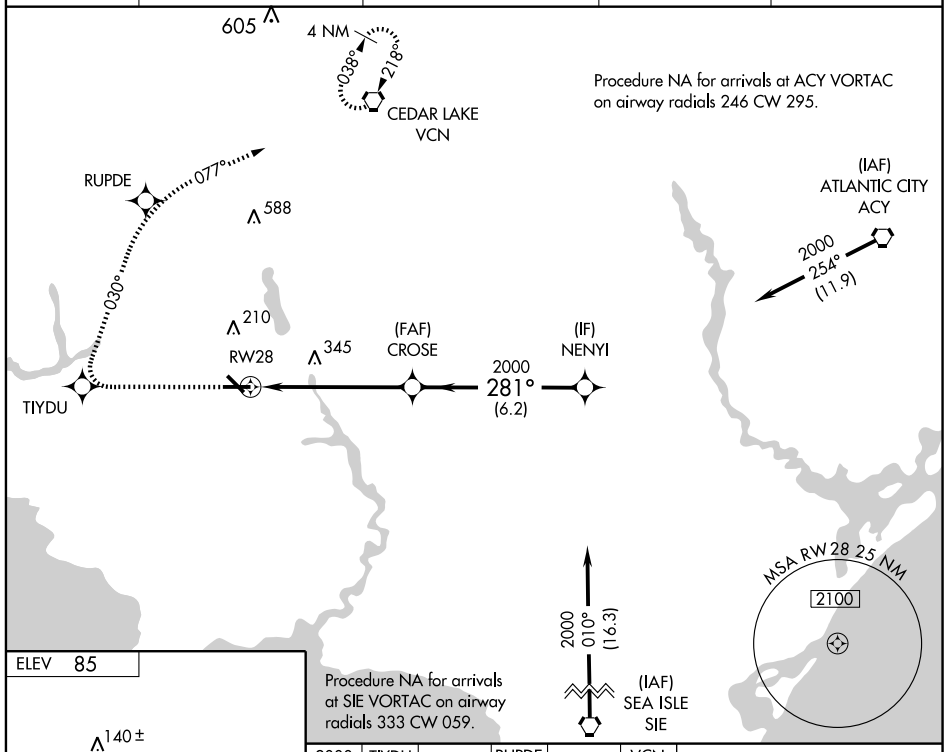
RNAV (GPS) RWY 28

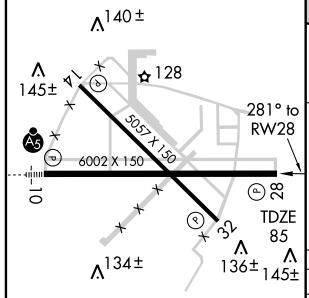
MILLVILLE MUNI (MIV)

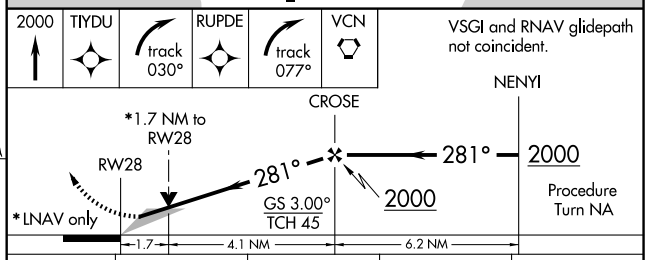
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MISSED APPROACH: Climb to 2000 direct TIYDU and right turn via 030° track to RUPDE and right turn 077° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 (L)	123.65







CATEGORY	A	B	C	D
LPV DA	344-1 259 (300-1)			
LNAV/VNAV DA	405-1 320 (400-1)			
LNAV MDA	640-1 555 (600-1)		640-1½ 555 (600-1½)	640-1¾ 555 (600-1¾)
CIRCLING	640-1 555 (600-1)		640-1½ 555 (600-1½)	640-2 555 (600-2)

MIRL Rwys 10-28 and 14-32 (L)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5057
Ch 86900	326°	TDZE	82
W32A		Apt Elev	85

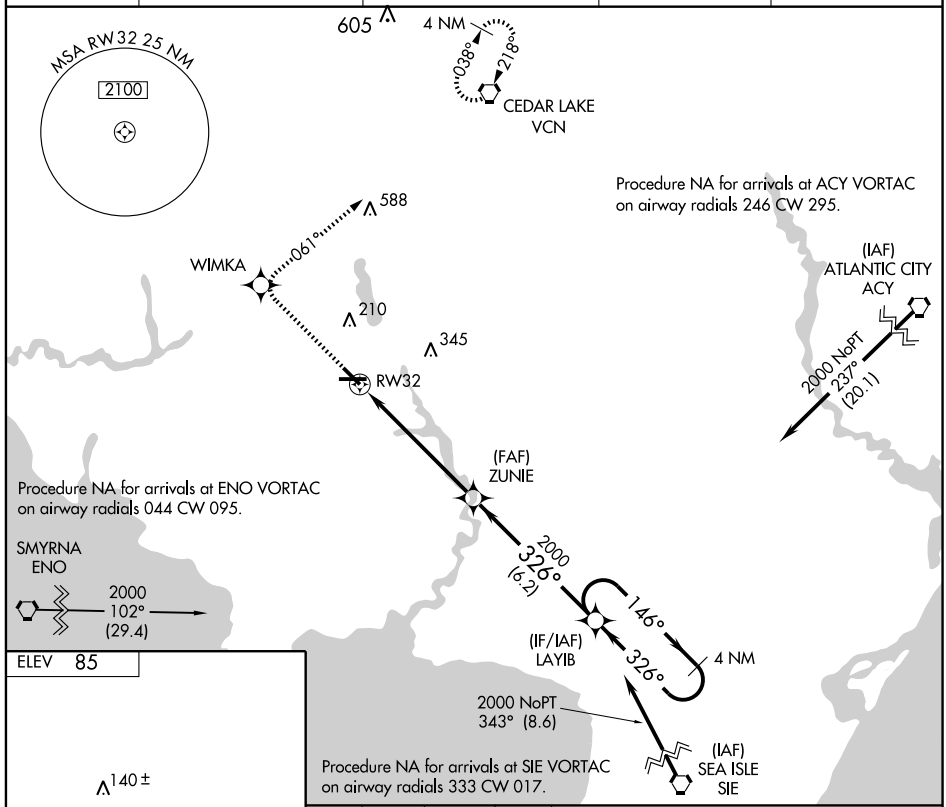
RNAV (GPS) RWY 32

MILLVILLE MUNI (MIV)

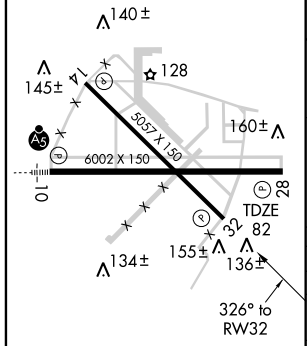
Procedure NA at night. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MISSED APPROACH: Climb to 2000 direct WIMKA and right turn via 061° track to VCN VORTAC and hold.

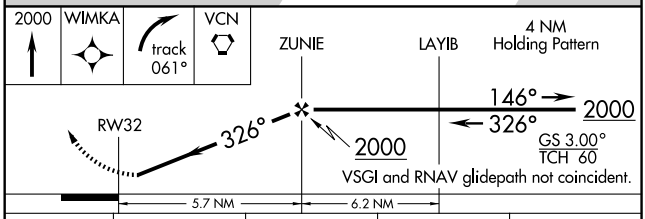
ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 (L)	123.65



ELEV 85



MIRL Rwys 10-28 and 14-32 (L)



CATEGORY	A	B	C	D
LPV DA	381-1 299 (300-1)			
LNAV/VNAV DA	415-1 333 (400-1)			
LNAV MDA	420-1 338 (400-1)			
CIRCLING	480-1 395 (400-1)	540-1 455 (500-1)	560-1½ 475 (500-1½)	640-2 555 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	216°	TDZE	N/A
Chan 99		Apt Elev	85

VOR-A

MILLVILLE MUNI (MIV)

If local altimeter setting not received, use Atlantic City Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65

1049

1049

WOODSTOWN
112.8 OOD
Chan 75

NoPT for arrival on VCN airway radials 301 CW 115.

R-036

036° 1 min 216°

IF/IAF
CEDAR LAKE
115.2 VCN
Chan 99

R-141

1600

216°

(6.1)

588

VINER INT
VCN 6.1

286

210

345

10 NM

MACYG
VCN 11.1

MSA VCN 25 NM

2100

090° 270°

1700

ELEV 85

216° 5.1 NM from FAF

140±

145±

128

5057 X 150

6002 X 150

10

28

32

134±

136±

MIRL Rwys 10-28 and 14-32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

2000 VCN 115.2

VINER INT VCN 6.1

VORTAC

One Minute Holding Pattern

036°

216°

2000

MACYG VCN 11.1

216°

1600

5.1 NM 6.1 NM

CATEGORY	A	B	C	D
CIRCLING	600-1 515 (600-1)		600-1½ 515 (600-1½)	640-2 555 (600-2)

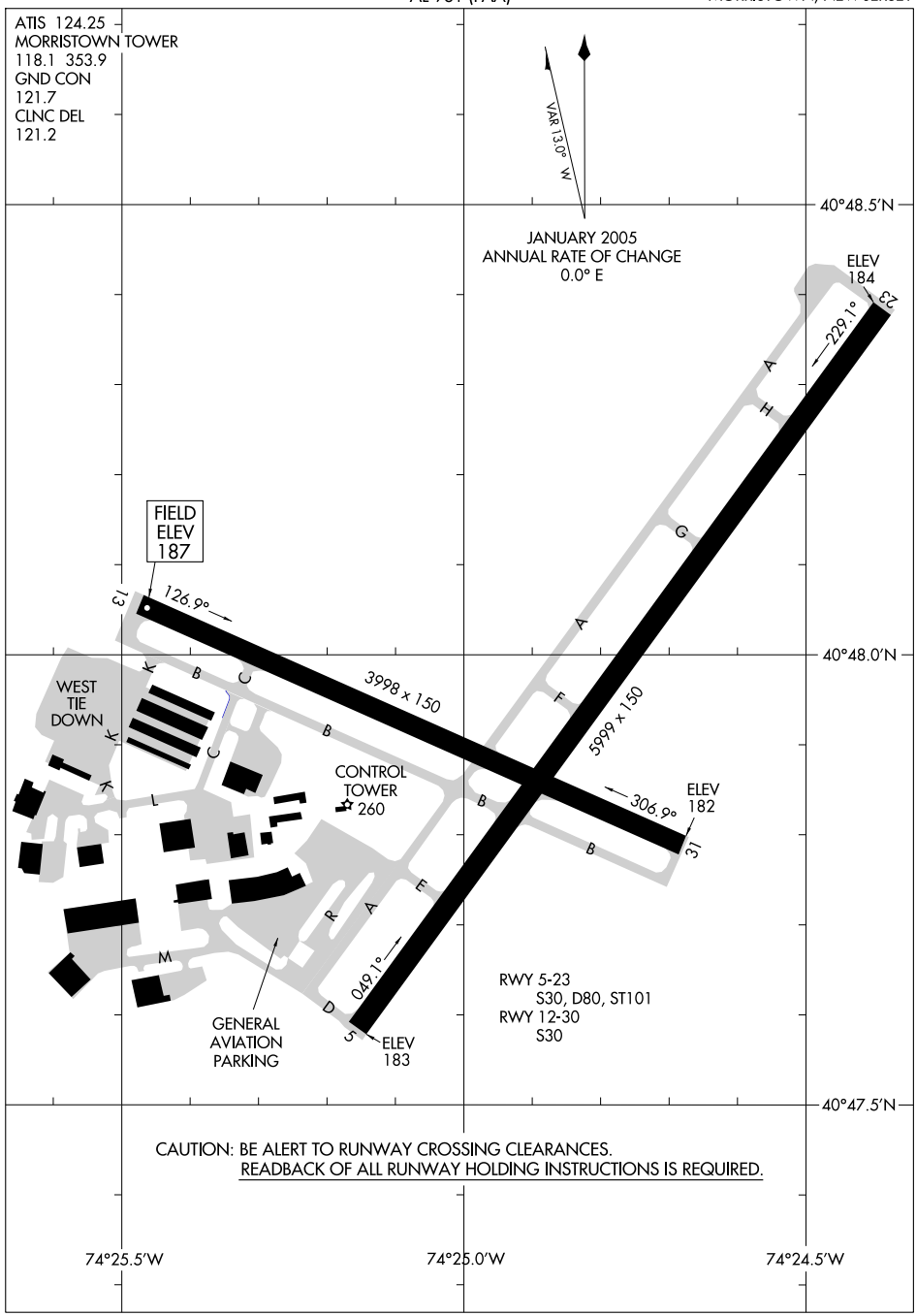
NE-2, 14 JAN 2010 to 11 FEB 2010

06327

AIRPORT DIAGRAM

AL-931 (FAA)

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-MMU	APP CRS	Rwy Idg	5999
110.3	227°	TDZE	184
		Apt Elev	187

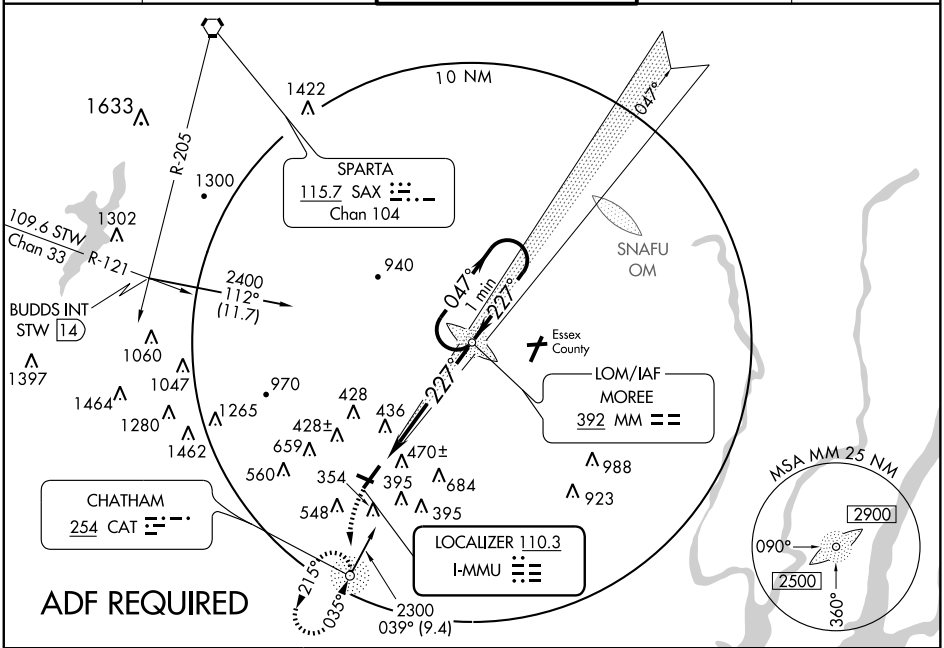
ILS or LOC RWY 23
MORRISTOWN MUNI (MMU)

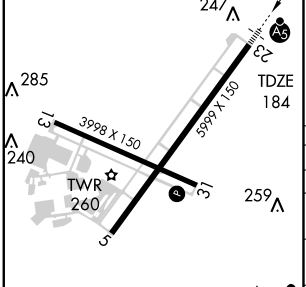
CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM. When control tower closed, use Newark altimeter setting.

MALSR

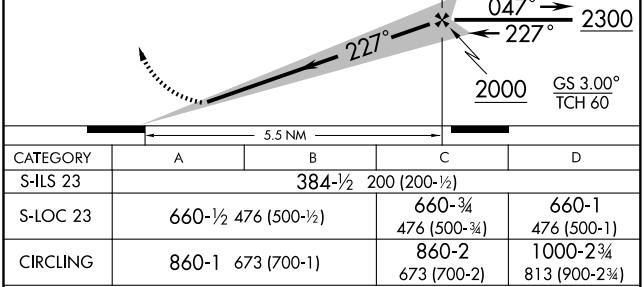
MISSED APPROACH: Climbing left turn to 2500 direct CAT NDB and hold, continue climb-in-hold to 2500.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER ★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	121.2





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 23	384-½ 200 (200-½)			
S-LOC 23	660-½ 476 (500-½)		660-¾ 476 (500-¾)	660-1 476 (500-1)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-ILS 23	438-½ 254 (300-½)			
S-LOC 23	720-½ 536 (600-½)		720-1 536 (600-1)	720-1¼ 536 (600-1¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2¾ 853 (900-2¾)

NE-2. 14 JAN 2010 to 11 FEB 2010

(JAIKE.JAIKE2) 09127 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

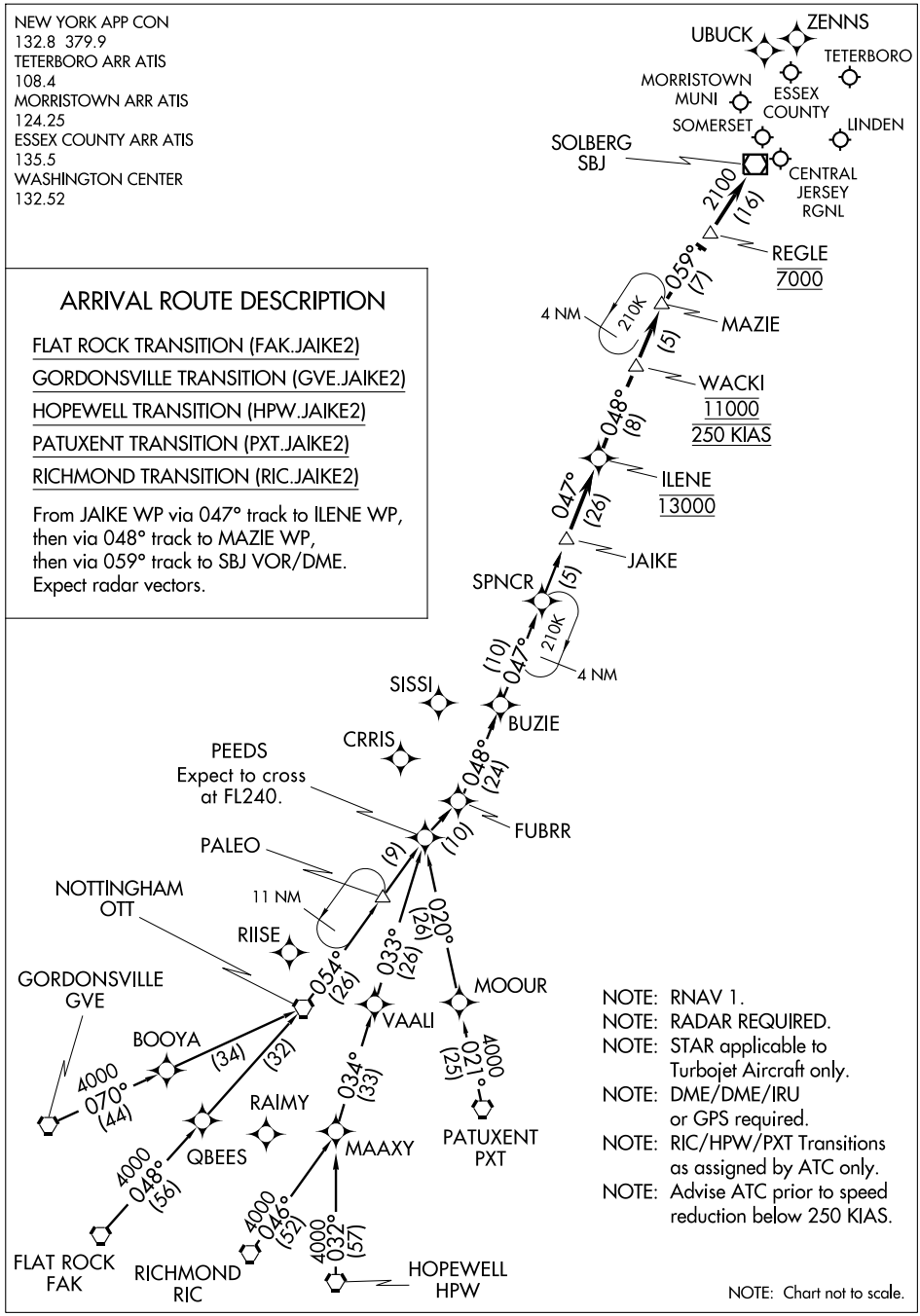
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

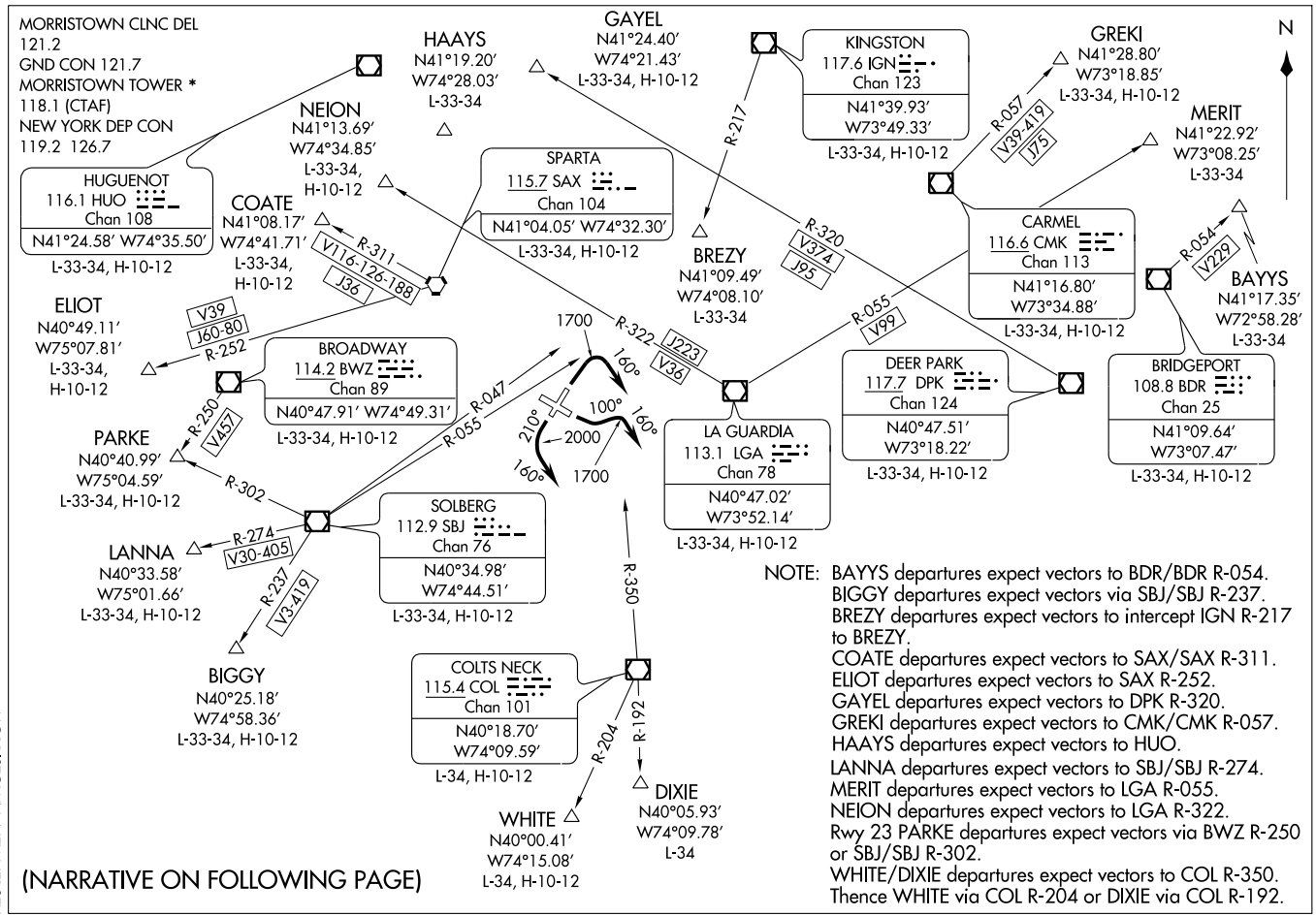
From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 14 JAN 2010 to 11 FEB 2010



(MMU5.MMU) 09295

MORRISTOWN FIVE DEPARTURE (OBSTACLE)

SL-931 (FAA)

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY

MORRISTOWN FIVE DEPARTURE (OBSTACLE)

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb runway heading to 1700 feet, then turn right heading 160° maintain 2000 feet. Thence . . . .
TAKE-OFF RUNWAY 13: After crossing airport boundary and reaching 700 feet, climb via heading 100° to 1700 feet, then turn right heading 160°, maintain 2000 feet. Thence . . . .
TAKE OFF RUNWAY 23: After crossing airport boundary and reaching 500 feet, climb via heading 210° to 2000 feet, then turn left heading 160°, maintain 2000 feet. Thence . . . .
TAKE-OFF RUNWAY 31: Climb northeast on SBJ R-055 to 1700 feet then turn right heading 160° maintain 2000 feet. Thence . . . .
. . . . as per notes or via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATION: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after crossing SBJ R-047.

LOM MM	APP CRS	Rwy Idg	5999
392	228°	TDZE	184
		Apt Elev	187

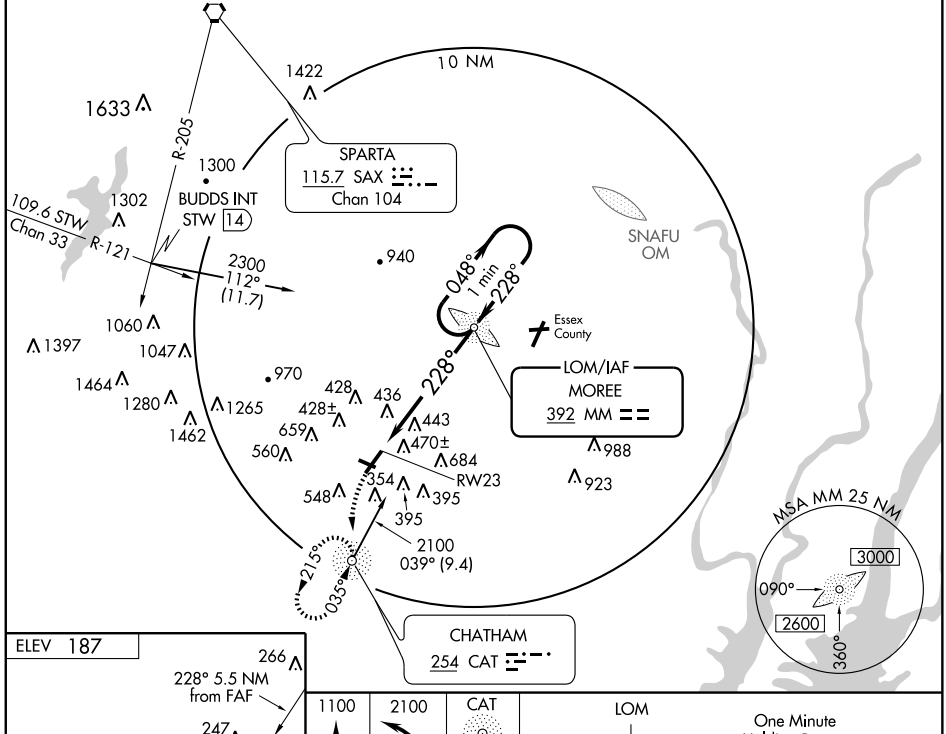
NDB or GPS RWY 23
MORRISTOWN MUNI (MMU)

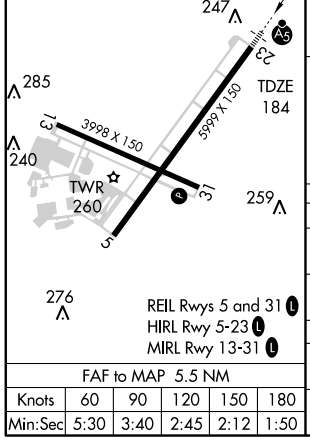
CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM. When local altimeter not received, use Newark altimeter setting minimums.

MALSR

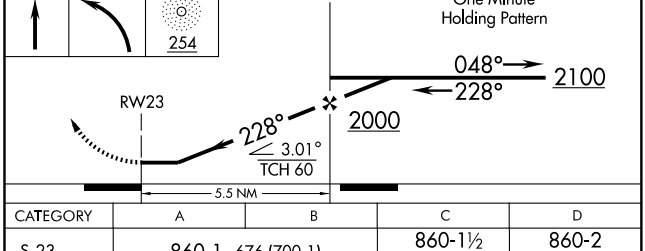
MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 direct CAT NDB and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER ★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	121.2





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-23	860-1 676 (700-1)		860-1½ 676 (700-1½)	860-2 676 (700-2)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-23	980-1 796 (800-1)		980-1¾ 796 (800-1¾)	980-2¼ 796 (800-2¼)
CIRCLING	980-1 793 (800-1)	980-1¼ 793 (800-1¼)	980-2¼ 793 (800-2¼)	1120-3 933 (1000-3)

NE-2. 14 JAN 2010 to 11 FEB 2010

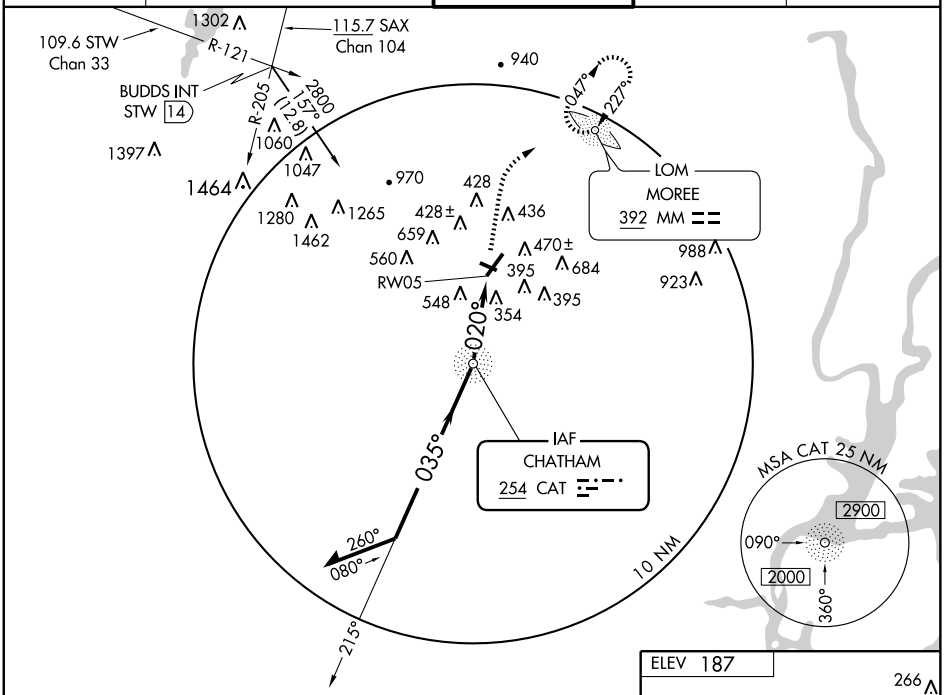
NDB CAT	APP CRS	Rwy Idg	5999
254	020°	TDZE	184
		Apt Elev	187

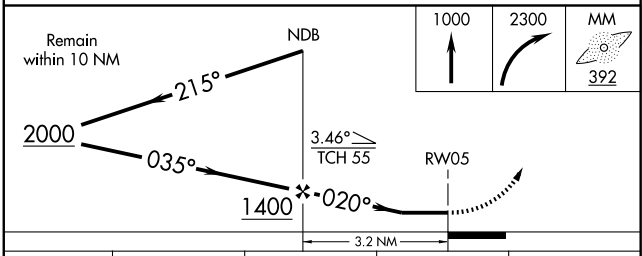
NDB RWY 5
MORRISTOWN MUNI (MMU)

When local altimeter setting not received, use Newark altimeter setting.
Visibility reduction by helicopters NA.

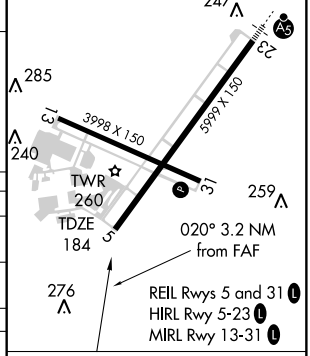
MISSED APPROACH: Climb to 1000, then climbing right turn to 2300 direct MOREE LOM and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER ★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	121.2





CATEGORY	A	B	C	D
S-5	860-1	676 (700-1)	860-2 676 (700-2)	860-2¼ 676 (700-2¼)
CIRCLING	860-1	673 (700-1)	860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-5	920-1	736 (800-1)	920-2 736 (800-2)	920-2¼ 736 (800-2¼)
CIRCLING	920-1	733 (800-1)	920-2 733 (800-2)	1040-2¾ 853 (900-2¾)



FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5999
047°	TDZE	184
	Apt Elev	187

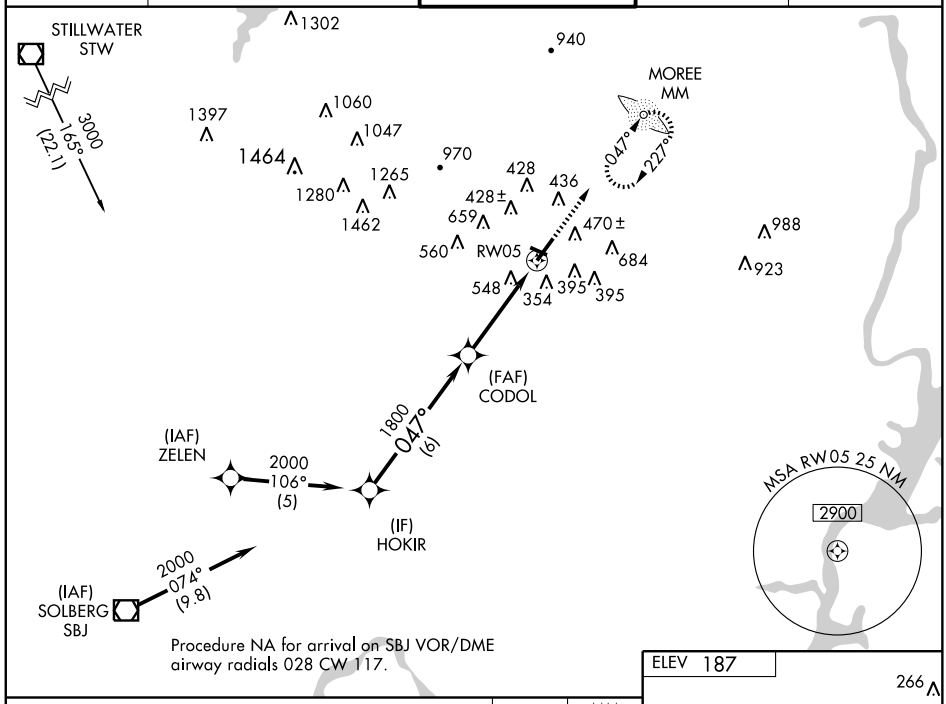
RNAV (GPS) RWY 5
MORRISTOWN MUNI (MMU)

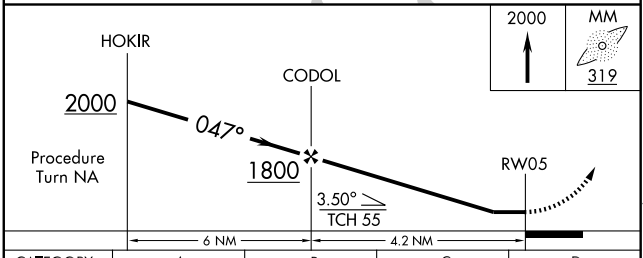
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, if not received, use Newark Liberty Intl altimeter setting. Visibility reduction by helicopters NA.

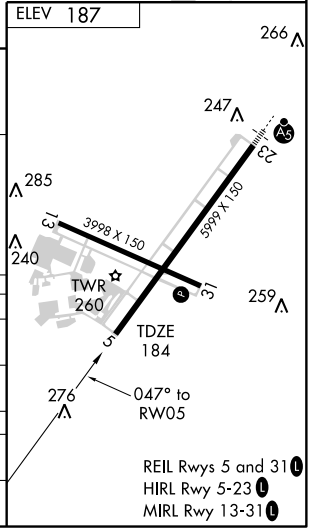
NA

MISSED APPROACH: Climb to 2000 direct MOREE and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	121.2







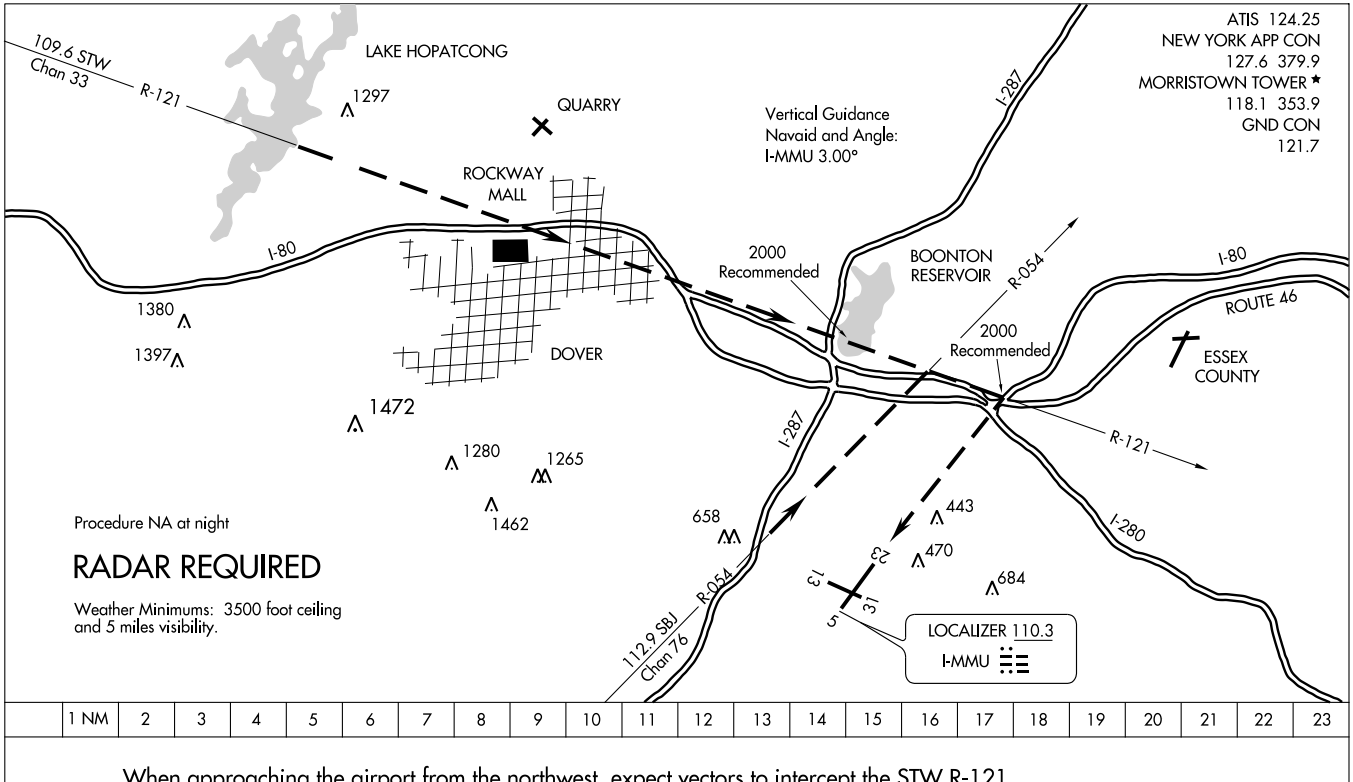
CATEGORY	A	B	C	D
LNAV MDA	800-1 616 (700-1)		800-1¾ 616 (700-1¾)	800-2 616 (700-2)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	860-1 676 (700-1)		860-2 676 (700-2)	860-2¼ 676 (700-2¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2¾ 853 (900-2¾)

NE-2. 14 JAN 2010 to 11 FEB 2010

ROUTE 80 VISUAL RWY 23

AL-931 (FAA)

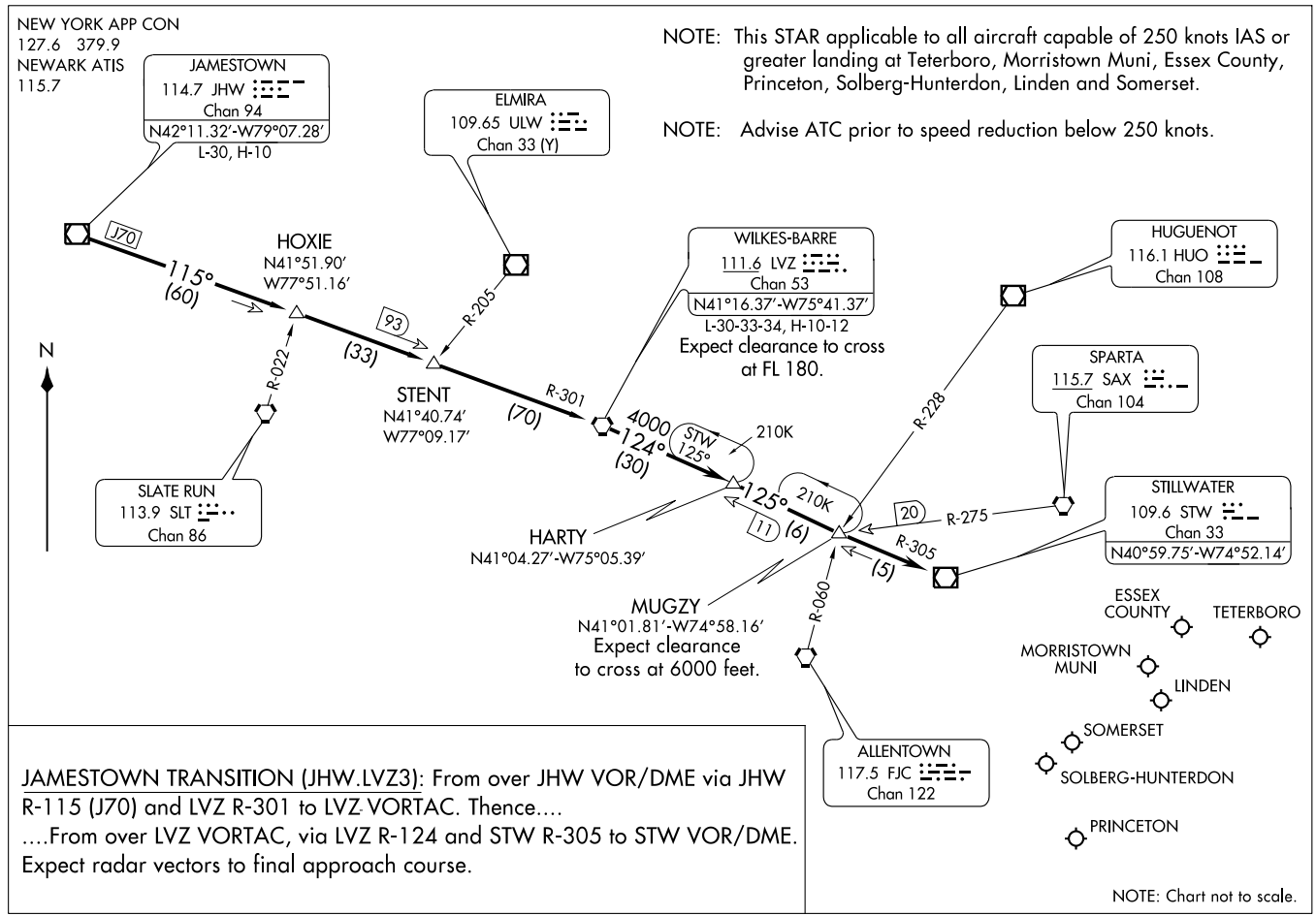
MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY



When approaching the airport from the northwest, expect vectors to intercept the STW R-121.
When you see the highway junction of Rts. 46, 80, and 280, proceed to that point to turn final for Rwy 23.

When approaching the airport from the southwest, expect vectors to intercept the SBJ R-054.
When you see Rt. 287, follow it until turning base over Rt. 80. Turn final over the junction of Rts. 46, 80 and 280 for Rwy 23.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



APP CRS	Rwy Idg	3911
082°	TDZE	50
	Apt Elev	53

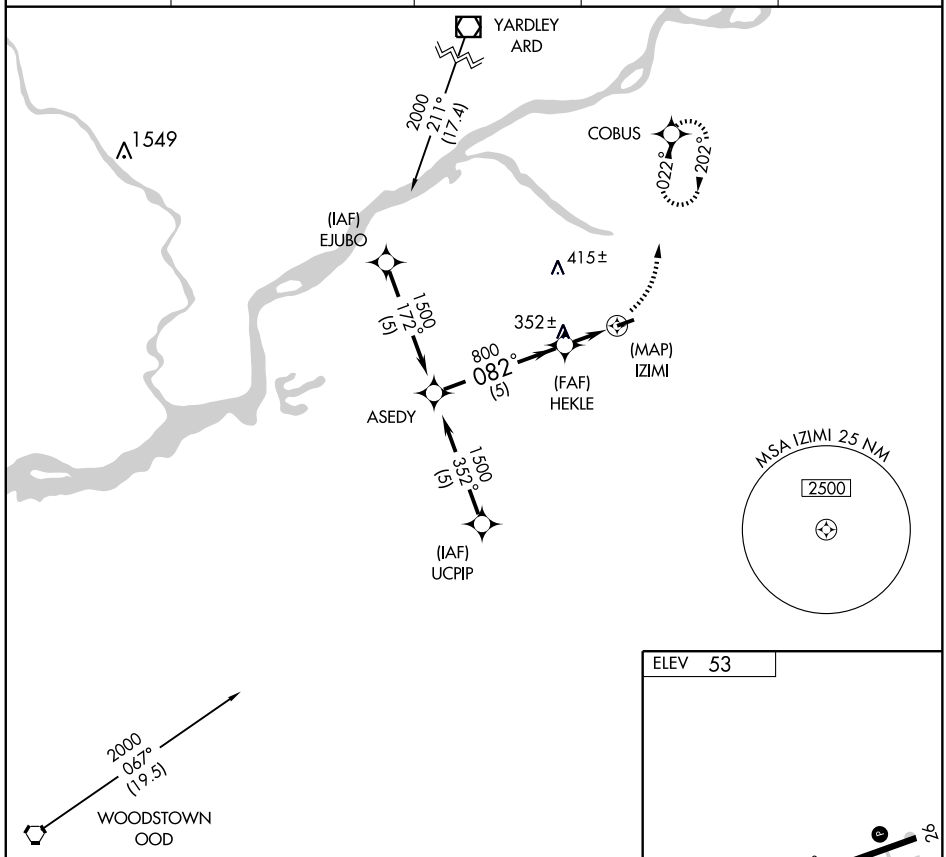
GPS RWY 8

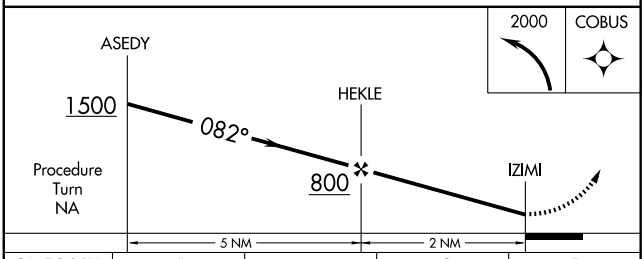
MT HOLLY/SOUTH JERSEY RGNL (VAY)

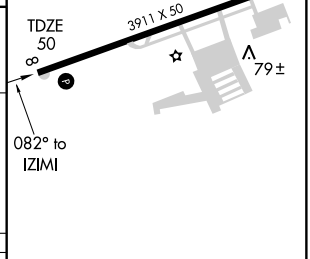
T
NA

MISSED APPROACH: Climbing left turn to 2000 direct COBUS WP and hold.

ASOS	MC GUIRE APP CON	GCO	UNICOM	
119.325	124.15 363.8	121.725	122.8 (CTAF)	123.3 L







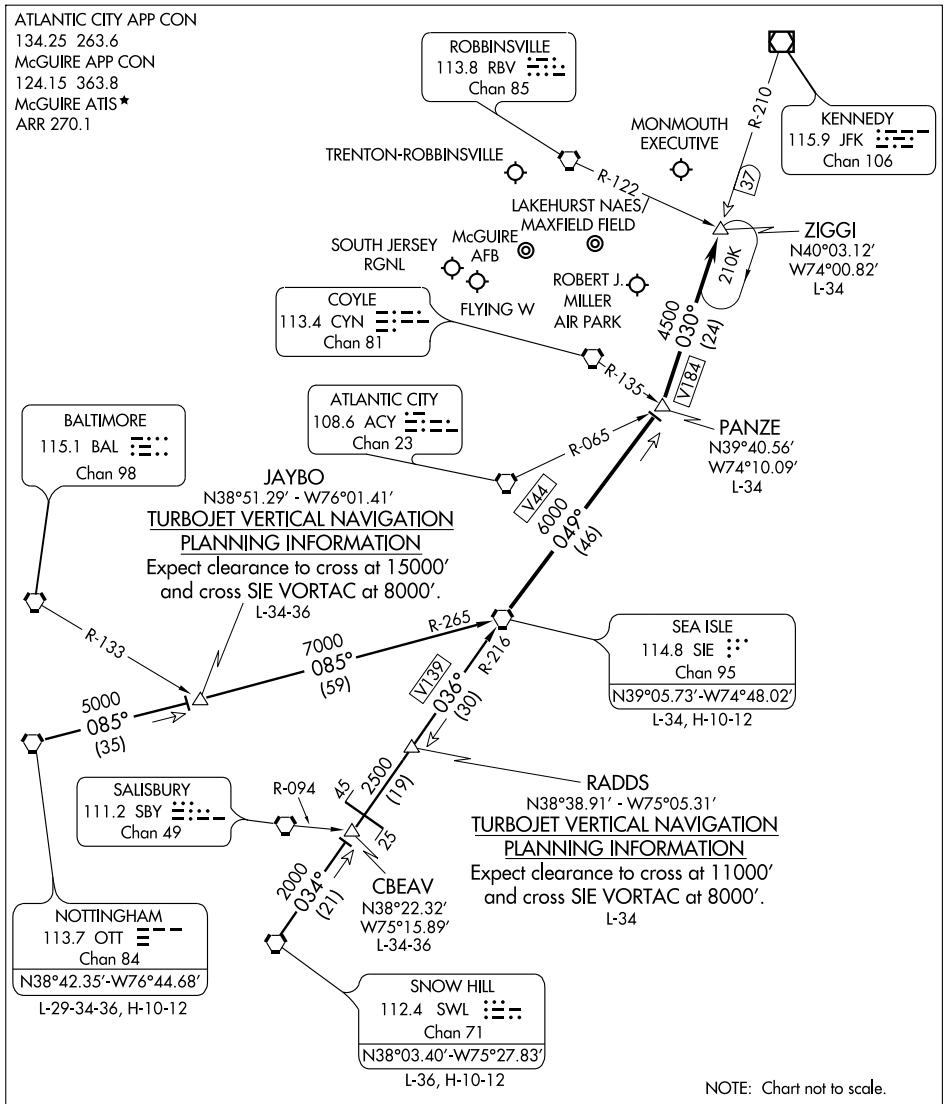
CATEGORY	A	B	C	D
S-8	660-1	610 (700-1)	NA	
CIRCLING	660-1	607 (700-1)	NA	

MIRL Rwy 8-26 L

NE-2. 14 JAN 2010 to 11 FEB 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC RBV 113.8 Chan 85	APP CRS 236°	Rwy Idg 3911 TDZE 53 Apt Elev 53

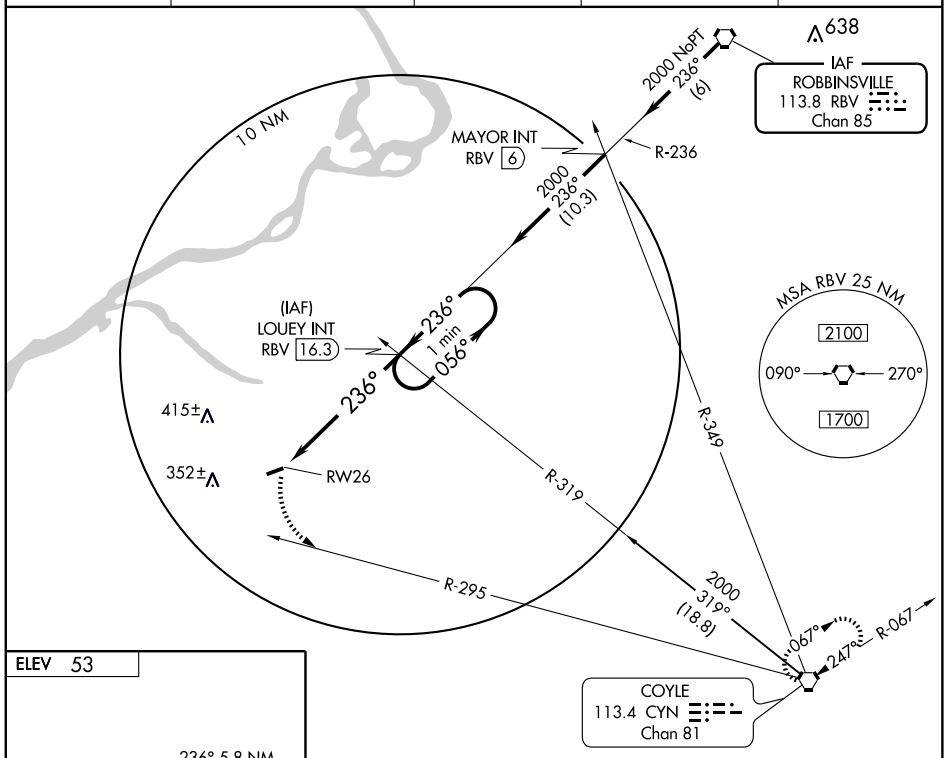
VOR or GPS RWY 26

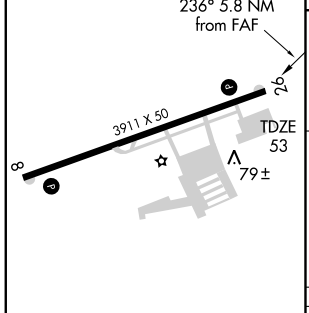
MT HOLLY/SOUTH JERSEY RGNL (VAY)

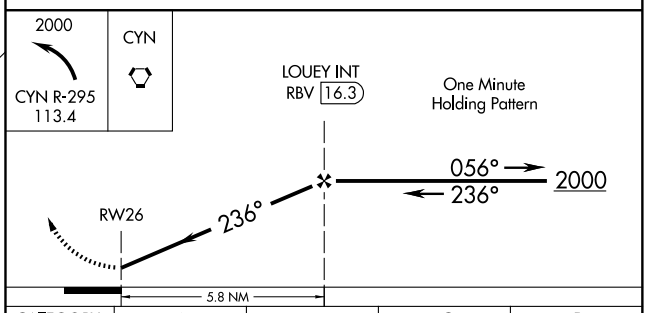
NA

MISSED APPROACH: Climbing left turn to 2000 via CYN R-295 to CYN and hold.

ASOS 119.325	MC GUIRE APP CON 124.15 363.8	GCO 121.725	UNICOM 122.8 (CTAF)	123.3 L







MIRL Rwy 8-26 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-26	620-1 567 (600-1)	620-1¼ 567 (600-1¼)	NA	
CIRCLING	620-1 567 (600-1)	620-1¼ 567 (600-1¼)	NA	

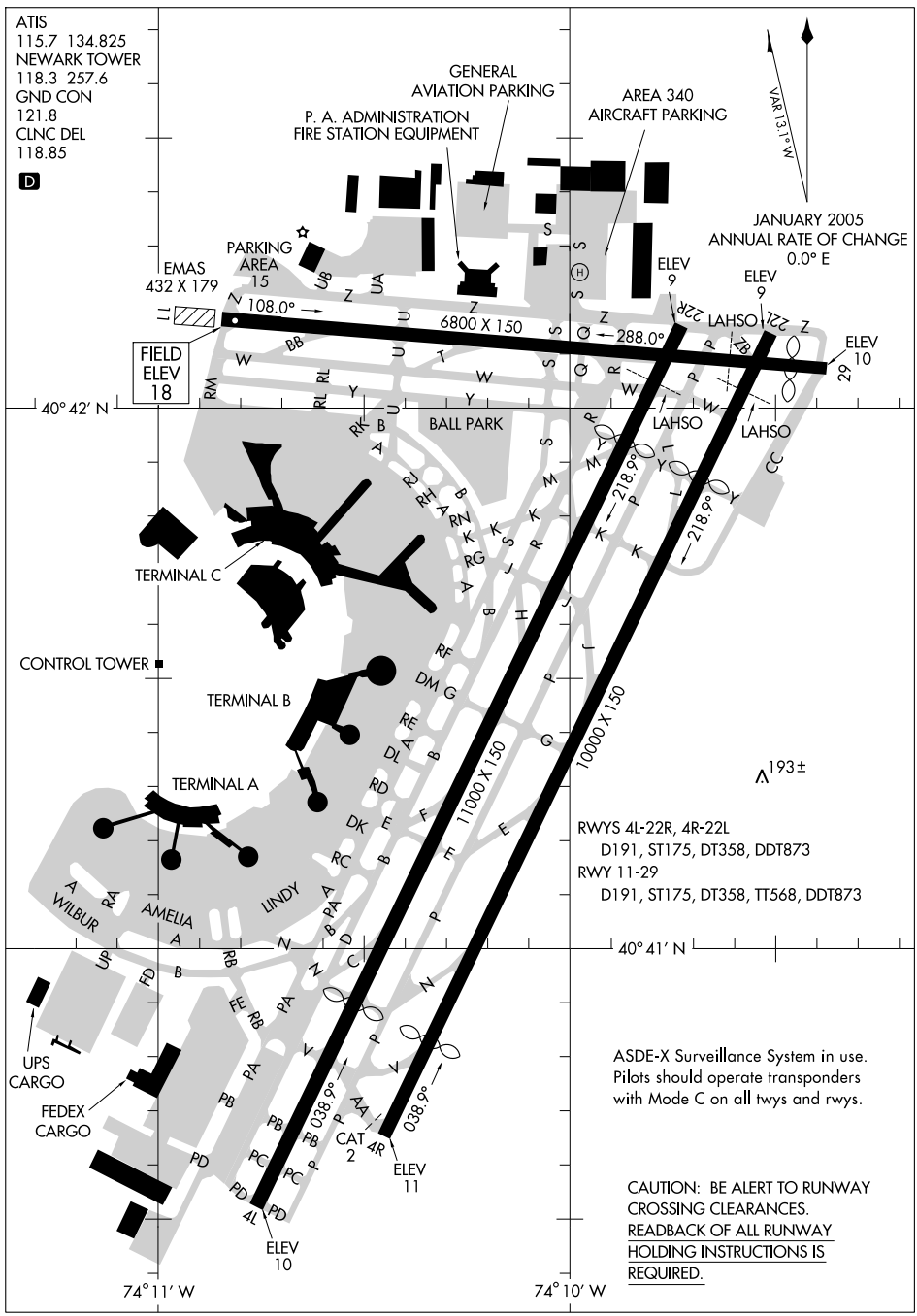
NE-2, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



NE-2, 14 JAN 2010 to 11 FEB 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

COPTER ILS/DME RWY 22L

NEWARK LIBERTY INTL (EWR)

LOC/DME I-LSQ	APP CRS	Rwy Idg 8206
108.7	219°	TDZE 11
Chan 24		Apt Elev 18

NA

MALSR

MISSED APPROACH: Climbing right turn to 2000 heading 225° then climbing right turn to 3000 via ARD R-069 to KILMA Int and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

TETERBORO
108.4 TEB
Chan 21

039°

1049 988 923 1100 219° (1.3) 695 (IAF) 1128± 1505 503 445± 359 598 333 509 291 563 189 115 285 131 291 358 794± 1806± 165± 278 MM 410 268 249 313 305 335± 502± 693 515 727

OPAAH
I-LSQ 3.2

AYRON OM
I-LSQ 4.6

LOCALIZER 108.7
I-LSQ
Chan 24

10 NM

MSA TEB 25 NM
2900

KILMA
ARD 27

R-024

R-069

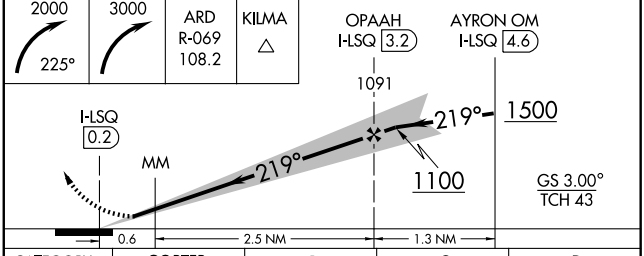
069°

249°

108.2 ARD
Chan 19

113.8 RBV
Chan 85

2000	3000	ARD	KILMA
225°		R-069 108.2	△



CATEGORY	COPTER	B	C	D
H-ILS 22L	211/12 200 (200-¼)	NA		
H-LOC 22L	560/12 549 (600-¼)	NA		

ELEV 18

219° 3.1 NM from FAF

D

79 94 61 120 64 66 212± 4L 4R TDZE 11

6800 X 150

11000 X 150

10000 X 150

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2. 14 JAN 2010 to 11 FEB 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

COPTER ILS or LOC/DME RWY 4L

NEWARK LIBERTY INTL (EWR)

LOC/DME I-EWR	APP CRS	Rwy ldg	8457
110.75	039°	TDZE	11
Chan 44 (Y)		Apt Elev	18

NA

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

R-331

151°

331°

TETERBORO
108.4 TEB
Chan 21

R-205

LOCALIZER 110.75
I-EWR
Chan 44 (Y)

Linden

039°

(23)

(IF)
CHESA
I-EWR 7.4

RODII
I-EWR 5.1

MSA TEB 25 NM
2900

10 NM

219°

ELEV 18

6800 X 150

11000 X 150

10000 X 150

4L

4R

TDZE
11

039° 3.6 NM
from FAF

CHESA
I-EWR 7.4

RODII
I-EWR 5.1

I-EWR
1.5

2000

1288

1300

039°

GS 3.00°
TCH 55

2.3 NM

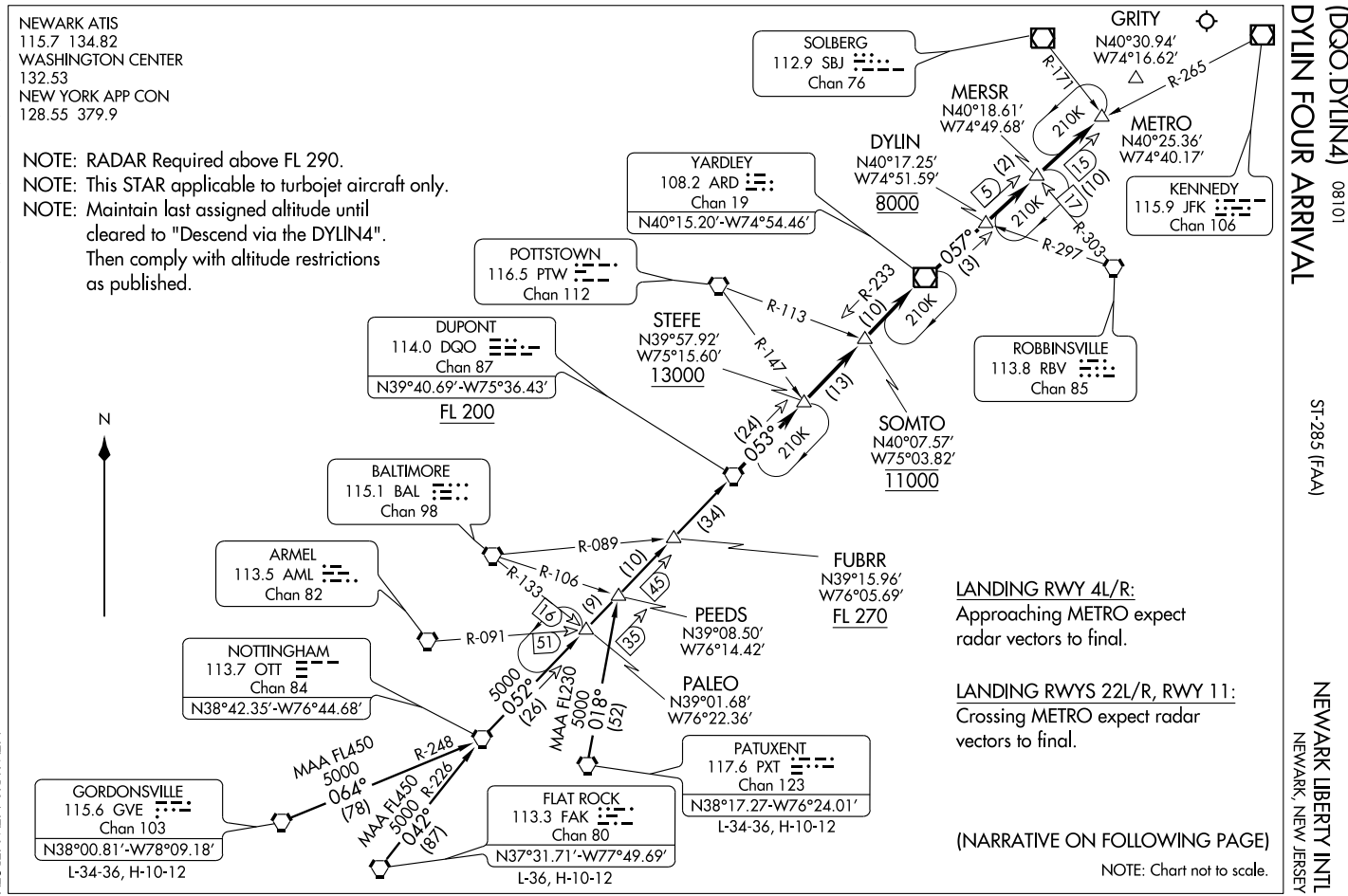
3.6 NM

600	2500	TEB R-205 108.4	TEB 108.4
↑	060°	VOR/DME	VOR/DME

CATEGORY	COPTER	B	C	D
H-ILS 4L	211/12 200 (200-¼)	NA		
H-LOC 4L	560/12 549 (600-¼)	NA		

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2. 14 JAN 2010 to 11 FEB 2010



(DQO.DYLIN4) 08101
DYLIN FOUR ARRIVAL
ST-285 (FAA)
NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.DYLIN4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .

GORDONSVILLE TRANSITION (GVE.DYLIN4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .

PATUXENT TRANSITION (PXT.DYLIN4): From over PXT VORTAC via R-018 to PEEDS INT, then via OTT R-052 to DQO VORTAC. Thence. . . .

. . . . from DQO VORTAC, then via DQO R-053 and ARD R-233 to ARD VOR/DME, then via ARD R-057 to METRO INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

(FLOSI.FLOSI1) 08213

ST-285 (FAA)

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

FLOSI ONE ARRIVAL (RNAV)

NEWARK ATIS
115.7 134.82
BOSTON CENTER
126.47 388.8
134.3 256.9
NEW YORK APP CON
120.15 379.9

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: TurboJet and Turboprop aircraft 250 KIAS or greater are authorized.
NOTE: FLOSI RNAV STAR is for all Rwys.
NOTE: Aircraft can expect to be assigned Rwy 11. Check aircraft landing performance for Rwy 11 prior to filing.
NOTE: Domestic departures from the east file BDL Transition.
NOTE: North Atlantic arrivals via BOS file BAF Transition.
NOTE: USE CAUTION: Glider activity between HELON WP and CRANK WP.

11 NM
037°
217°
SKEEE
11 NM
HANAA
Expect to cross at FL240.
17000
210°
(28)
ALBANY
ALB
11 NM
17000
211°
(32)
BARNES
BAF
Expect to cross 10 NM east at 16000.
ACOVE
WIGAN
14000
211°
(11)
14000
277°
(13)
14000
278°
(36)
TALCO
(13)
BOWAN
8000
211°
(13)
WEETS
6 NM
8000
130°
(12)
HELON
5000
211°
(8)
FLOSI
CRANK
Expect to cross at or below 8000 descending to 7000.
(8)
7 NM
SHAFF
4000
211°
(14)
SPARTA
SAX
4000
197°
(14)
PHLBO
4000
191°
(10)
HOKIR
180°
17000
115°
(50)
GENESEO
GEE
EXTOL
17000
134°
(43)
11 NM
135°
KODEY
17000
135°
(25)
HANCOCK
HNK
Expect to cross at FL180 or lowest useable FL.
14000
265°
(53)
BRADLEY
BDL
Expect to cross at 16000.
5000
266°
(24)
KINGSTON
IGN

NOTE: Approaching SAX VORTAC for landing RWY 22L/R expect radar vectors.
NOTE: Approaching PHLBO WP Ldg RWY 11expect radar vectors.
NOTE: Approaching HOKIR WP Ldg RWYs 4L/R & RWY 29 expect radar vectors.

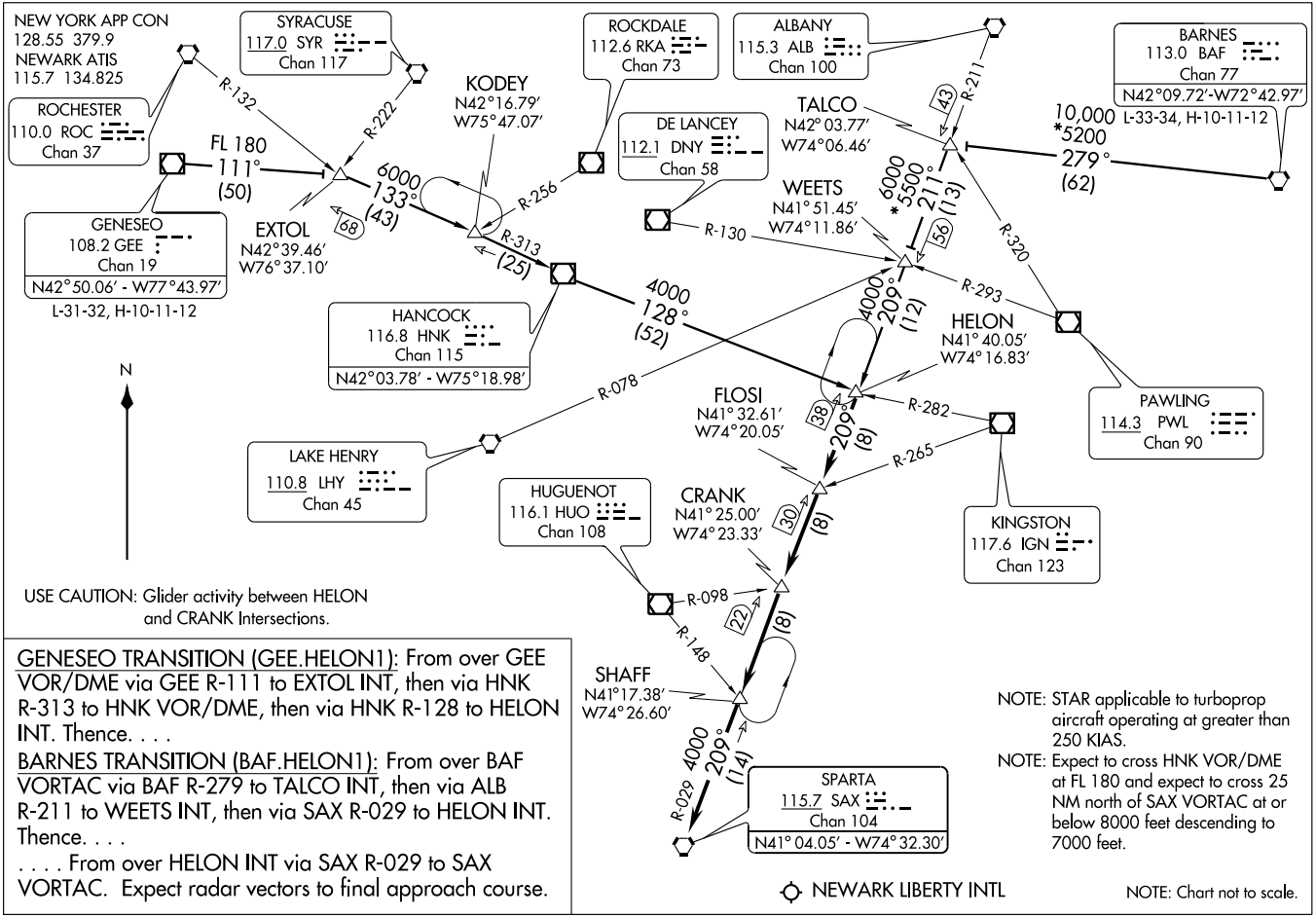
ARRIVAL ROUTE DESCRIPTION

BARNES TRANSITION (BAF.FLOSI1)
BRADLEY TRANSITION (BDL.FLOSI1)
GENESEO TRANSITION (GEE.FLOSI1)
HANAA TRANSITION (ALB.FLOSI1)
HANCOCK TRANSITION (HNK.FLOSI1)

. . . . From FLOSI WP via 211° track to CRANK WP, then via 211° track to SHAFF WP, then via 211° track to SAX VORTAC, then via 197° track to PHLBO WP, then via 191° track to HOKIR WP, then via 180° heading, expect radar vectors.

NOTE: Chart not to scale.

NE-2, 14 JAN 2010 to 11 FEB 2010



GENESEO TRANSITION (GEE.HELON1): From over GEE VOR/DME via GEE R-111 to EXTOL INT, then via HNK R-313 to HNK VOR/DME, then via HNK R-128 to HELON INT. Thence. . . .

BARNES TRANSITION (BAF.HELON1): From over BAF VORTAC via BAF R-279 to TALCO INT, then via ALB R-211 to WEETS INT, then via SAX R-029 to HELON INT. Thence. . . .

. . . . From over HELON INT via SAX R-029 to SAX VORTAC. Expect radar vectors to final approach course.

NOTE: STAR applicable to turboprop aircraft operating at greater than 250 KIAS.

NOTE: Expect to cross HNK VOR/DME at FL 180 and expect to cross 25 NM north of SAX VORTAC at or below 8000 feet descending to 7000 feet.

HELON ONE ARRIVAL

(HELON.HELON1) 09127

ST-285 (FAA)

NEWARK LIBERTY INTL

NEWARK, NEW JERSEY

LOC I-GPR	APP CRS	Rwy Idg 6800
109.15	107°	TDZE 18
Chan 28 (Y)		Apt Elev 18

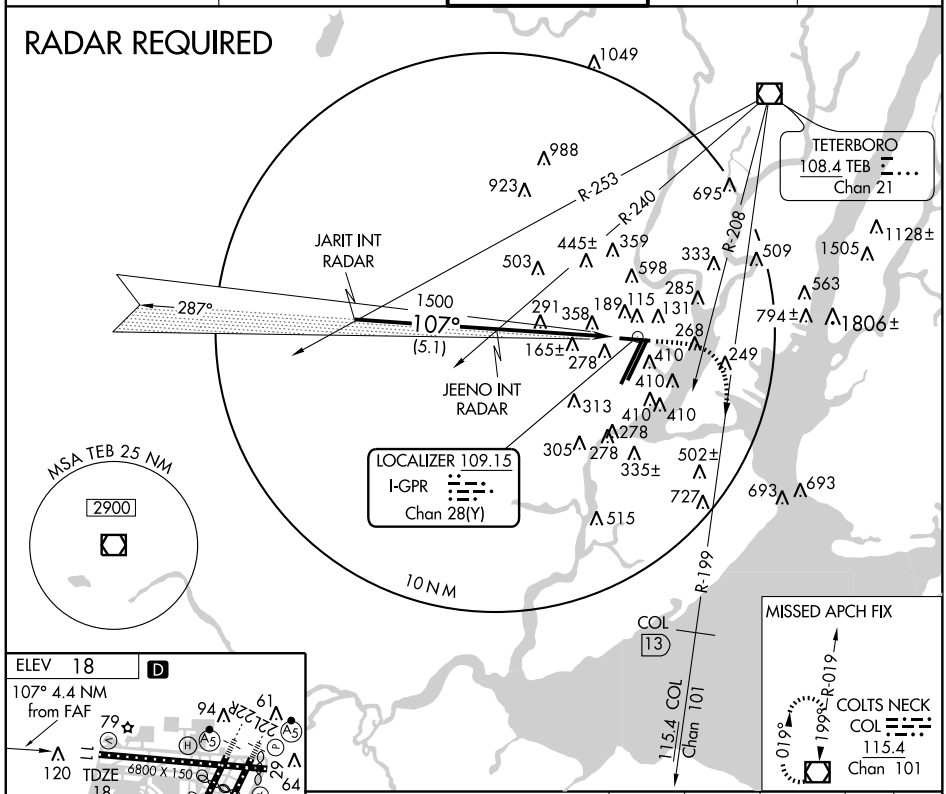
ILS or LOC RWY 11

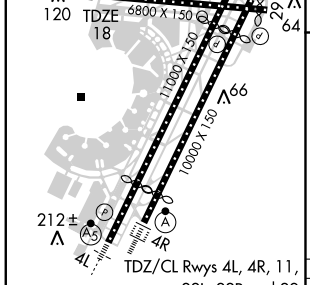
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climb to 1700 heading 107°, at TEB R-208 turn right via TEB R-199 and COL R-019 to COL VOR/DME and hold. At COL 13 DME climb to 3000.

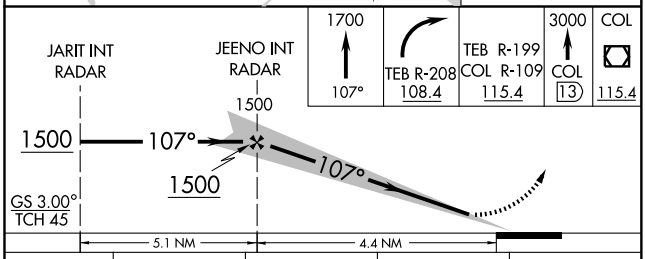
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S- ILS 11	604-2 586 (600-2)			
S- LOC 11	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	660-1 642 (700-1)		660-1¾ 642 (700-1¾)	900-3 882 (900-3)

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JNN	APP CRS		22R	22L
110.75	219°	Rwy ldg	9560	8206
Chan 44(Y)		TDZE	10	10
		Apt Elev	18	18

ILS or LOC RWY 22R

NEWARK LIBERTY INTL (EWR)

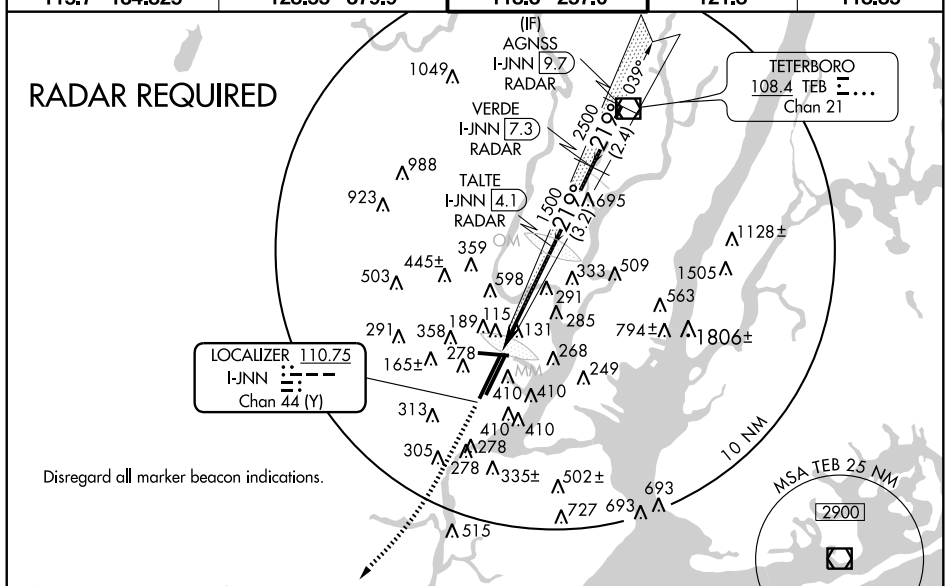
Circling to Rwy 29 NA at night. Inoperative table does not apply to sidestep 22L Cats A and B. For inoperative MALSR increase S-ILS 22R visibility to RVR 5000. DME or radar required.

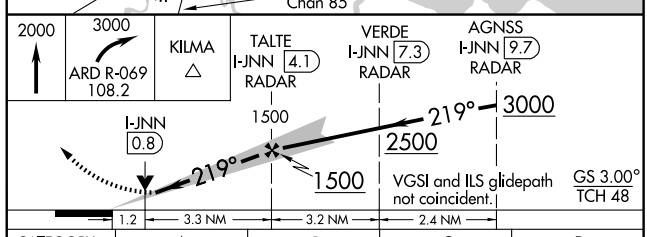
22R MALSR (A5) | 22L MALSR (A5)

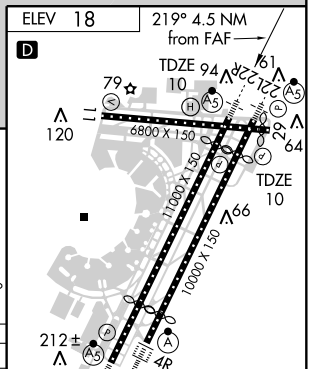
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD R-069 to KILMA Int/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 22R	210/18 200 (200-½)			
S-LOC 22R	460/24 450 (500-½)		460/40 450 (500-¾)	460/50 450 (500-1)
SIDESTEP RWY 22L	560/50 550 (600-1)			560-1½ 550 (600-1½)
CIRCLING	660-1 642 (700-1)		660-1¾ 642 (700-1¾)	900-3 882 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 14 JAN 2010 to 11 FEB 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

ILS RWY 4L

NEWARK LIBERTY INTL (EWR)

LOC/DME I-EWR	APP CRS		4L	4R
110.75	039°	Rwy ldg	8460	8810
Chan 44 (Y)		TDZE	11	12
		Apt Elev	18	18

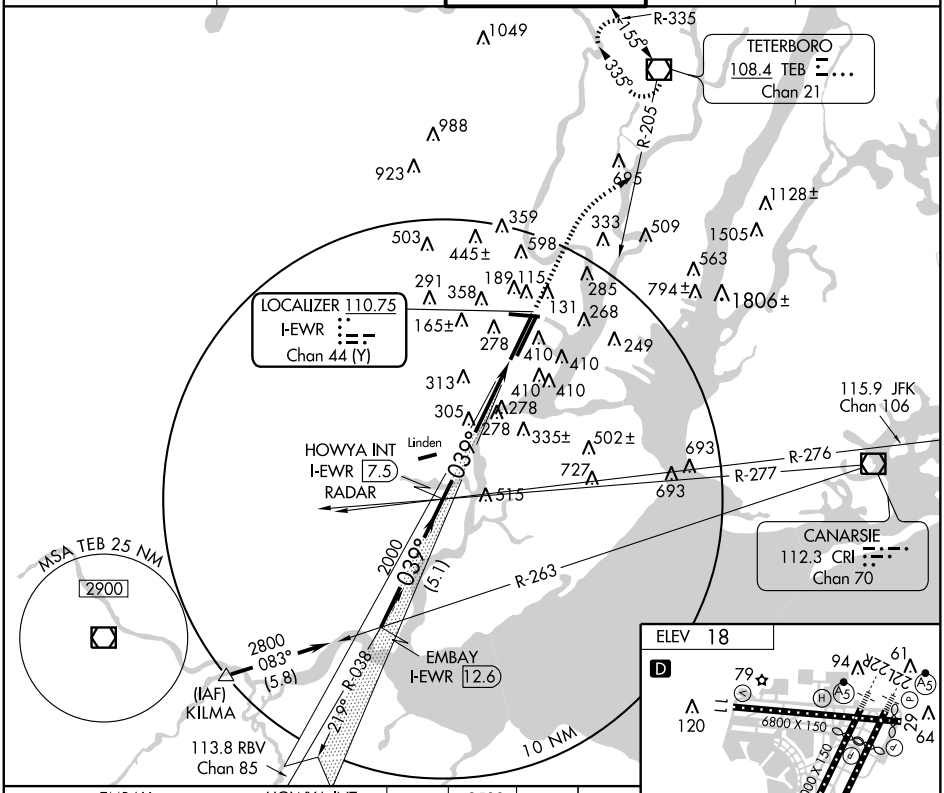
Inoperative table does not apply to SIDESTEP RWY 4R Cats. A and B.

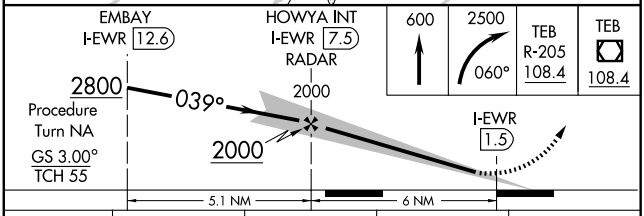
4L MALSR

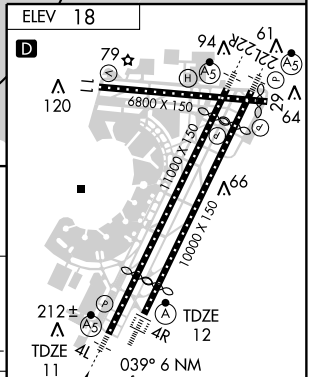
4R ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







CATEGORY	A	B	C	D
S-ILS 4L	211/18 200 (200-½)			
S-LOC 4L	560/24 549 (600-½)		560/50 549 (600-1)	560/60 549 (600-1¼)
SIDESTEP RWY 4R	560/50 548 (600-1)			560-1½ 548 (600-1½)
CIRCLING	660-1 642 (700-1)		660-1¾ 642 (700-1¾)	900-3 882 (900-3)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-2, 14 JAN 2010 to 11 FEB 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

ILS RWY 4R

NEWARK LIBERTY INTL (EWR)

LOC/DME I-EZA	APP CRS		4R	4L
108.7	039°	Rwy ldg	8810	8457
Chan 24		TDZE	12	11
		Apt Elev	18	18

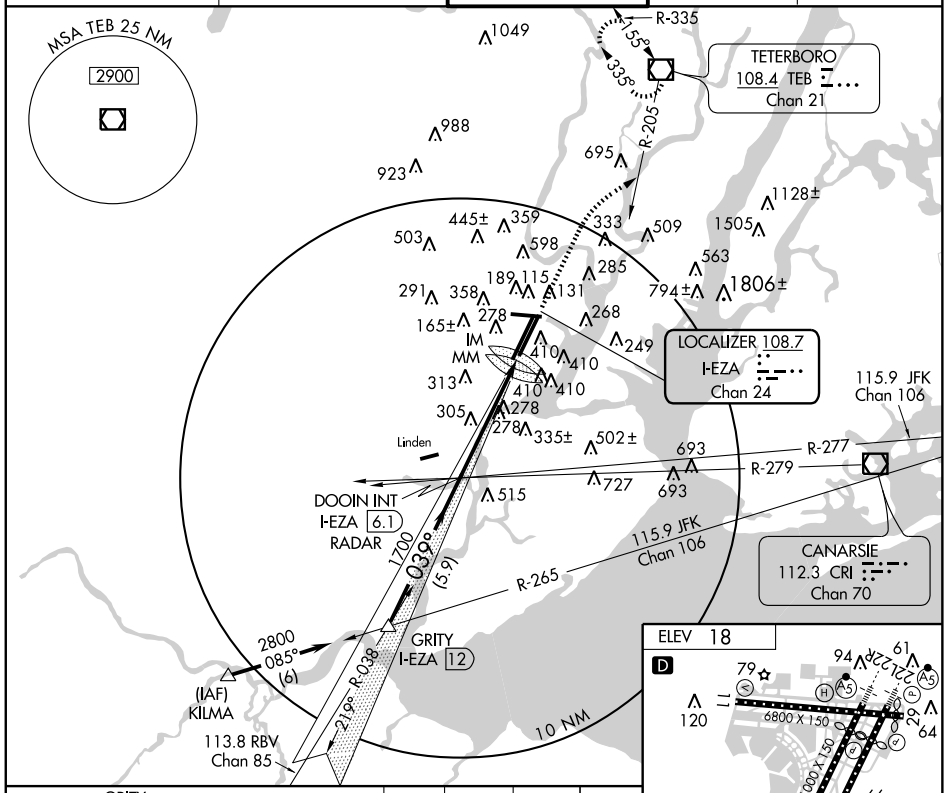
Inoperative table does not apply to SIDESTEP RWY 4L Cats. A and B.

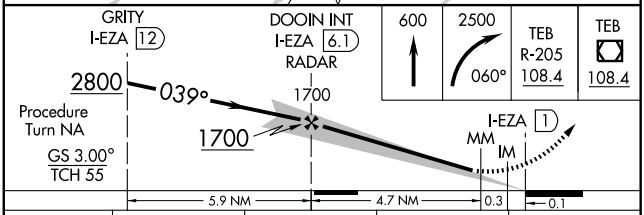
4R ALSF-2 (A)

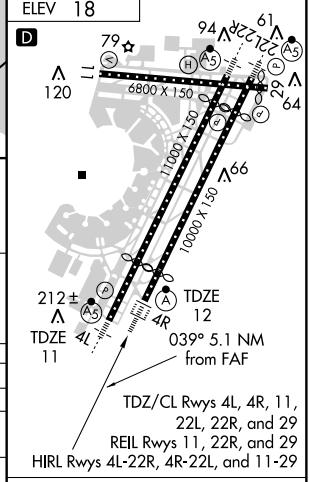
4L MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY	A	B	C	D
S-ILS 4R	214/18 202 (200-½)			
S-LOC 4R	560/24 548 (600-½)		560/50 548 (600-1)	560/60 548 (600-1¼)
SIDESTEP RWY 4L	560/50 549 (600-1)			560-1½ 549 (600-1½)
CIRCLING	660-1 642 (700-1)		660-1¾ 642 (700-1¾)	900-3 882 (900-3)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-EZA	APP CRS	Rwy Idg	8810
108.7	039°	TDZE	12
Chan 24		Apt Elev	18

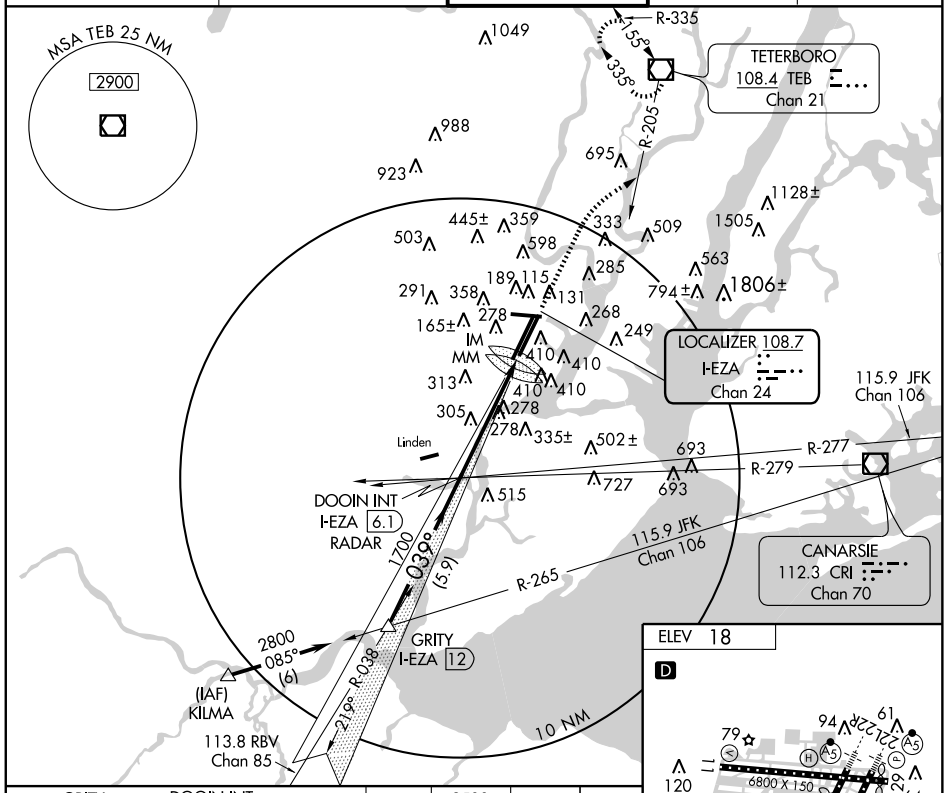
ILS RWY 4R (CAT II)

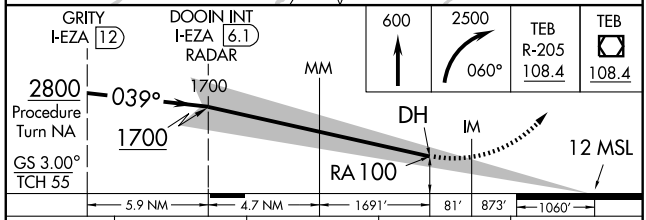
NEWARK LIBERTY INTL (EWR)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

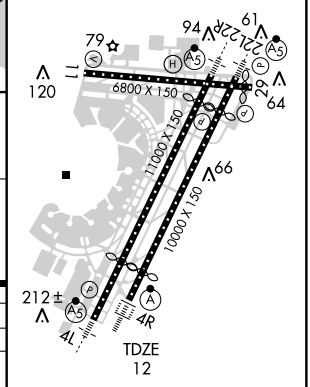
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-ILS 4R	RA 100/12	100	DA 112	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R,and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2. 14 JAN 2010 to 11 FEB 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

LOC/DME I-EZA	APP CRS	Rwy Idg	8810
108.7	039°	TDZE	12
Chan 24		Apt Elev	18

ILS RWY 4R (CAT III)

NEWARK LIBERTY INTL (EWR)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

MSA TEB 25 NM
2900

TETERBORO
108.4 TEB
Chan 21

R-335
155°
335°
R-205

LOCALIZER 108.7
I-EZA
Chan 24

115.9 JFK
Chan 106

CANARSIE
112.3 CRI
Chan 70

R-277
R-279
R-265

DOOIN INT
I-EZA 6.1
RADAR

GRITY
I-EZA 12

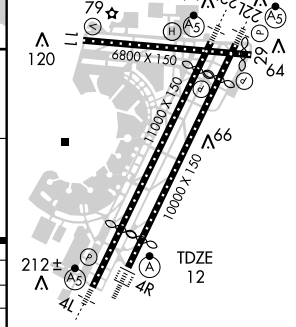
039°
(5.9)
1700
2800
085°
(6)
(IAF)
KILMA
219° R-038
113.8 RBV
Chan 85
10 NM

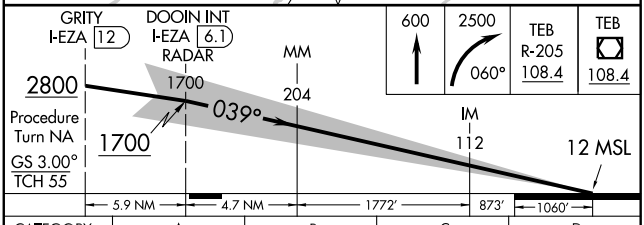
Linden

IM
MM

ELEV 18

D





CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	
S-ILS 4R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2. 14 JAN 2010 to 11 FEB 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

LOC/DME I-LSQ	APP CRS		22L	22R
108.7	219°	Rwy Idg	8206	9560
Chan 24		TDZE	11	11
		Apt Elev	18	18

ILS RWY 22L

NEWARK LIBERTY INTL (EWR)

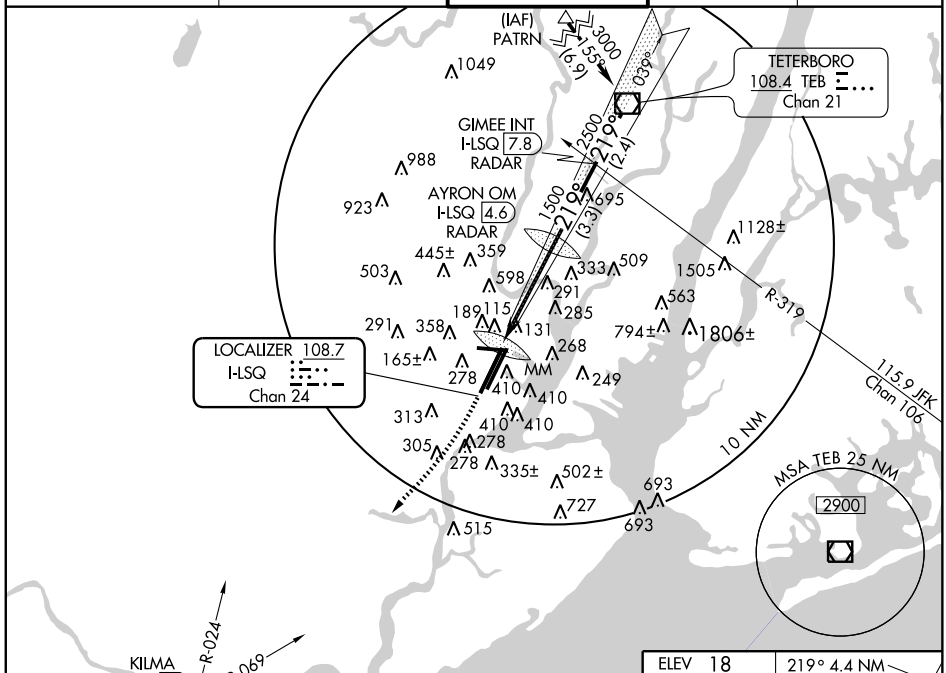
Inoperative table does not apply to SIDESTEP RWY 22R Cats A/B. For inoperative MALSR, increase S-ILS 22L visibility to RVR 5000.

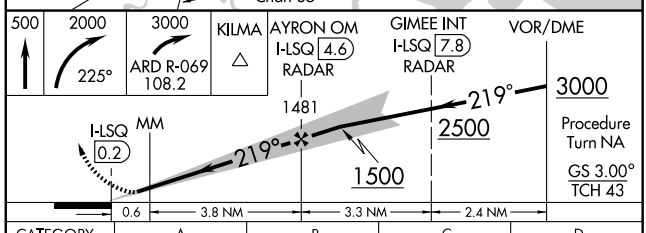
22L MALSR (A5)

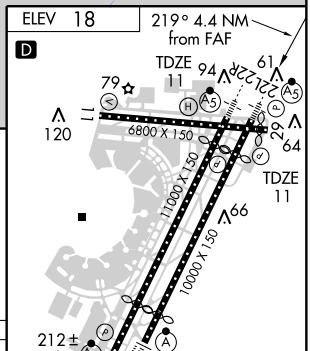
22R MALSR (A5)

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 heading 225° then climbing right turn to 3000 via ARD R-069 to KILMA Int and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





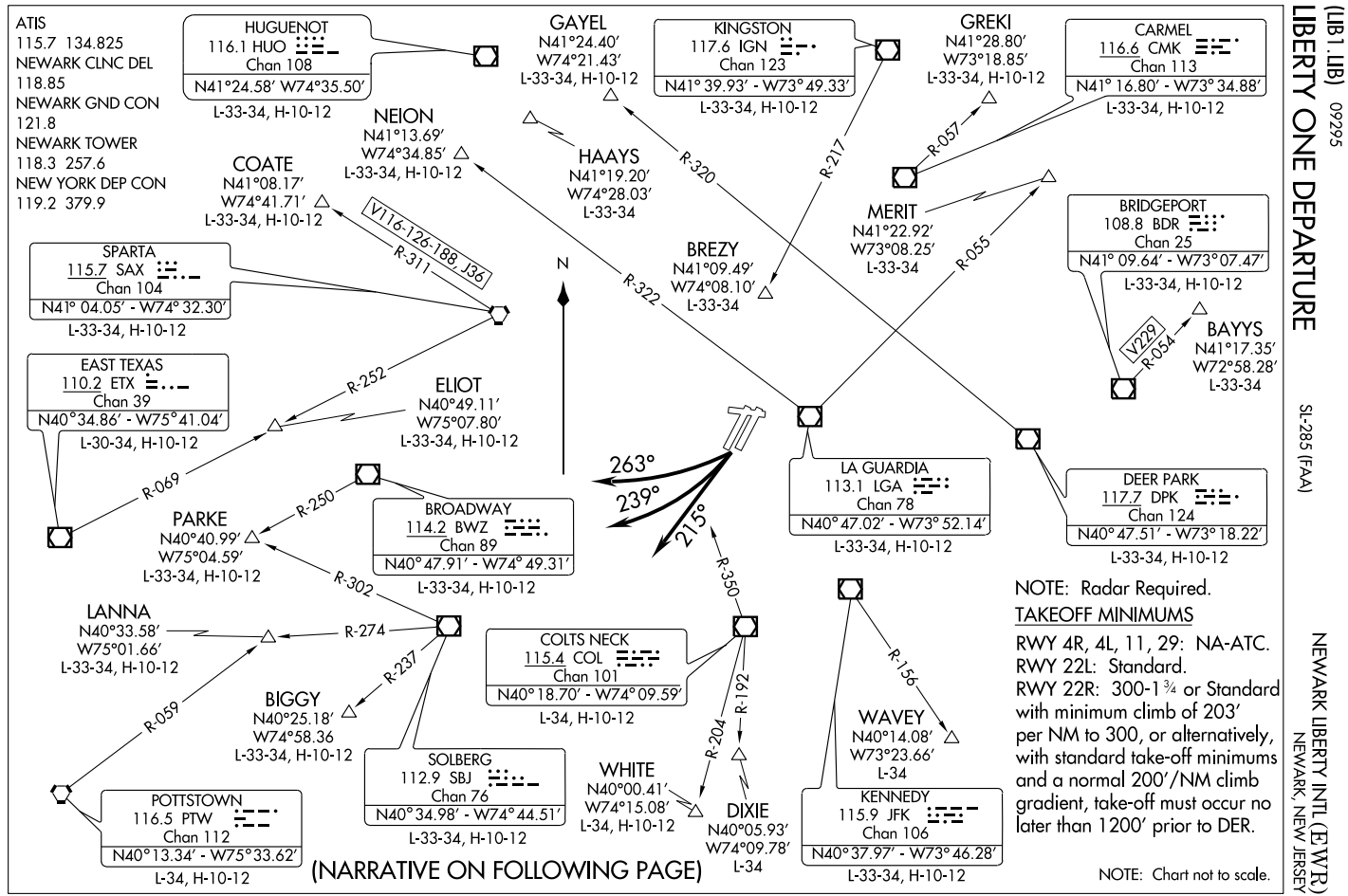


CATEGORY	A	B	C	D
S-ILS 22L	227/18 216 (300-½)			
S-LOC 22L	560/24 549 (600-½)		560/50 549 (600-1)	560/60 549 (600-1¼)
SIDESTEP RWY 22R	560/50 549 (600-1)			560-1½ 549 (600-1½)
CIRCLING	660-1 642 (700-1)		660-1¾ 642 (700-1¾)	900-3 882 (900-3)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010


ATIS
115.7 134.825
NEWARK CLNC DEL
118.85
NEWARK GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9
HUGUENOT
116.1 HUO
Chan 108
N41°24.58′ W74°35.50′
L-33-34, H-10-12
GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12
KINGSTON
117.6 IGN
Chan 123
N41° 39.93′ - W73° 49.33′
L-33-34, H-10-12
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
CARMEL
116.6 CMK
Chan 113
N41° 16.80′ - W73° 34.88′
L-33-34, H-10-12
NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12
HAAYS
N41°19.20′
W74°28.03′
L-33-34
COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12
V116-126-188, J36
R-311
SPARTA
115.7 SAX
Chan 104
N41° 04.05′ - W74° 32.30′
L-33-34, H-10-12
BREZY
N41°09.49′
W74°08.10′
L-33-34
MERIT
N41°22.92′
W73°08.25′
L-33-34
BRIDGEPORT
108.8 BDR
Chan 25
N41° 09.64′ - W73° 07.47′
L-33-34, H-10-12
V229
R-054
BAYYS
N41°17.35′
W72°58.28′
L-33-34
EAST TEXAS
110.2 ETX
Chan 39
N40°34.86′ - W75°41.04′
L-30-34, H-10-12
ELIOT
N40°49.11′
W75°07.80′
L-33-34, H-10-12
R-252
R-069
R-320
R-217
R-057
R-322
R-055
N
263°
239°
215°
LA GUARDIA
113.1 LGA
Chan 78
N40° 47.02′ - W73° 52.14′
L-33-34, H-10-12
DEER PARK
117.7 DPK
Chan 124
N40° 47.51′ - W73° 18.22′
L-33-34, H-10-12
PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12
R-250
BROADWAY
114.2 BWZ
Chan 89
N40° 47.91′ - W74° 49.31′
L-33-34, H-10-12
R-302
R-350
LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12
R-274
COLTS NECK
115.4 COL
Chan 101
N40° 18.70′ - W74° 09.59′
L-34, H-10-12
R-237
BIGGY
N40°25.18′
W74°58.36
L-33-34, H-10-12
R-192
R-204
R-156
WAVEY
N40°14.08′
W73°23.66′
L-34
R-059
SOLBERG
112.9 SBJ
Chan 76
N40° 34.98′ - W74° 44.51′
L-33-34, H-10-12
WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12
DIXIE
N40°05.93′
W74°09.78′
L-34
KENNEDY
115.9 JFK
Chan 106
N40° 37.97′ - W73° 46.28′
L-33-34, H-10-12
POTTSTOWN
116.5 PTW
Chan 112
N40° 13.34′ - W75° 33.62′
L-34, H-10-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Radar Required.
TAKEOFF MINIMUMS
RWY 4R, 4L, 11, 29: NA-ATC.
RWY 22L: Standard.
RWY 22R: 300-1 3/4 or Standard with minimum climb of 203′ per NM to 300, or alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1200′ prior to DER.
NOTE: Chart not to scale.
(LIB 1, LIB) 09295
LIBERTY ONE DEPARTURE
SL-285 (FAA)
NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 22L/R:

TURNPIKE CLIMB: Climb heading 215°, or as assigned by ATC, Thence . . . .
PARKWAY CLIMB: Climbing right turn heading 239°, or as assigned by ATC, Thence . . . .
BUD CLIMB: Climbing right turn heading 263°, or as assigned by ATC, Thence . . . .

. . . . via radar vectors to assigned route/fix. Maintain 5000 or assigned lower altitude. Expect clearance to filed altitude/flight level within 10 minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

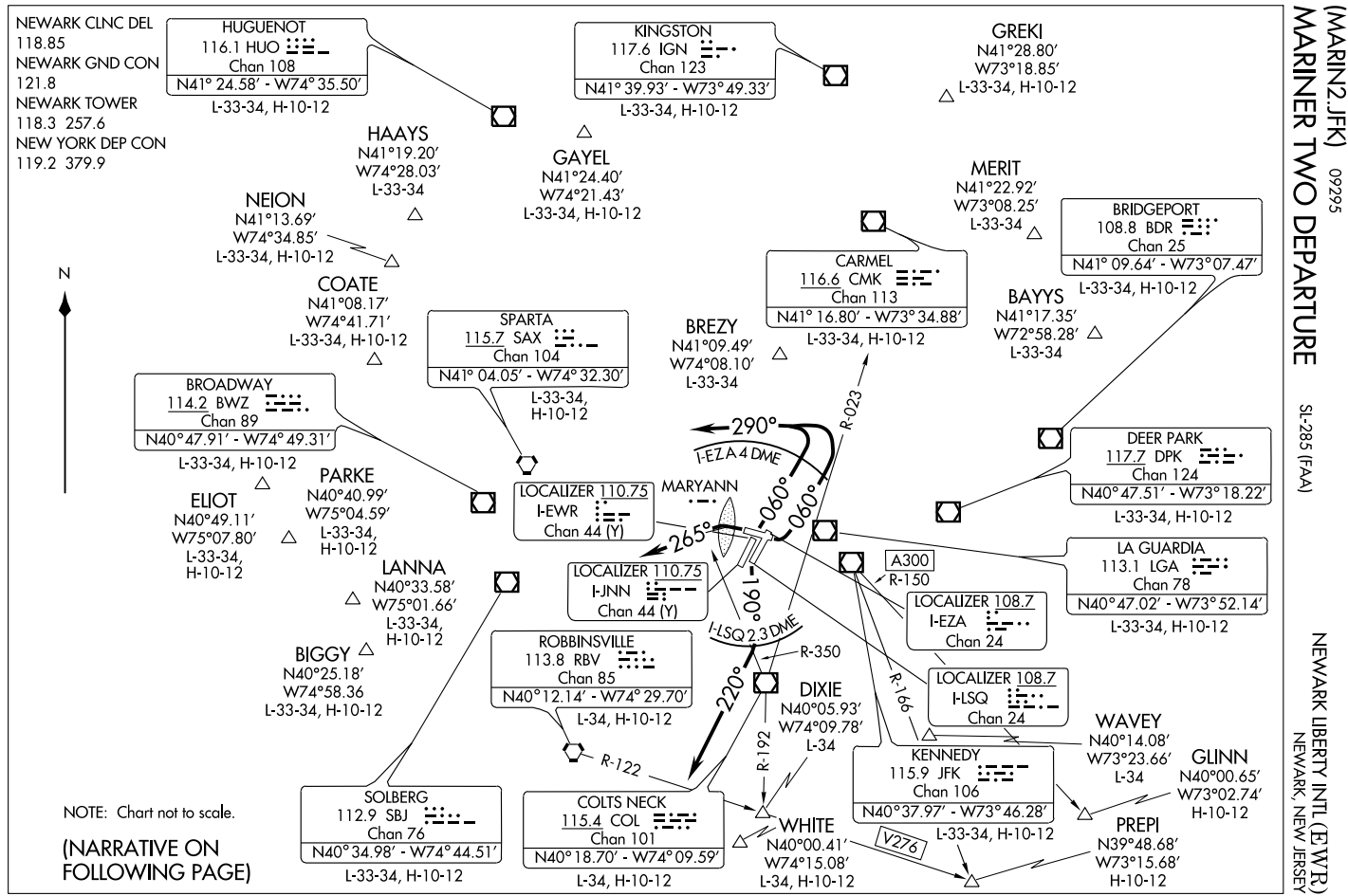
PROCEDURAL NOTES

NOTE: Westbound expect radar vectors between 5 and 8 NM.
NOTE: BAYYS departure expect vectors via BDR/BDR R-054.
NOTE: BIGGY departures expect vectors via SBJ/SBJ R-237.
NOTE: BREZY departures expect vectors via IGN R-217 to BREZY.
NOTE: COATE departures expect vectors via SAX/SAX R-311.
NOTE: ELIOT departures expect vectors via SAX R-252. Between 2300 and 0700 local.
NOTE: ELIOT departures expect vectors via SBJ or ETX.
NOTE: GAYEL departures expect vectors via DPK R-320.
NOTE: GREKI departures expect vectors via CMK/CMK R-057.
NOTE: HAAYS departures expect vectors via HUO.
NOTE: LANNA departures expect radar vectors via SBJ/SBJ R-274.
NOTE: MERIT departures expect vectors via LGA R-055.
NOTE: NEION departures expect vectors via LGA R-322.
NOTE: PARKE departures expect radar vectors via SBJ/SBJ R-302.
NOTE: WAVEY departures expect vectors via JFK/JFK R-156.
NOTE: WHITE/DIXIE departures expect vectors to COL R-350. Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES

Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010



(MARIN2.JFK) 09295

MARINER TWO DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/R: Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290° maintain 2500 feet. Thence . . . .

TAKE-OFF RUNWAY 11: Climbing left turn via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290°, maintain 2500 feet. Thence . . . .

TAKE-OFF RUNWAY 22L/R: Climbing left turn via heading 190°, upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available). Turn right heading 220°, maintain 5000 feet. Thence . . . .

TAKE-OFF RWY 29: Climb via runway heading to MARYANN (MB) Fan Marker, then climbing left turn heading 265°. Maintain 5000 feet. Thence . . . .

. . . . via vectors to COL R-350.COL.COL R-192.DIXIE.V276.PREPI.GLINN.A300.JFK. Thence . . . .

. . . . as per notes or via vectors or assigned route/fix.

Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES

NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5' north of runway centerline.

NOTE: Takeoff Rwy 11, obstruction 1742 feet high, 6.5 miles east of departure end of runway.

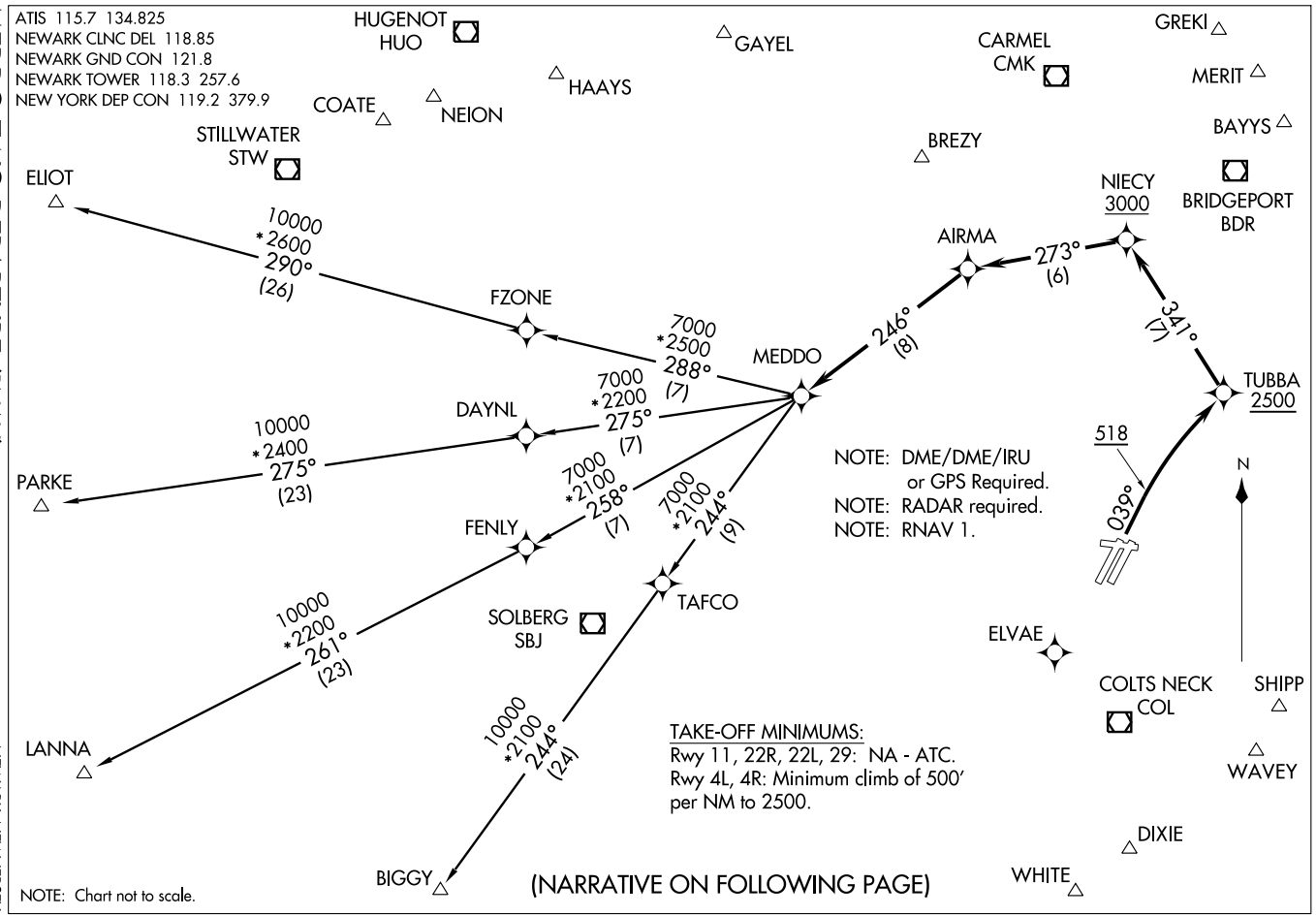
NOTE: RNAV aircraft only.

NOTE: Rwy 4L/R, 11, 22L/R DME required.

NOTE: Departure procedure to be used when assigned by ATC only for severe weather avoidance.

NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Approximate mileage from Newark Airport via this routing to JFK is 150 NM. All aircraft should expect to fly the departure route prior to receiving vectors to assigned route/fix.



(MEDDO2.MEDDO) 09295

MEDDO TWO DEPARTURE (RNAV)

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)

NEWARK, NEW JERSEY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/4R: Climb heading 039° to 518, then right turn direct TUBBA, then via depicted route to MEDDO, thence. . . .

. . . .via assigned transition, maintain 3000. Expect clearance to filed altitude/ flight level within 10 minutes after departure.

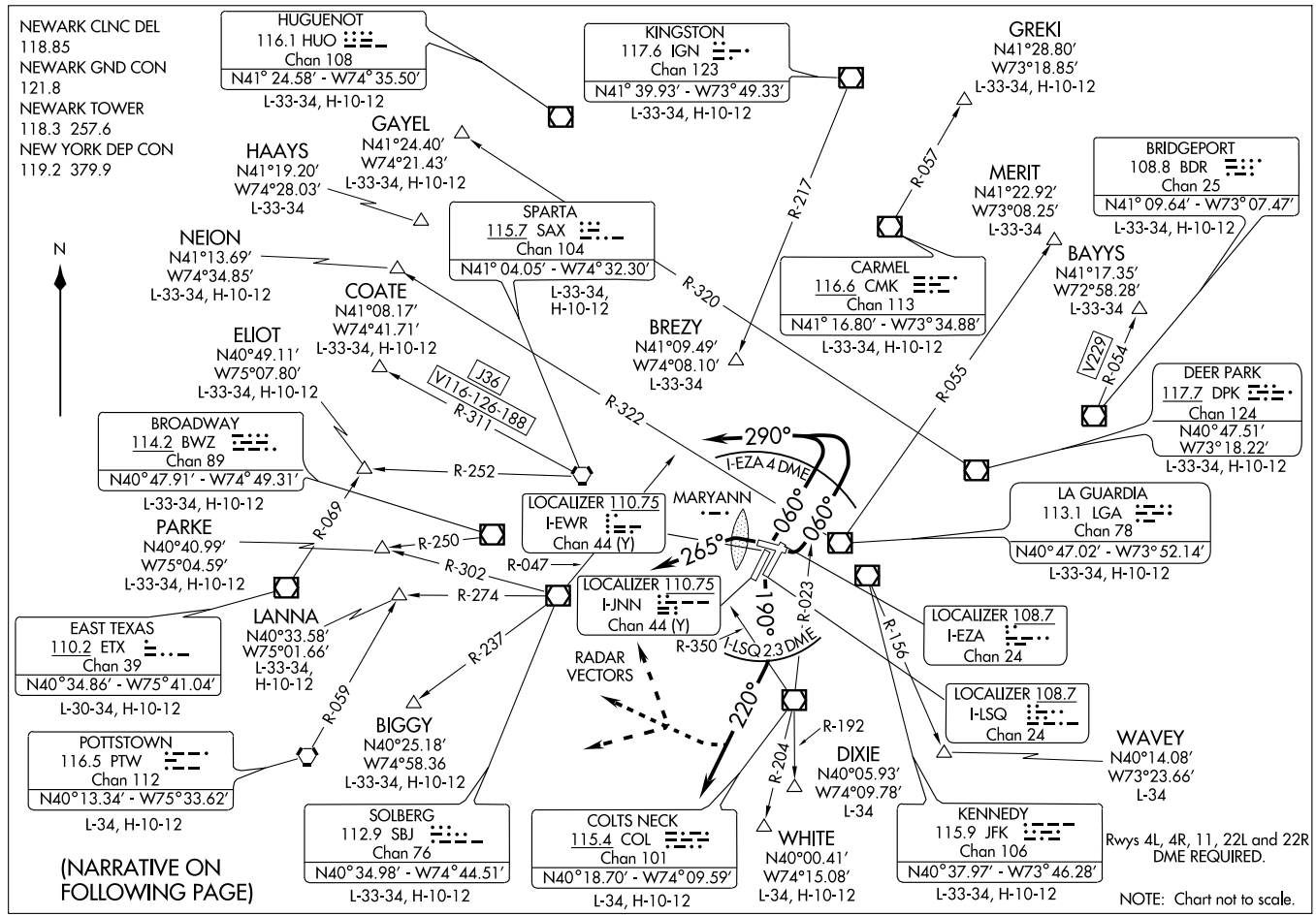
BIGGY TRANSITION (MEDDO2.BIGGY):
ELIOT TRANSITION (MEDDO2.ELIOT):
LANNA TRANSITION (MEDDO2.LANNA):
PARKE TRANSITION (MEDDO2.PARKE):

TAKE-OFF OBSTACLES:

Rwy 4L: Tower, light, multiple trees beginning 211′ from DER, 198′ left of centerline, up to 70′ AGL/89′ MSL. DME antenna and pole beginning 881′ from DER, 418′ right of centerline, up to 121′ AGL/131′ MSL.

Rwy 4R: DME antenna, tree, and multiple towers beginning 530′ from DER, 477′ left of centerline, up to 61′ AGL/ 82′ MSL. Tower, sign, tree, multiple buildings and poles beginning 1134′ from DER, 153′ right of centerline, up to 121′ AGL/131′ MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010



(EWR7.EWR) 09295

NEWARK SEVEN DEPARTURE

SI-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/R: Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290° maintain 2500 feet. Thence . . . .

TAKE-OFF RUNWAY 11: Climbing left turn heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290° maintain 2500 feet. Thence . . . .

TAKE-OFF RUNWAY 22L/R: Climbing left turn heading 190°, upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available). Turn right heading 220° maintain 5000 feet. Thence . . . .

TAKE-OFF RWY 29: Climb via runway heading to MARYANN Fan Marker, then climbing left turn heading 265°. Maintain 5000 feet. Thence . . . .

. . . . as per notes or via vector or assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

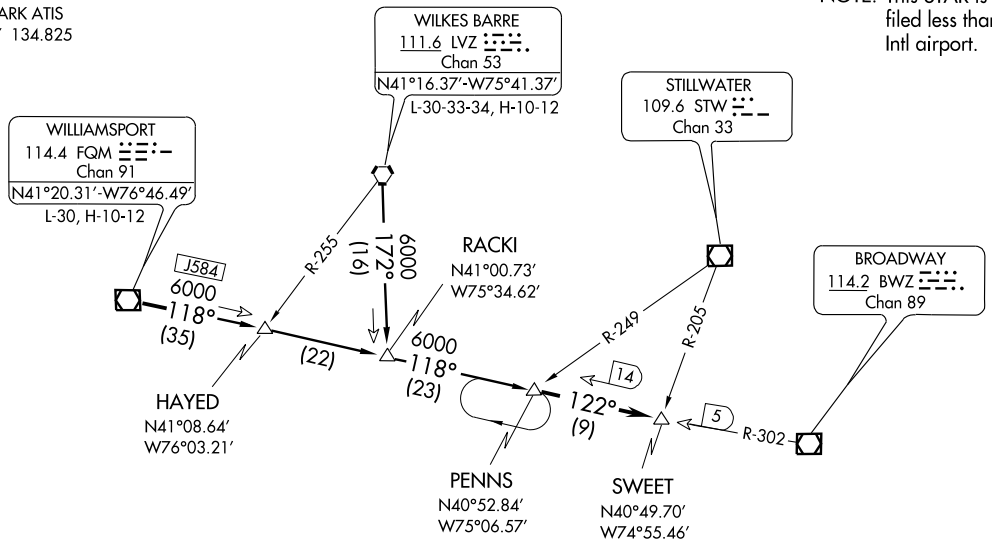
LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

PROCEDURAL NOTES

MARYANN Fan Marker is 1875 feet outbound from departure end and 46.5′ north of runway centerline.
Takeoff Rwy 11, obstruction 1742′ high, 6.5 miles east of departure end of runway.
Rwy 22L/R departure westbound expect radar vectors between 5 and 8 NM.
BAYYS departures expect vectors via BDR/BDR R-054.
BIGGY departures expect radar vectors via SBJ/SBJ R-237.
BREZY departures expect vectors via IGN R-217 to BREZY.
COATE departures expect vectors via SAX/SAX R-311.
ELIOT departures expect vectors via SAX R-252. Between 2300 and 0700 local, Rwy 22L/R ELIOT departures expect vectors via SBJ or ETX.
GAYEL departures expect vectors via DPK R-320.
GREKI departures expect vectors via CMK/CMK R-057.
HAAYS departures expect vectors via HUO.
Rwy 4L/R LANNA departures expect radar vectors via PTW R-059.
Rwy 22R/L LANNA departures expect radar vectors via SBJ/SBJ R-274.
MERIT departures expect vectors via LGA R-055.
NEION departures expect vectors via LGA R-322.
Rwy 4L/R PARKE departures expect vectors via BWZ R-250.
Rwy 22R/L PARKE departures expect radar vectors via SBJ/SBJ R-302.
WAVEY departures expect vectors via JFK/JFK R-156.
WHITE/DIXIE departures expect vectors to COL R-350. Thence, WHITE via COL R-204 or DIXIE COL R-192.

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7 134.825

NOTE: This STAR is applicable to non-jet aircraft filed less than 250 KT landing Newark Liberty Intl airport.



WILKES-BARRE TRANSITION (LVZ.PENNS2): From over LVZ VORTAC via R-172 to RACKI INT, then via FQM R-118 to PENNS INT. Thence . . . .

WILLIAMSPORT TRANSITION (FQM.PENNS2): From over FQM VOR/DME via FQM R-118 to PENNS INT. Thence . . . .

. . . . From over PENNS INT via BWZ VOR/DME R-302 to SWEET INT. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

PENNS TWO ARRIVAL (PENNS.PENNS2)

07298

ST-285 (FAA)

NEWARK LIBERTY INTL

NEWARK, NEW JERSEY

(DQO.PHLBO2) 08101

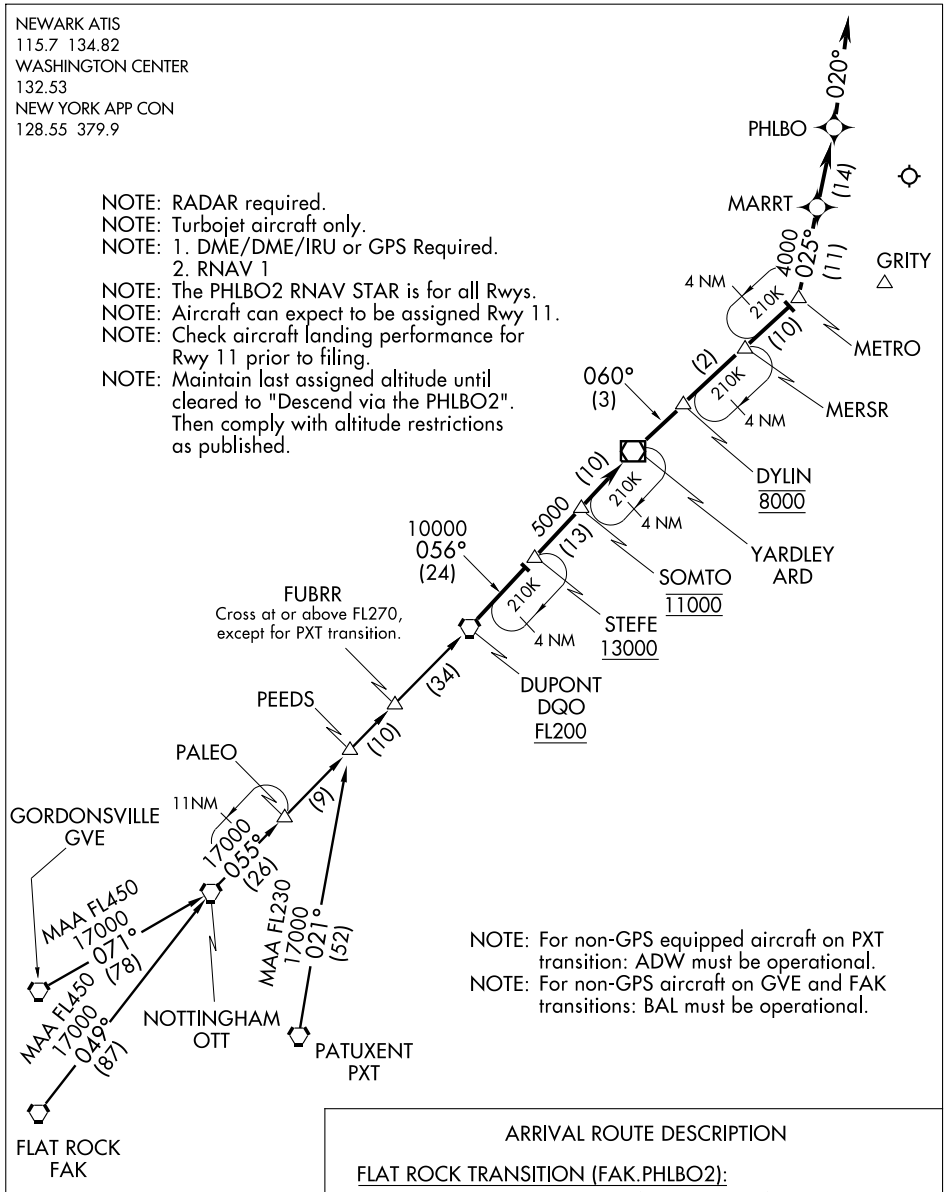
ST-285 (FAA)

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

PHLBO TWO ARRIVAL (RNAV)

NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.53
NEW YORK APP CON
128.55 379.9

NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1
NOTE: The PHLBO2 RNAV STAR is for all Rwys.
NOTE: Aircraft can expect to be assigned Rwy 11.
NOTE: Check aircraft landing performance for Rwy 11 prior to filing.
NOTE: Maintain last assigned altitude until cleared to "Descend via the PHLBO2". Then comply with altitude restrictions as published.



NOTE: For non-GPS equipped aircraft on PXT transition: ADW must be operational.
NOTE: For non-GPS aircraft on GVE and FAK transitions: BAL must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.PHLBO2):
GORDONSVILLE TRANSITION (GVE.PHLBO2):
PATUXENT TRANSITION (PXT.PHLBO2):

. . . . From DQO VORTAC via 056° track to ARD VOR/DME, then via 060° track to METRO, then via 025° track to PHLBO, then via 020° heading. Expect radar vectors.

NE-2, 14 JAN 2010 to 11 FEB 2010

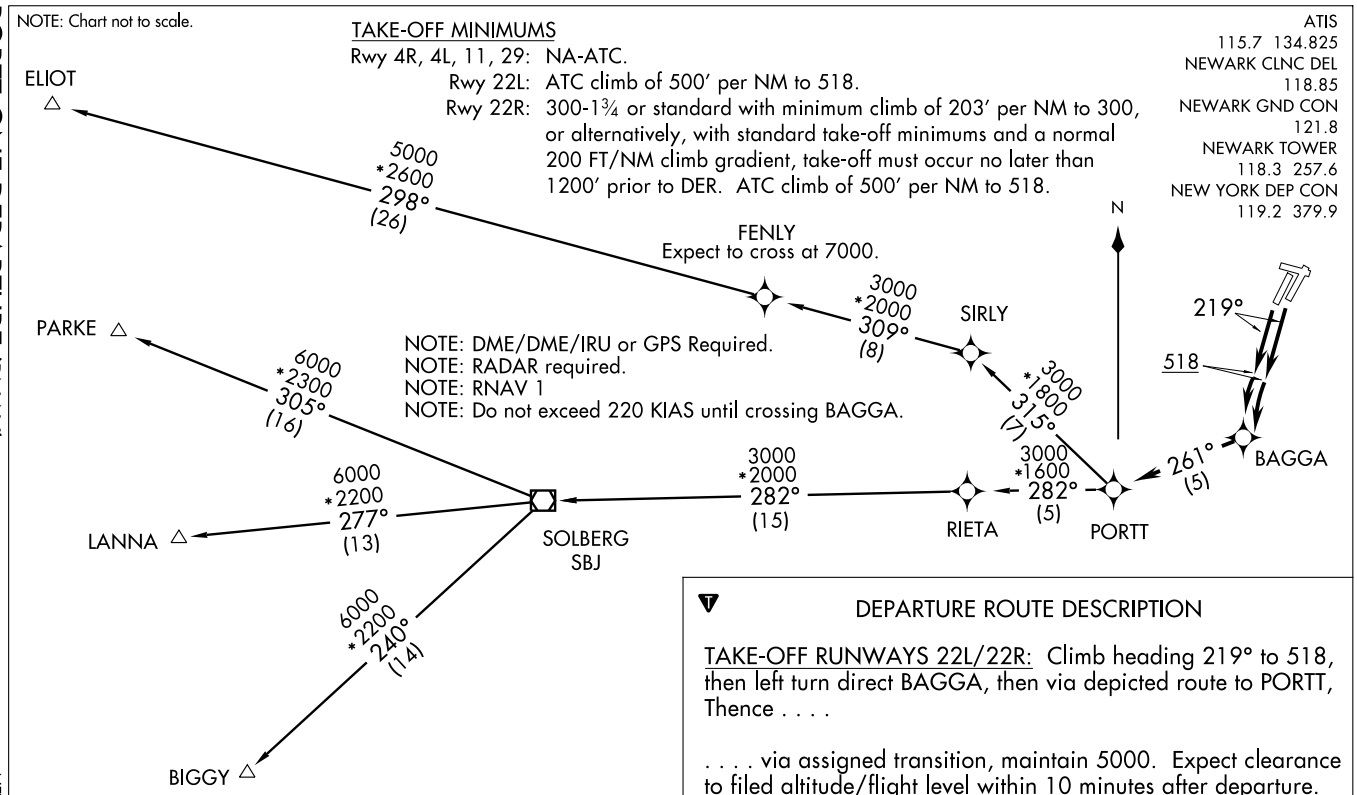
PORTT ONE DEPARTURE (RNAV)

NOTE: Chart not to scale.

ATIS 115.7 134.825
NEWARK CLNC DEL 118.85
NEWARK GND CON 121.8
NEWARK TOWER 118.3 257.6
NEW YORK DEP CON 119.2 379.9

TAKE-OFF MINIMUMS

Rwy 4R, 4L, 11, 29: NA-ATC.
Rwy 22L: ATC climb of 500′ per NM to 518.
Rwy 22R: 300-1¾ or standard with minimum climb of 203′ per NM to 300, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200′ prior to DER. ATC climb of 500′ per NM to 518.



TAKE-OFF OBSTACLES

Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL. Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 22L/22R: Climb heading 219° to 518, then left turn direct BAGGA, then via depicted route to PORTT, Thence . . . .

. . . . via assigned transition, maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BIGGY TRANSITION (PORTT1.BIGGY)
ELIOT TRANSITION (PORTT1.ELIOT)
LANNA TRANSITION (PORTT1.LANNA)
PARKE TRANSITION (PORTT1.PARKE)

WAAS Chan **56224** **W04A**	APP CRS **039°**	Rwy Idg **8457** TDZE **10** Apt Elev **18**

RNAV (GPS) RWY 4L

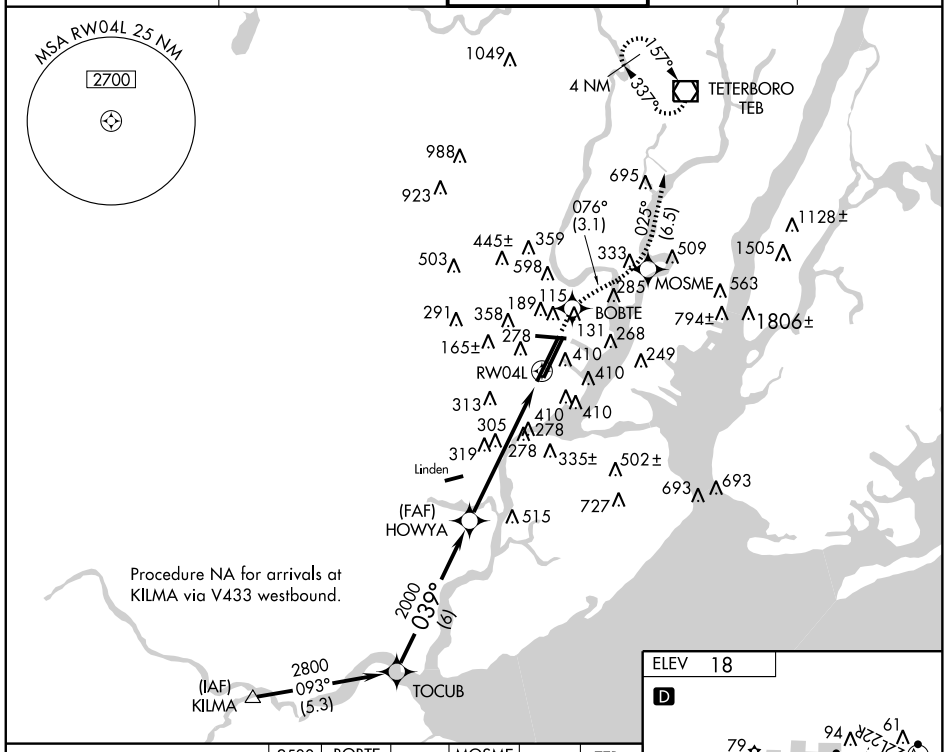
NEWARK LIBERTY INTL (EWR)

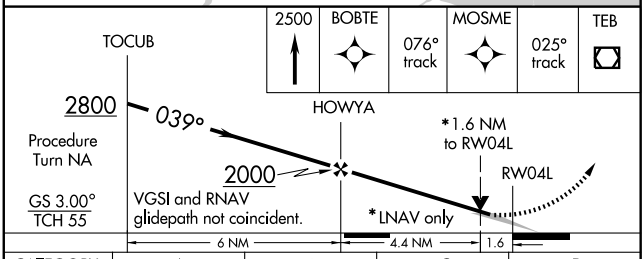
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

MALSR

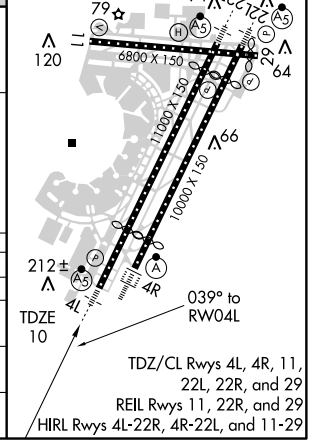
MISSED APPROACH: Climb to 2500 direct BOBTE and via 076° track to MOSME and via 025° track to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	**128.55 379.9**	**118.3 257.6**	**121.8**	**118.85**





CATEGORY	A	B	C	D
LPV DA	334/24 324 (400-½)			
LNAV/ VNAV DA	NA			
LNAV MDA	580/24 570 (600-½)		580/50 570 (600-1)	580/60 570 (600-1¼)
CIRCLING	660-1 642 (700-1)		660-1¾ 642 (700-1¾)	900-3 882 (900-3)



NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6800
108°	TDZE	18
	Apt Elev	18

RNAV (GPS) RWY 11

NEWARK LIBERTY INTL (EWR)

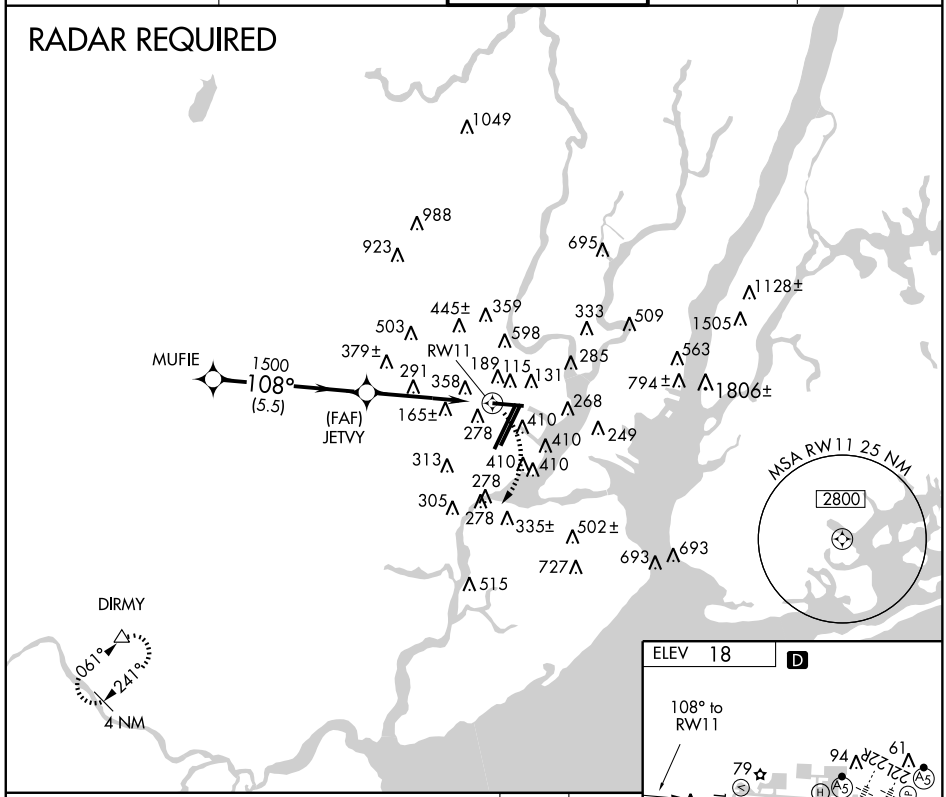
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

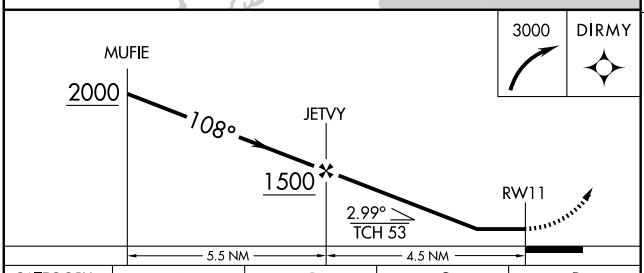
NA

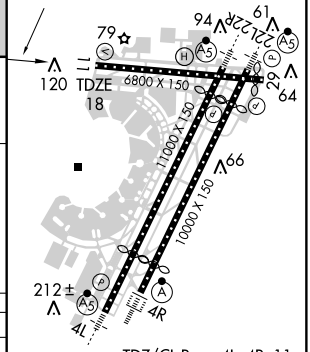
MISSED APPROACH: Climbing right turn to 3000 direct DIRMY WP and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED







TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY	A	B	C	D
LNAV MDA	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	660-1 642 (700-1)		660-1¾ 642 (700-1¾)	900-3 882 (900-3)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS Chan **77524** **W22B**	APP CRS **219°**	Rwy Idg **9560** TDZE **10** Apt Elev **18**

RNAV (GPS) RWY 22R

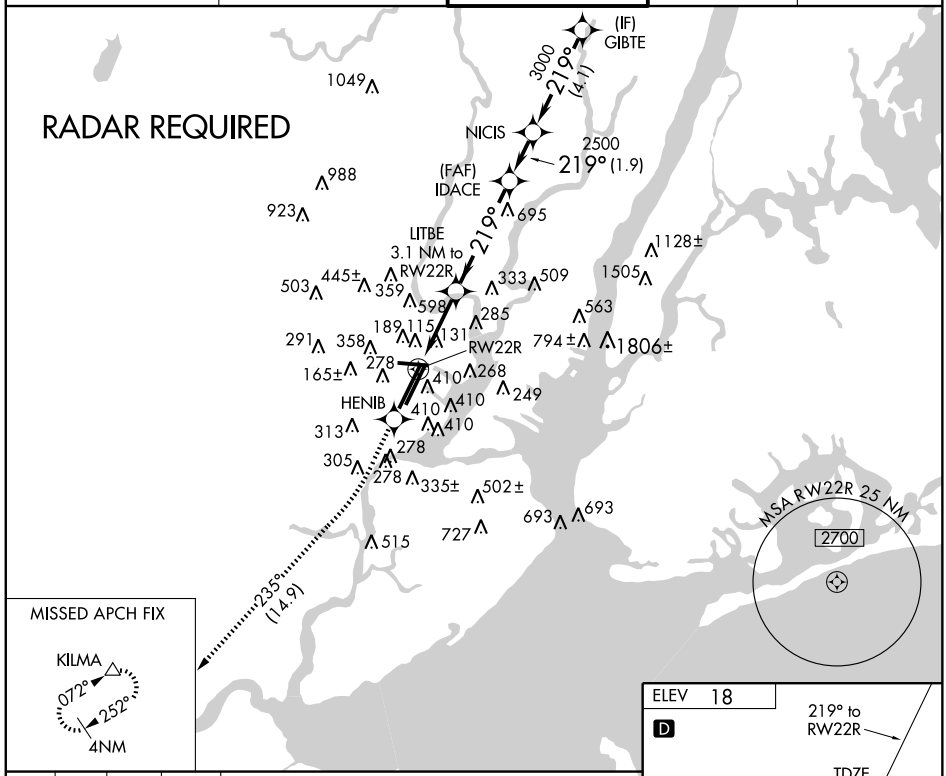
NEWARK LIBERTY INTL (EWR)

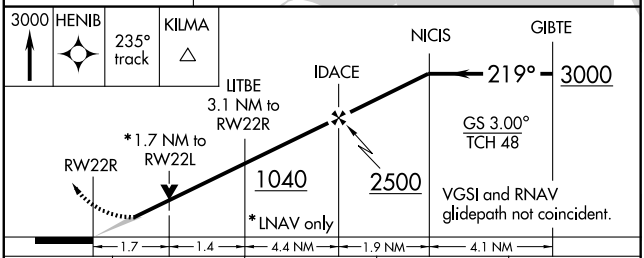
▼ DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night.
▲ For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

MALSR

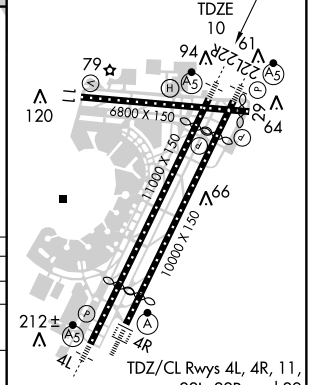
MISSED APPROACH: Climb to 3000 direct HENIB and via 235° track to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	**128.55 379.9**	**118.3 257.6**	**121.8**	**118.85**





CATEGORY	A	B	C	D
LPV DA	361/40 351 (400-¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	620/24 610 (700-½)		620/60 610 (700-1¼)	620-1½ 610 (700-1½)
CIRCLING	660-1¼ 642 (700-1¼)		660-1¾ 642 (700-1¾)	900-3 882 (900-3)



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8810
Chan 60924	039°	TDZE	11
W04B		Apt Elev	18

RNAV (GPS) Y RWY 4R

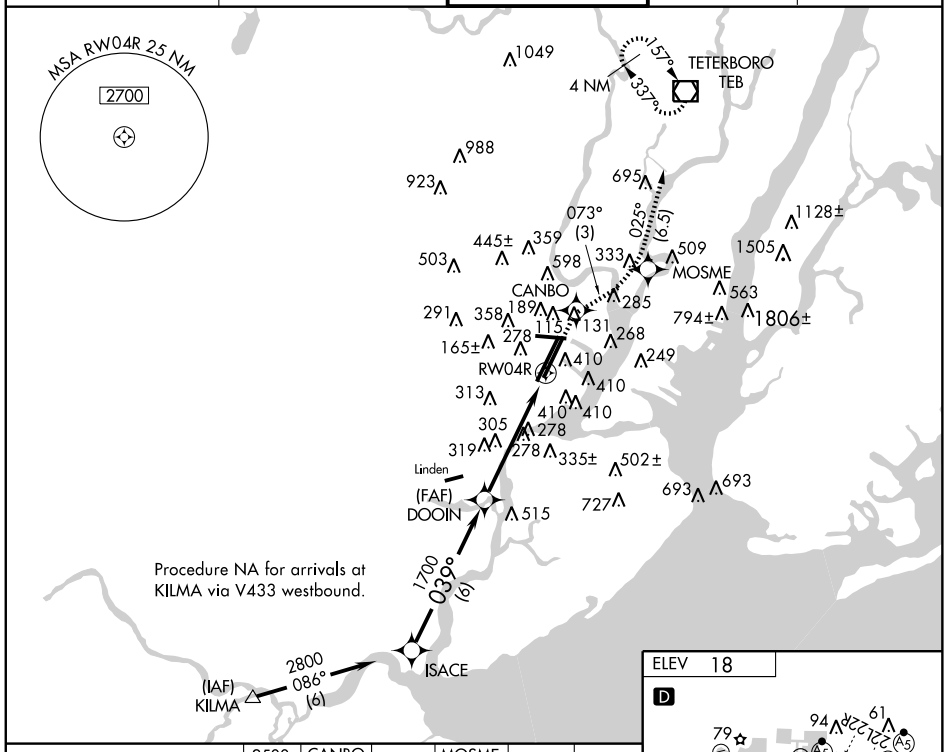
NEWARK LIBERTY INTL (EWR)

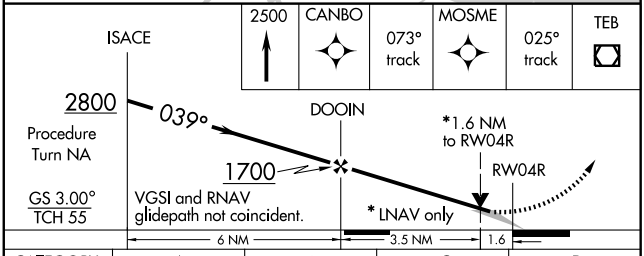
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

ALSF-2

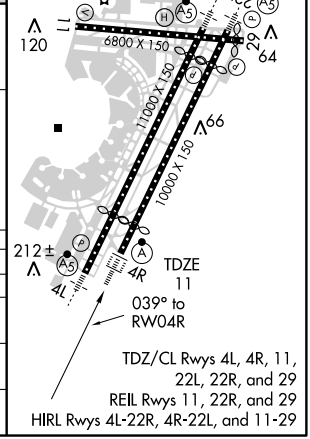
MISSED APPROACH: Climb to 2500 direct CANBO and via 073° track to MOSME and via 025° track to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
LPV DA	357/40 346 (400-¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	580/24 569 (600-½)		580/50 569 (600-1)	580/60 569 (600-1¼)
CIRCLING	660-1¼ 642 (700-1¼)		660-1¾ 642 (700-1¾)	900-3 882 (900-3)



NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8206
Chan **70324**	**219°**	TDZE	**10**
W22A		Apt Elev	**18**

RNAV (GPS) Z RWY 22L

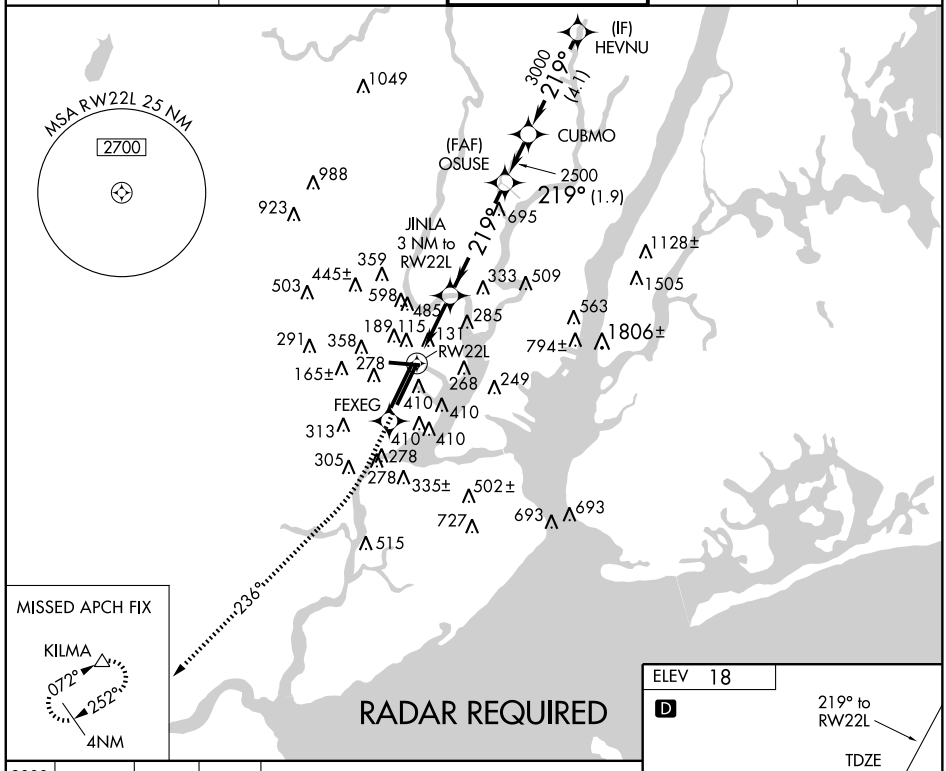
NEWARK LIBERTY INTL (EWR)

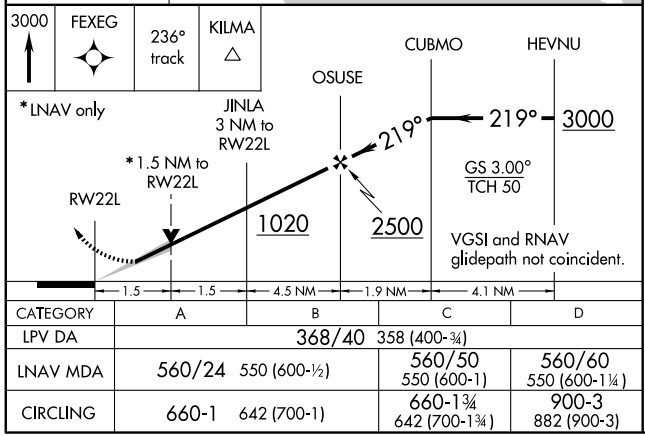
▼ DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night.
▲ For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

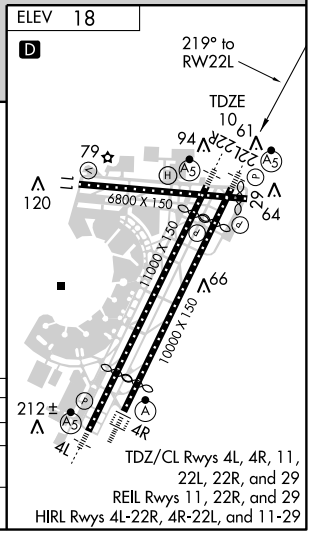
MALSR

MISSED APPROACH: Climb to 3000 direct FEXEG and via 236° track to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	**128.55 379.9**	**118.3 257.6**	**121.8**	**118.85**







CATEGORY	A	B	C	D
LPV DA		368/40 358 (400-¾)		
LNAV MDA	560/24 550 (600-½)		560/50 550 (600-1)	560/60 550 (600-1¼)
CIRCLING	660-1 642 (700-1)		660-1¾ 642 (700-1¾)	900-3 882 (900-3)

NE-2. 14 JAN 2010 to 11 FEB 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

RNAV (RNP) Y RWY 22L

NEWARK LIBERTY INTL (EWR)

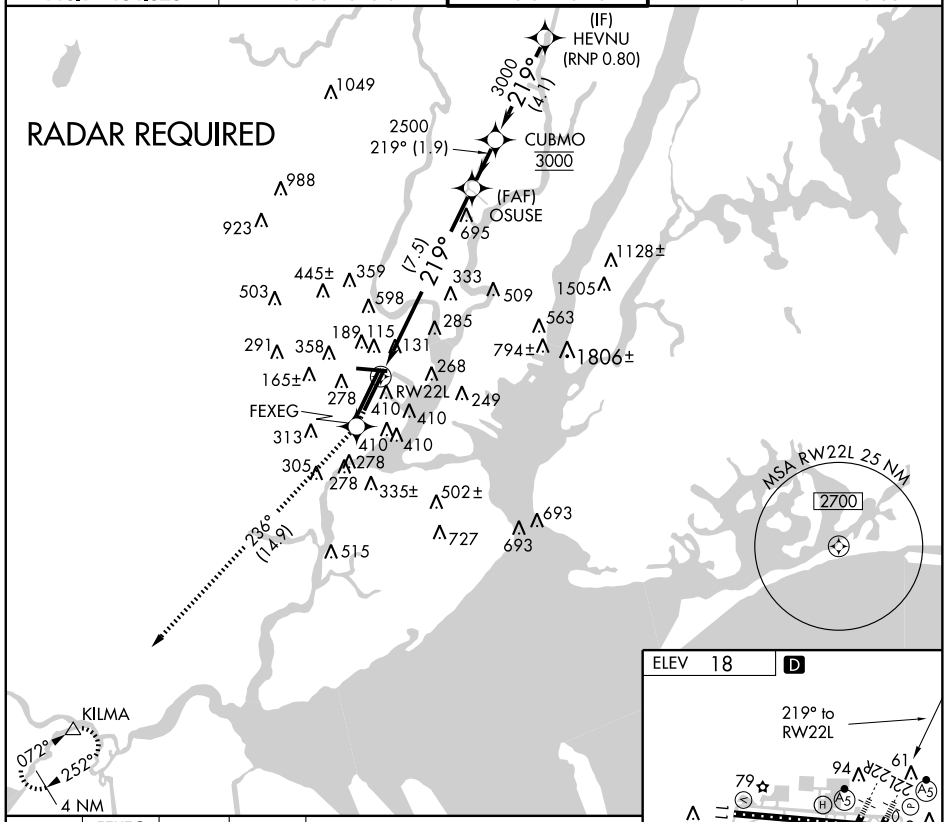
APP CRS	Rwy Idg	8206
219°	TDZE	10
	Apt Elev	18

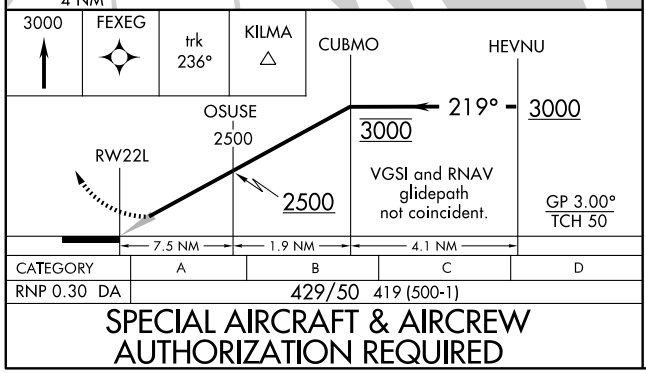
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (26°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 3000 direct FEXEG, and via track 236° to KILMA and hold. When authorized by ATC, climb-in-hold to 4000.

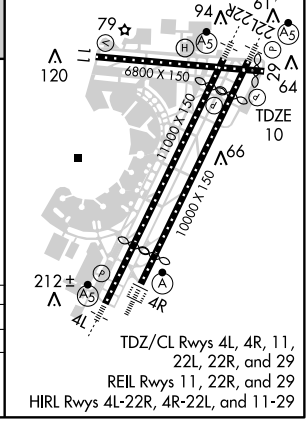
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
RNP 0.30 DA	429/50	419 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 14 JAN 2010 to 11 FEB 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

RNAV (RNP) Y RWY 29

NEWARK LIBERTY INTL (EWR)

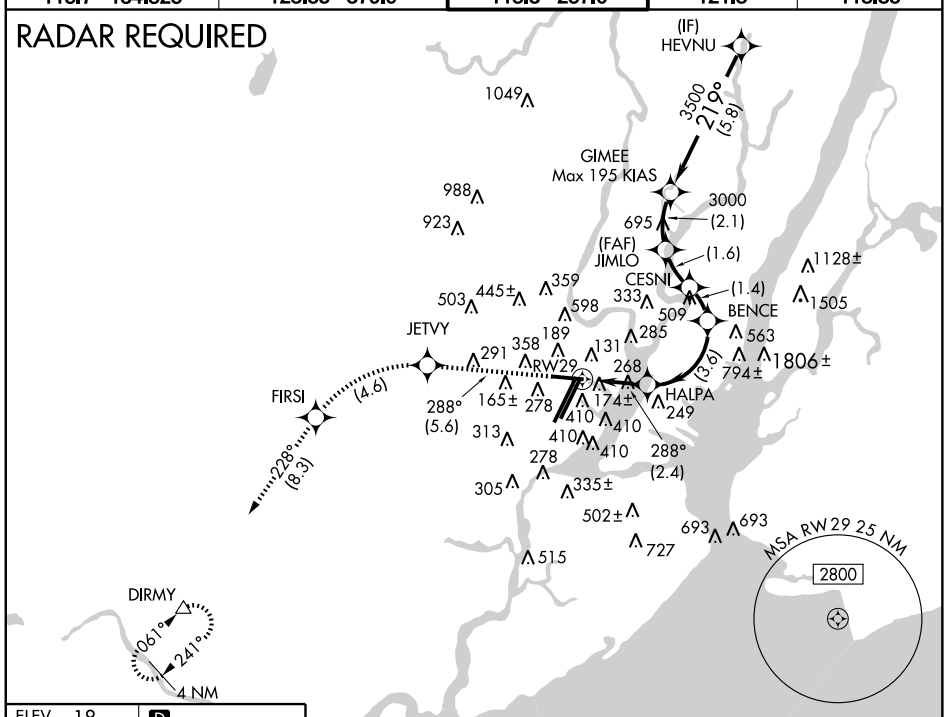
APP CRS	Rwy Idg	6502
288°	TDZE	10
	Apt Elev	18

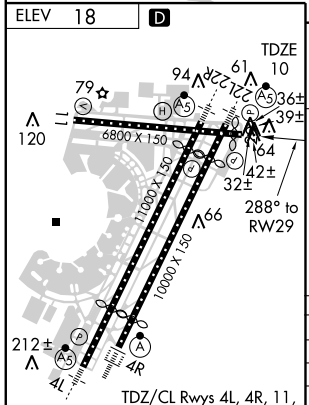
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 49°C (120°F). When VGSI inop, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

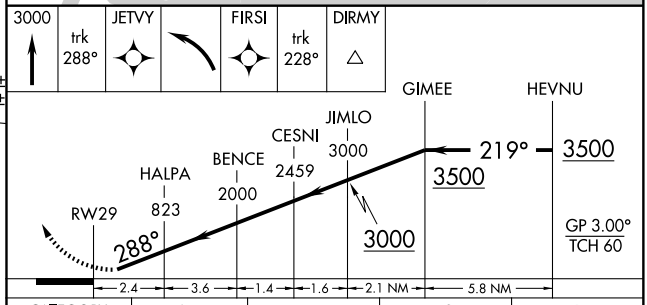
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED





TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



CATEGORY	A	B	C	D
RNP 0.16 DA	413-1¼		403 (400-1¼)	
*RNP 0.30 DA	485-1½		475 (500-1½)	
RNP 0.30 DA	565-2		555 (600-2)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2, 14 JAN 2010 to 11 FEB 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

RNAV (RNP) Z RWY 4R

NEWARK LIBERTY INTL (EWR)

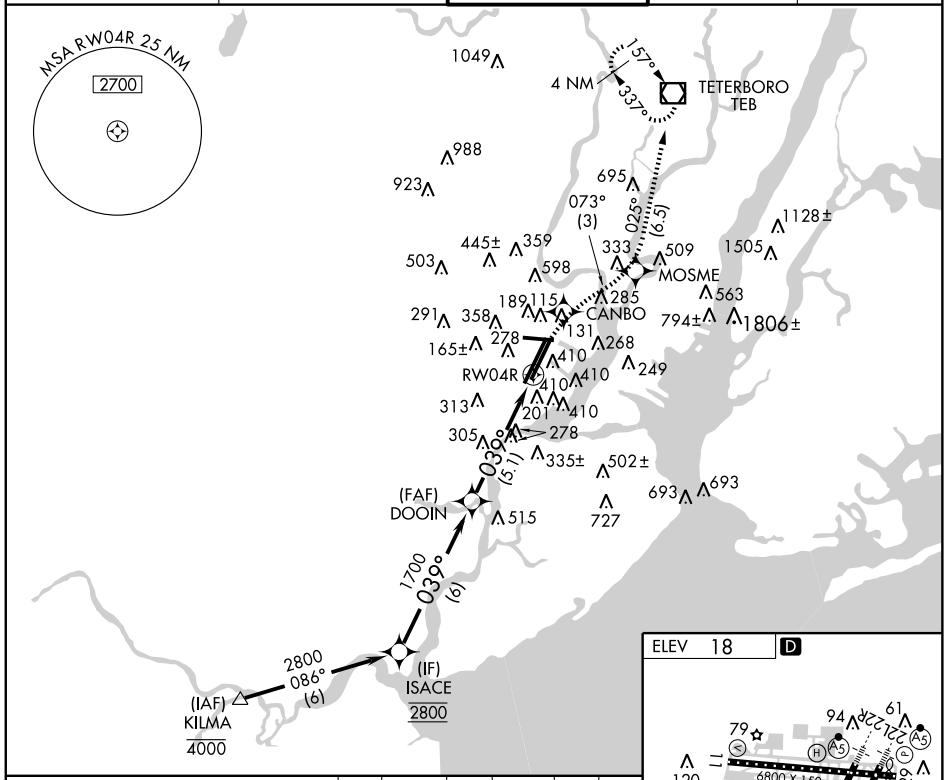
APP CRS	Rwy Idg	8810
039°	TDZE	11
	Apt Elev	18

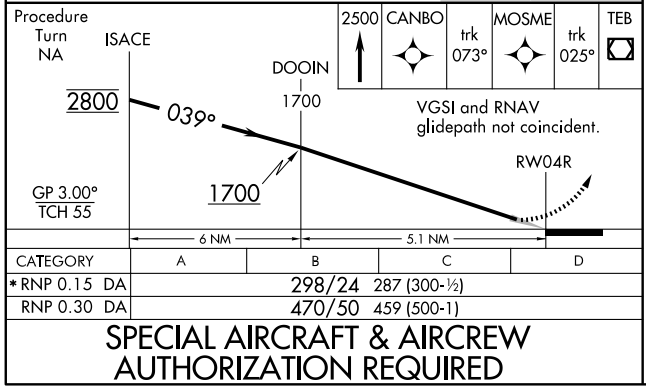
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 5000 all Cats and RNP 0.30 visibility to 1½ all cats.
* Missed approach requires minimum climb of 317 feet per NM to 700.

ALSF-2

MISSED APPROACH: Climb to 2500 direct CANBO, then via track 073° to MOSME, then via track 025° to TEB VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

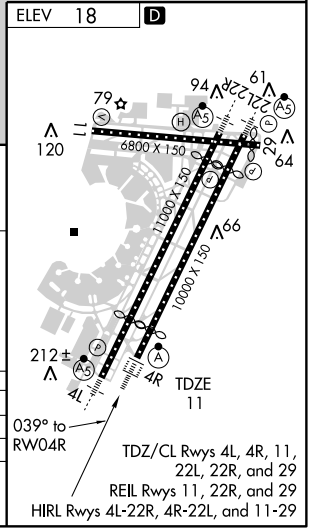
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
* RNP 0.15 DA	298/24	287 (300-½)		
RNP 0.30 DA	470/50	459 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-2, 14 JAN 2010 to 11 FEB 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

APP CRS	Rwy Idg	6502
288°	TDZE	10
	Apt Elev	18

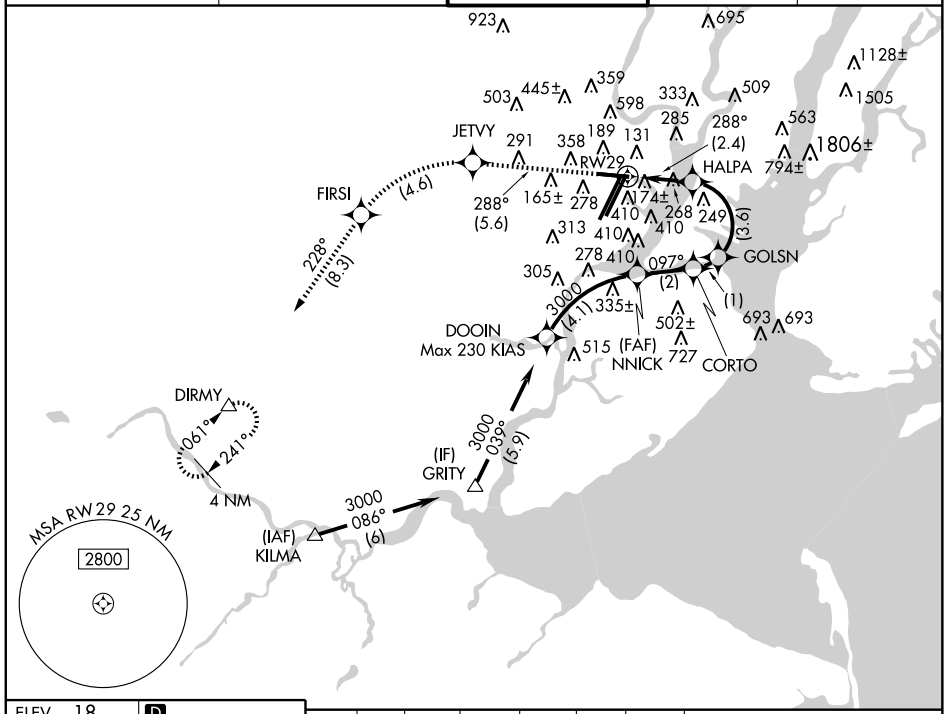
RNAV (RNP) Z RWY 29

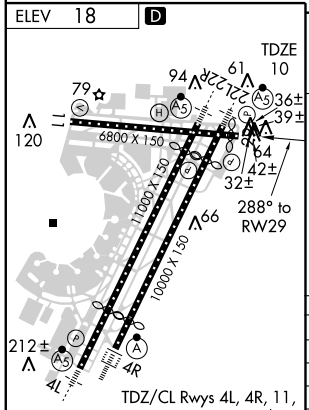
NEWARK LIBERTY INTL (EWR)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). When VGSI inop, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

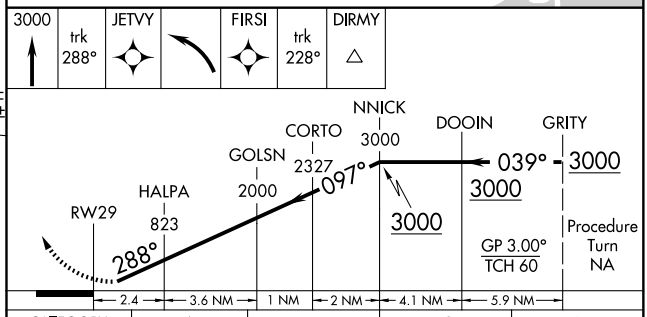
MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





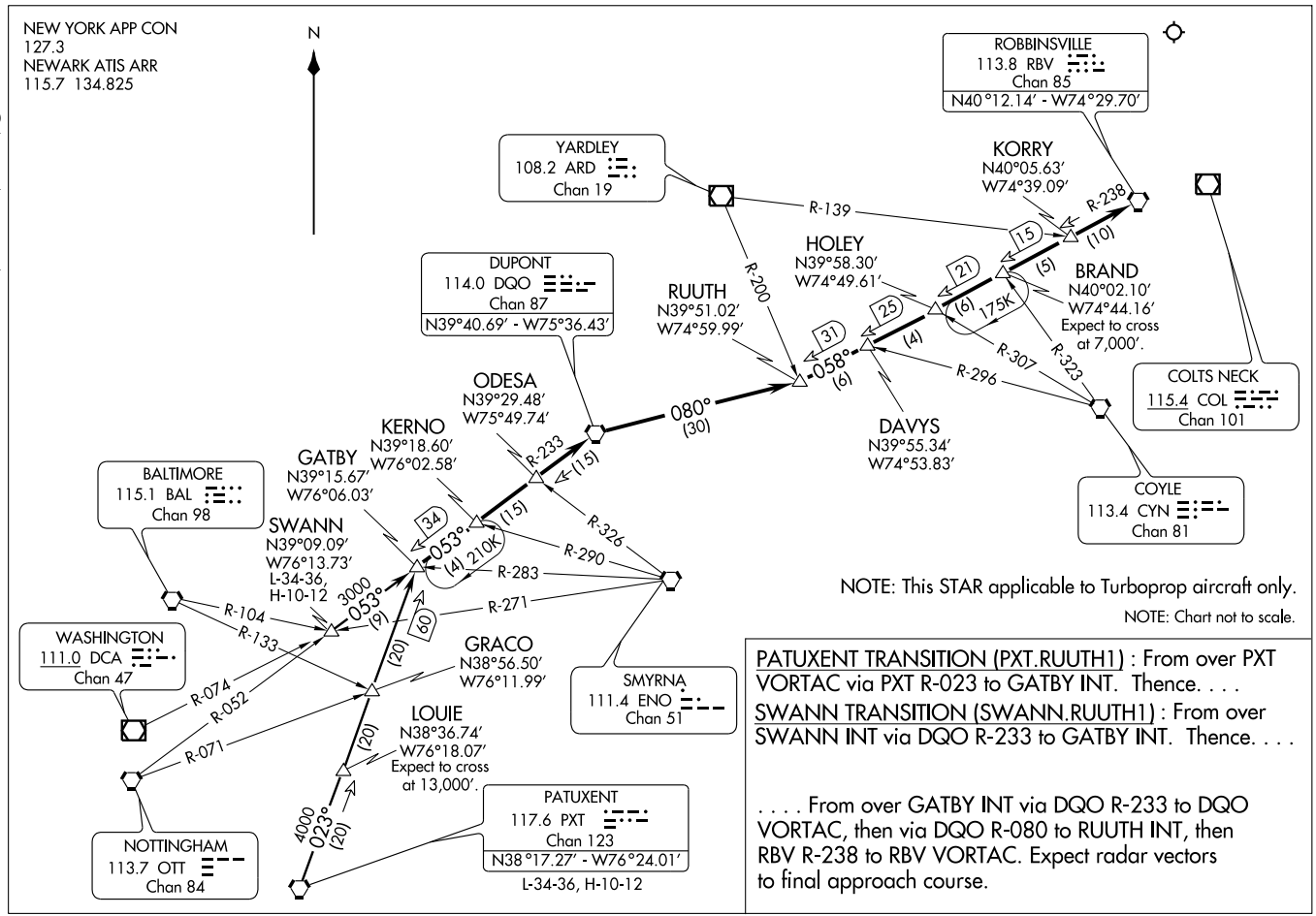
TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



CATEGORY	A	B	C	D
RNP 0.16 DA	413-1¼	403 (400-1¼)		NA
*RNP 0.30 DA	485-1½	475 (500-1½)		NA
RNP 0.30 DA	565-2	555 (600-2)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2, 14 JAN 2010 to 11 FEB 2010



RUUTH ONE ARRIVAL (GATBY.RUUTH1) 09351

ST-285 (FAA)

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

SHAFF SIX ARRIVAL

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

ST-285 (FAA)

NEW YORK APP CON
120.15 379.9
NEWARK ATIS
115.7 134.825
BOSTON CENTER
126.47 388.8
134.3 256.9

SYRACUSE
117.0 SYR
Chan 117

ROCKDALE
112.6 RKA
Chan 73

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
L-33-34, H-10-11-12

ROCHESTER
110.0 ROC
Chan 37

GENESEO
108.2 GEE
Chan 19
N42°50.06′
W77°43.97′
L-31-32
H-10-11-12

HANCOCK
116.8 HNK
Chan 115
N42°03.78′ - W75°18.98′
L-30-33, H-10-11-12

DE LANCEY
112.1 DNY
Chan 58

PAWLING
114.3 PWL
Chan 90

BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
L-33-34, H-10-11-12

HUGUENOT
116.1 HUO
Chan 108

KINGSTON
117.6 IGN
Chan 123
N41° 39.93′-W73°49.34′

EXTOL
N42°39.46′
W76°37.10′

KODEY
N42°16.79′
W75°47.07′

ACOVE
N42°14.09′
W74°01.91′

TALCO
N42° 03.77′
W74°06.46′

WEETS
N41°51.45′
W74°11.86′

WIGAN
N42°05.11′
W73°48.90′

BOWAN
N42°06.39′
W73°31.48′

HELON
N41°40.05′
W74°16.83′

FLOSI
N41°32.61′
W74°20.05′

CRANK
N41° 25.00′
W74°23.33′

SHAFF
N41°17.38′
W74°26.60′

SPARTA
115.7 SAX
Chan 104
N41°04.05′
W74°32.30′

NEWARK LIBERTY INTL

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.SHAFF6): From over ALB VORTAC via ALB R-211 to WEETS INT, then via SAX R-029 to FLOSI INT. Thence. . . .

BARNES TRANSITION (BAF.SHAFF6): From over BAF VORTAC via BAF R-279 to TALCO INT, then via ALB R-211 to WEETS INT, then via SAX R-029 to FLOSI INT. Thence. . . .

BRADLEY TRANSITION (BDL.SHAFF6): From over BDL VORTAC via BDL R-266 and IGN R-084 to IGN VOR/DME, then via IGN R-265 to FLOSI INT. Thence. . . .

GENESEO TRANSITION (GEE.SHAFF6): From over GEE VOR/DME via GEE R-111 to EXTOL INT, then via HNK R-313 to HNK VOR/DME, then via HNK R-128 to HELON INT, then via SAX R-029 to FLOSI INT. Thence. . . .

HANCOCK TRANSITION (HNK.SHAFF6): From over HNK VOR/DME via HNK HNK R-128 to HELON INT, then via SAX R-029 to FLOSI INT. Thence. . . .

. . . . From over FLOSI INT via SAX R-029 to CRANK INT, then to SHAFF INT, then to SAX VORTAC (MEA 4000, MOCA 3200). Expect radar vectors to final approach course.

USE CAUTION: Glider activity between HELON and CRANK intersections.

NOTE: This STAR applicable to turbojet aircraft only.

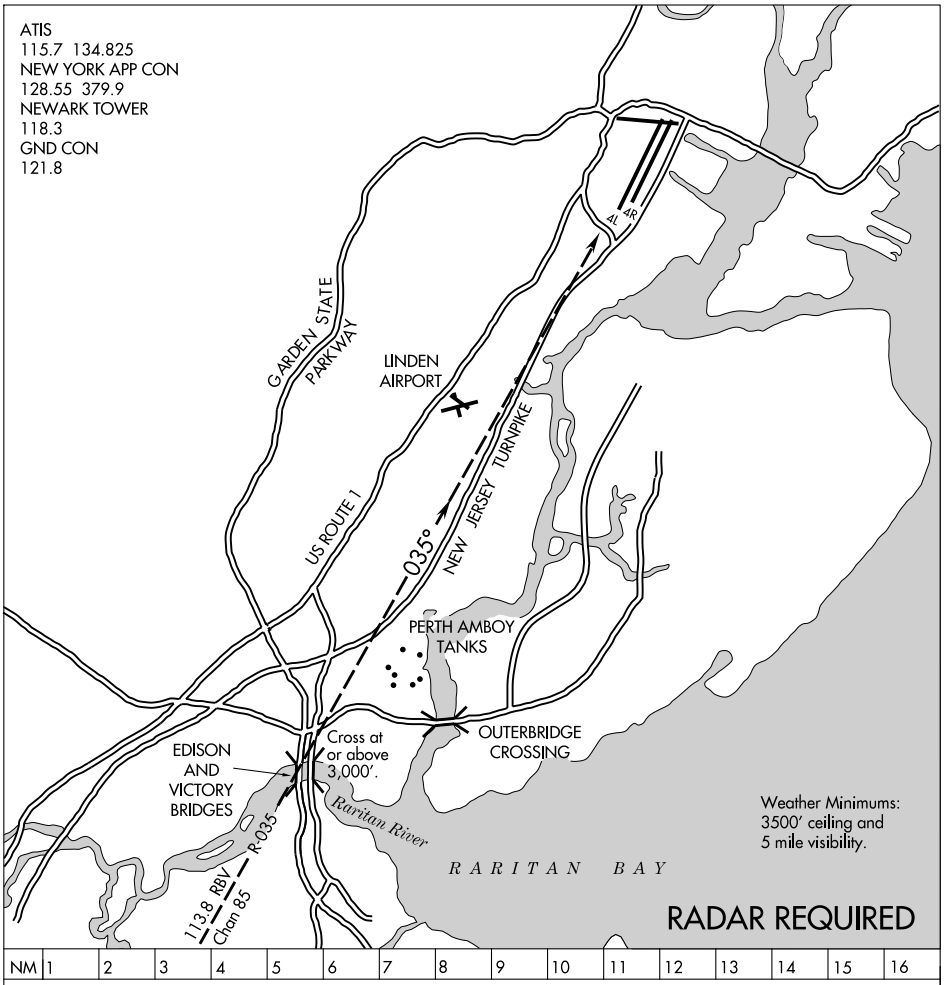
NOTE: Expect to cross HNK VOR/DME at or below FL180. Expect to cross 25 NM north of SAX VORTAC at or below 8000 feet, decending to 7000 feet.

NOTE: Aircraft arriving from points east file BDL Transition, BAF transition to be assigned by ATC. Expect to cross 10 NM east of BDL VORTAC at 16,000. Expect to cross BAF VORTAC at 16,000 via BAF transition.

NOTE: Chart not to scale.

TURNPIKE VISUAL RUNWAY 4L/4R

NEWARK LIBERTY INTL (EWR)
AL-285 (FAA)
NEWARK, NEW JERSEY



TURNPIKE VISUAL RUNWAY 4L/4R

Expect radar vectors to intercept the RBV R-035. While established on RBV R-035, cross intersection of Raritan River and Edison and Victory bridges at 3,000 feet or above, remain on RBV R-035 west of Perth Amboy tanks until crossing New Jersey Turnpike. Continue on west side of New Jersey Turnpike past Linden Airport (recommended altitude 1,500 feet or above).

VOR/DME TEB	APP CRS		22L	22R
108.4	218°	Rwy ldg	8206	9560
Chan 21		TDZE	11	11
		Apt Elev	18	18

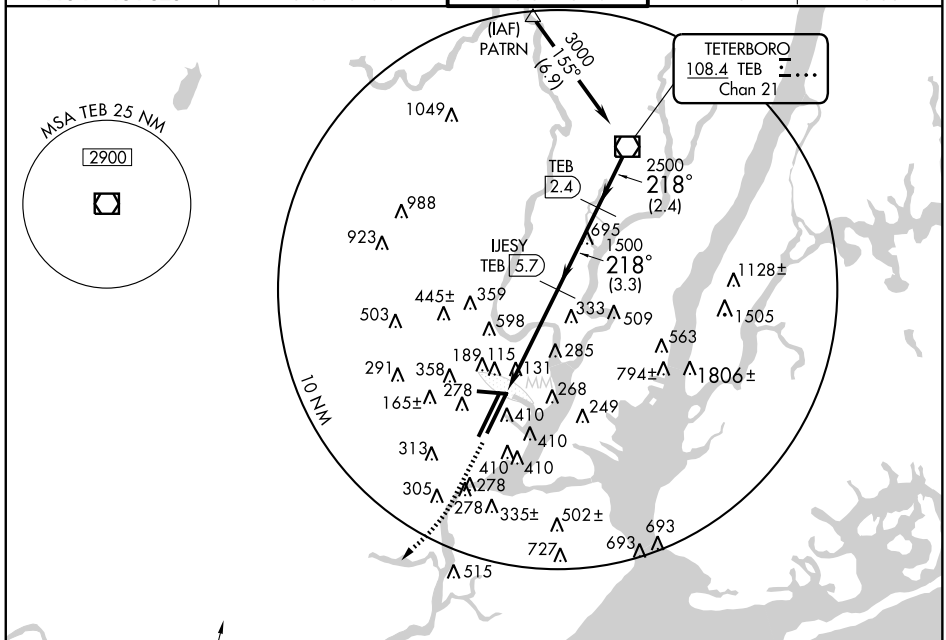
VOR/DME RWY 22L

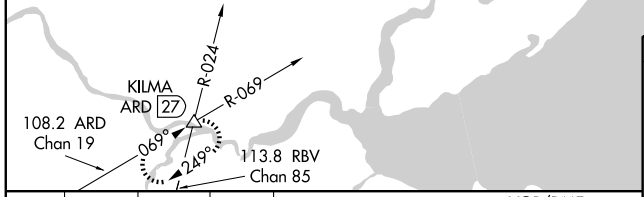
NEWARK LIBERTY INTL (EWR)

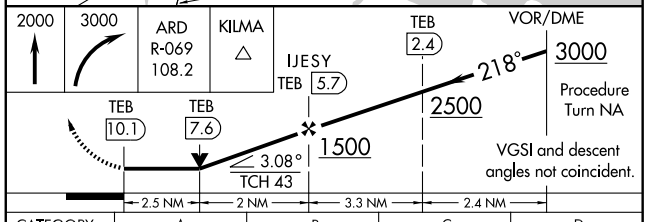
22L MALSR	22R MALSR
A5	A5

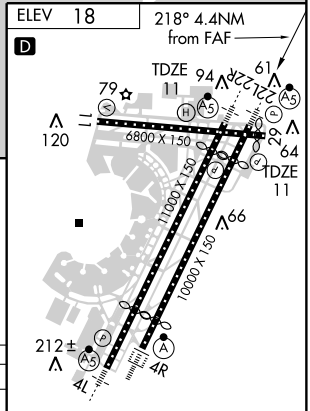
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INTARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85









TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY	A	B	C	D
S-22L	840/40 829 (900-¾)		840-2 829 (900-2)	840-2¼ 829 (900-2¼)
SIDESTEP RWY 22R	860/50 849 (900-1)		860-2 849 (900-2)	860-2¼ 849 (900-2¼)
CIRCLING	840-1 822 (900-1)	840-1¼ 822 (900-1¼)	840-2½ 822 (900-2½)	900-3 882 (900-3)

NE-2. 14 JAN 2010 to 11 FEB 2010

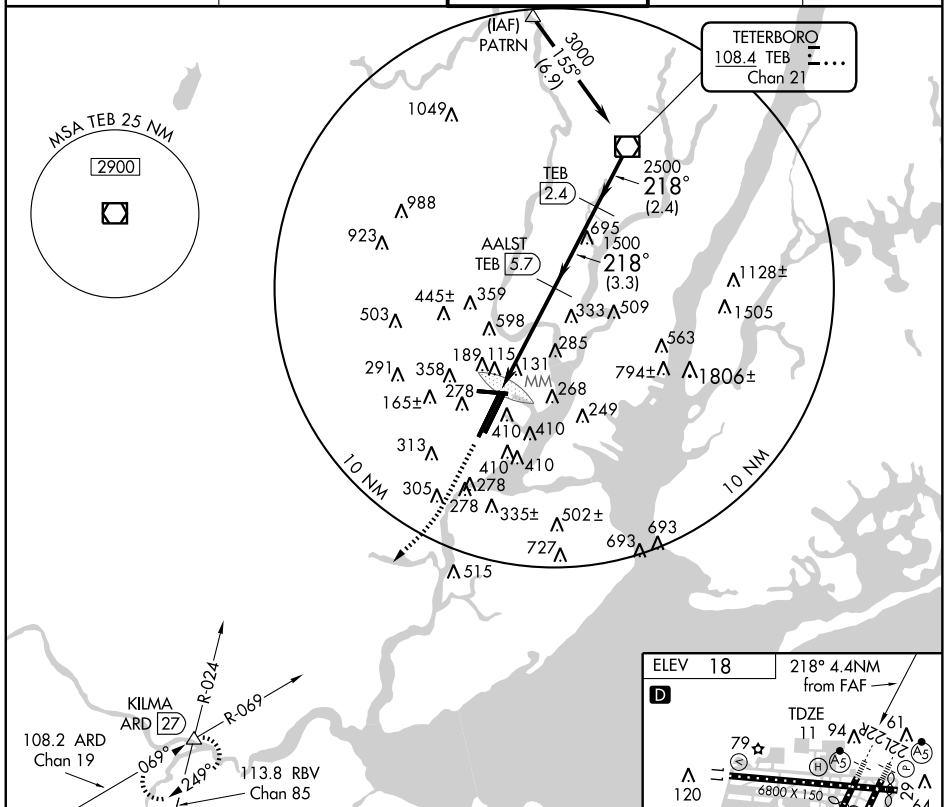
VOR/DME TEB	APP CRS		22R	22L
108.4	218°	Rwy Idg	9560	8206
Chan 21		TDZE	11	11
		Apt Elev	18	18

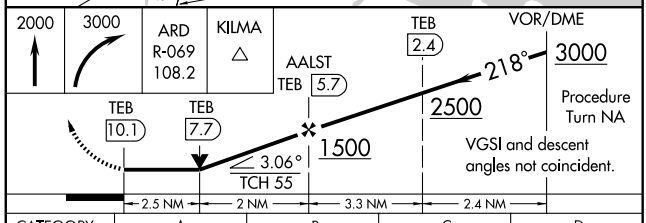
VOR/DME RWY 22R

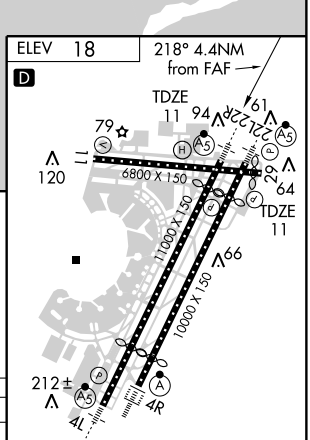
NEWARK LIBERTY INTL (EWR)

22R MALSR	22L MALSR	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA Int/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







CATEGORY	A	B	C	D
S-22R	860/24 849 (900-½)	860/40 849 (900-¾)	860-2 849 (900-2)	860-2¼ 849 (900-2¼)
SIDESTEP RWY 22L	860/50 849 (900-1)		860-2 849 (900-2)	860-2¼ 849 (900-2¼)
CIRCLING	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	900-3 882 (900-3)

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2. 14 JAN 2010 to 11 FEB 2010

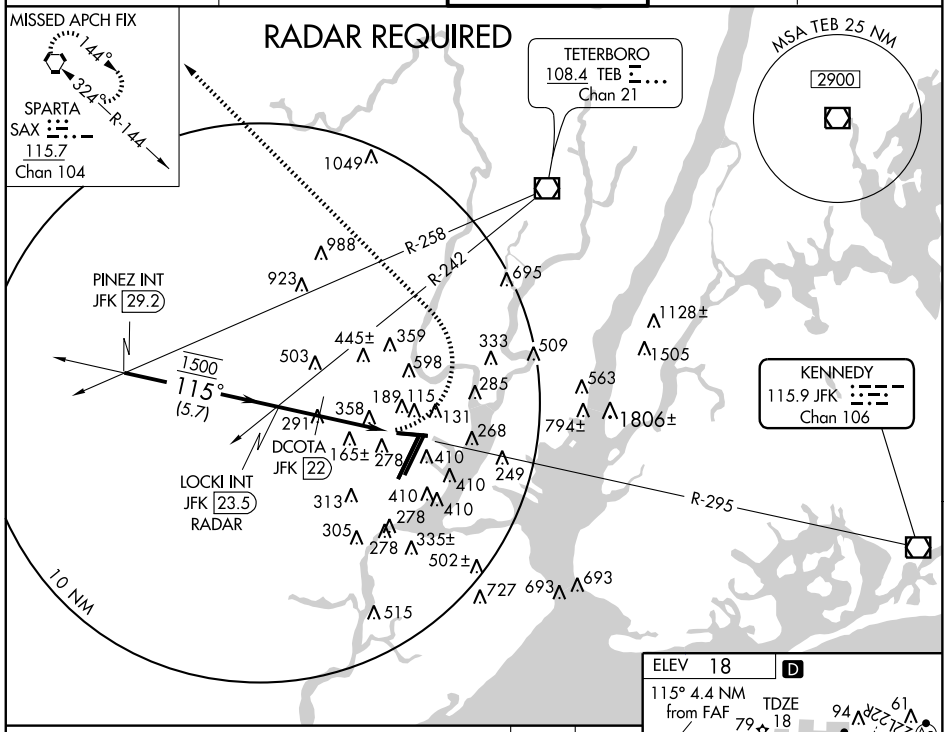
VOR/DME JFK	APP CRS	Rwy Idg 6800
115.9	115°	TDZE 18
Chan 106		Apt Elev 18

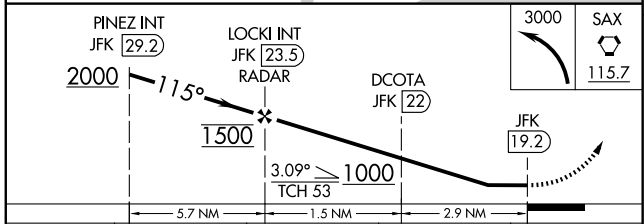
VOR RWY 11

NEWARK LIBERTY INTL (EWR)

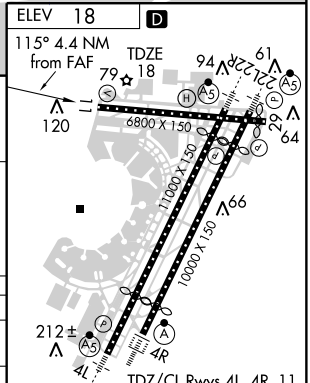
MISSED APPROACH: Climbing left turn to 3000 direct SAX VORTAC and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-11	1000-1¼ 982 (1000-1¼)	1000-1½ 982 (1000-1½)	1000-3 982 (1000-3)	
CIRCLING	1000-1¼ 982 (1000-1¼)	1000-1½ 982 (1000-1½)	1000-3 982 (1000-3)	
DCOTA DME MINIMUMS				
S-11	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	860-2¾ 842 (900-2¾)
CIRCLING	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	900-3 882 (900-3)

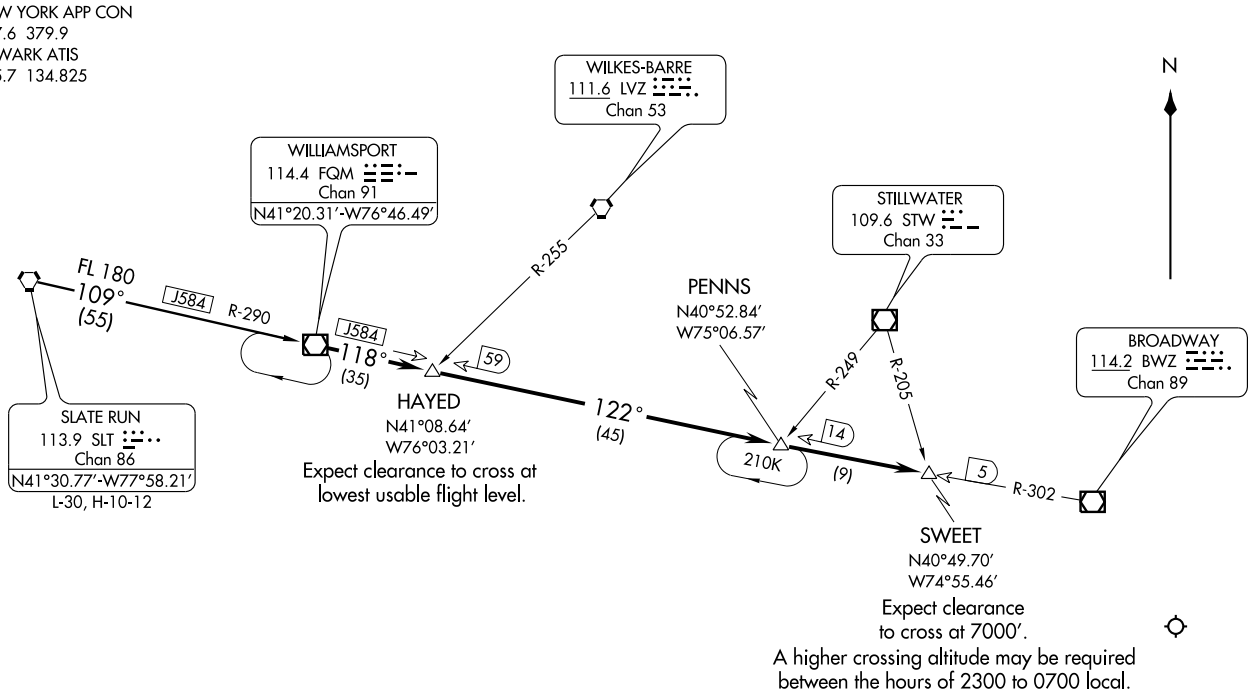


TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R and 29
HIRL Rwys 4L-22R, 4R-22L and 11-29

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010



SLATE RUN TRANSITION (SLT.FQM1)

From over FQM VOR/DME via FQM R-118 to HAYED INT. Then via BWZ R-302 to PENNS INT. Then via BWZ R-302 to SWEET INT. Expect vectors to final approach course.

NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

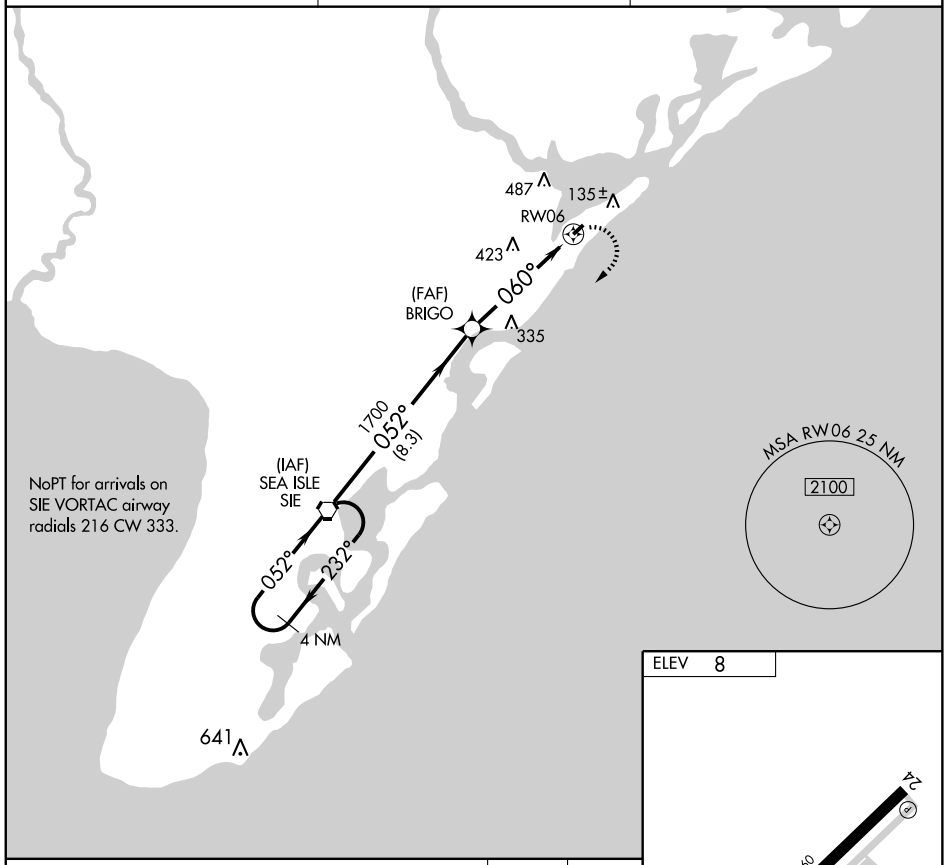
APP CRS	Rwy Idg	2977
060°	TDZE	8
	Apt Elev	8

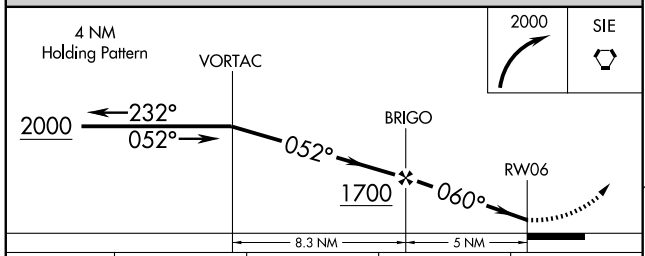
GPS RWY 6
OCEAN CITY MUNI (26N)

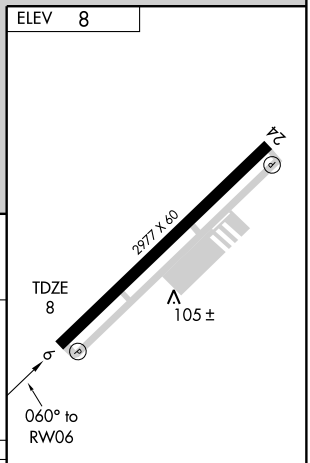
NA — Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct SIE VORTAC and hold.

ATLANTIC CITY APP CON	CLNC DEL	UNICOM
124.6 327.125	133.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-6	680-1 672 (700-1)		NA	
CIRCLING	680-1 672 (700-1)		NA	

MIRL Rwy 6-24 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2 Chan 99	145°	TDZE	N/A
		Apt Elev	8

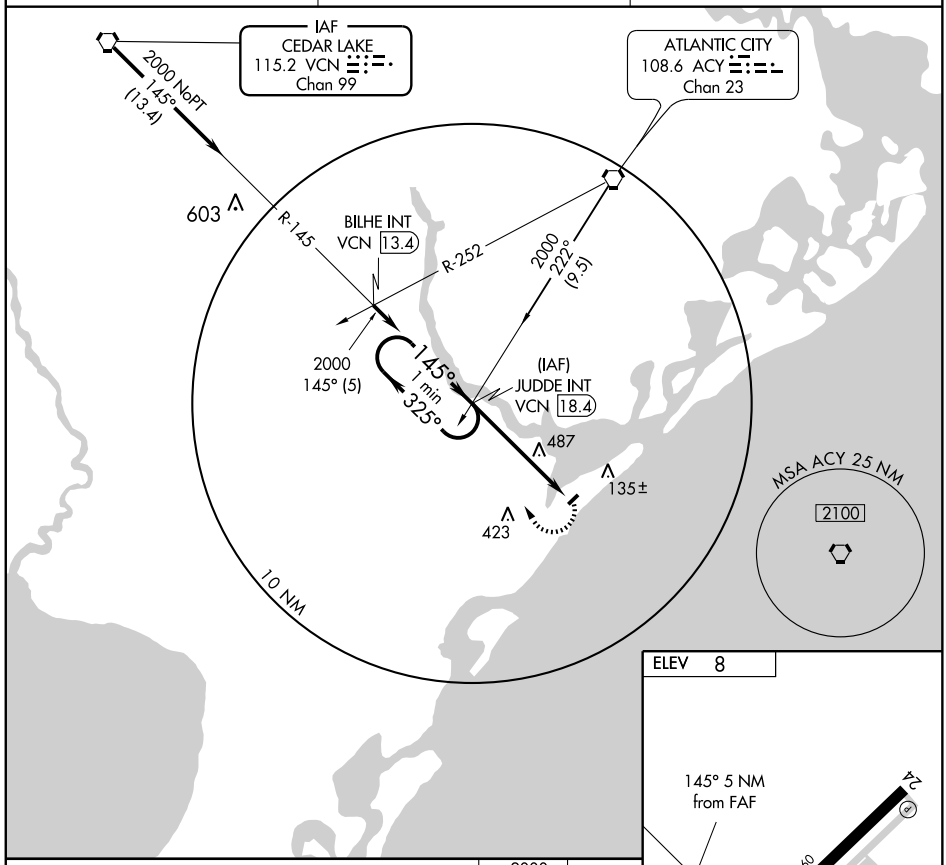
VOR-A

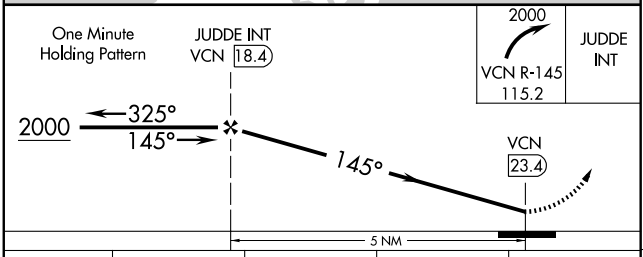
OCEAN CITY MUNI (26N)

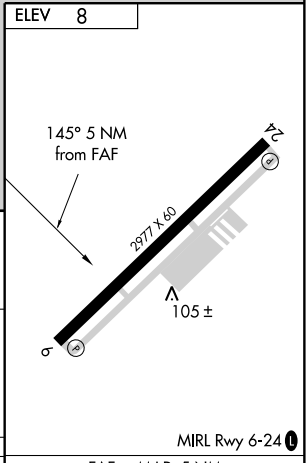
⚠ NA Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via VCN R-145 to JUDDE Int and hold.

ATLANTIC CITY APP CON	CLNC DEL	UNICOM
124.6 327.125	133.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	840-1 832 (900-1)	840-1¼ 832 (900-1¼)	NA	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 14 JAN 2010 to 11 FEB 2010

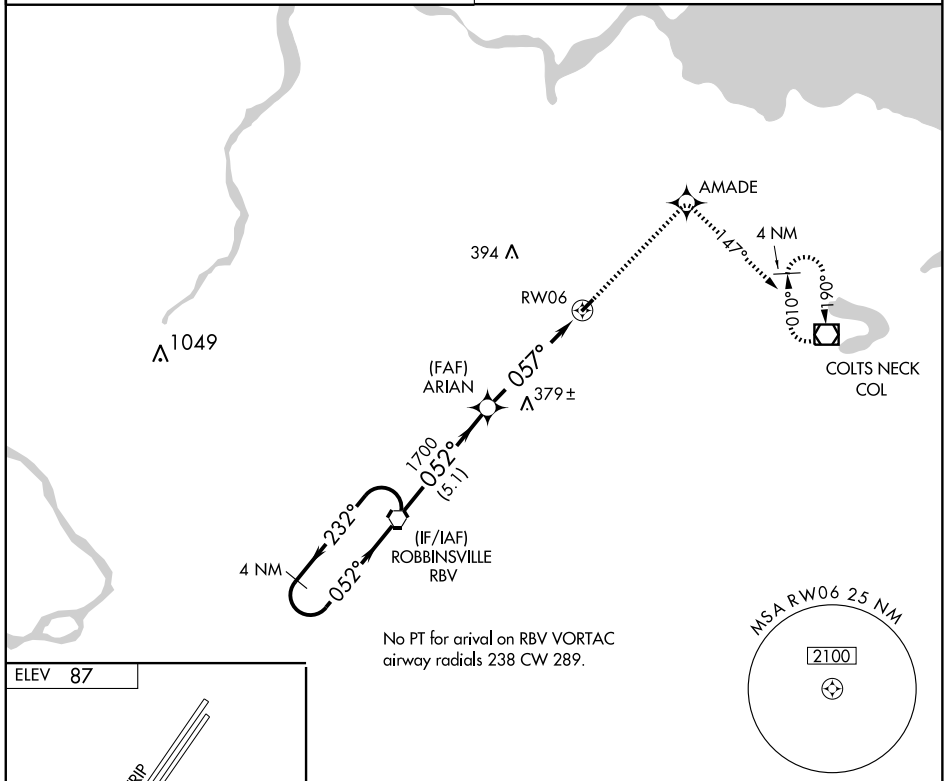
APP CRS	Rwy Idg	2994
057°	TDZE	87
	Apt Elev	87

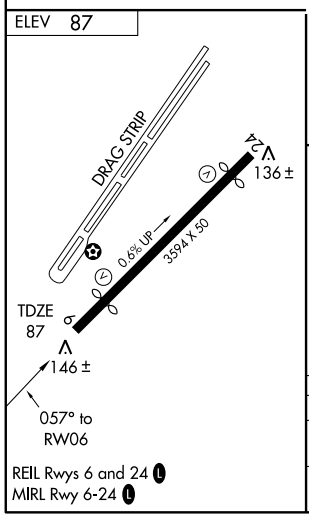
RNAV (GPS) RWY 6
OLD BRIDGE (3N6)

Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

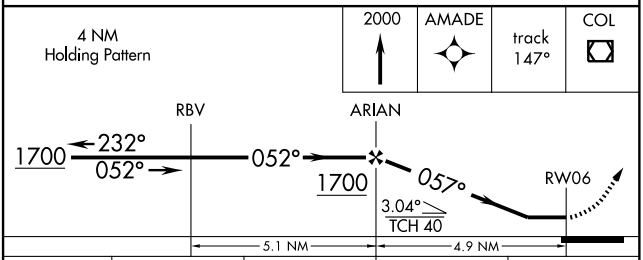
MISSED APPROACH: Climb to 2000 direct AMADE and via track 147° to COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L





REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	660-1 573 (600-1)		NA	
CIRCLING	660-1 573 (600-1)		NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3194
237°	TDZE	87
	Apt Elev	87

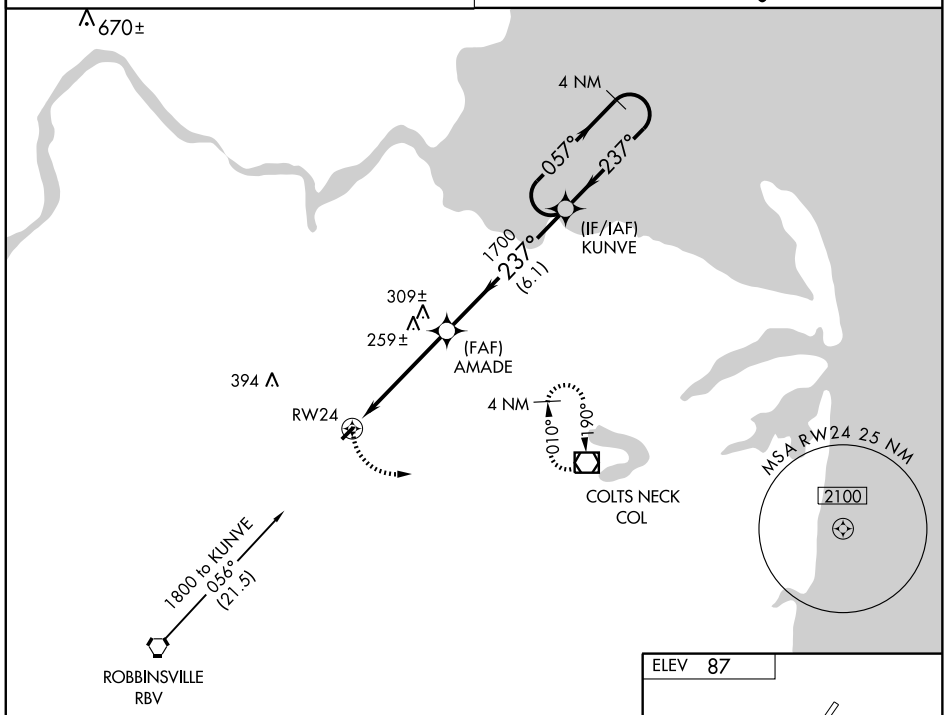
RNAV (GPS) RWY 24
OLD BRIDGE (3N6)

T
NA

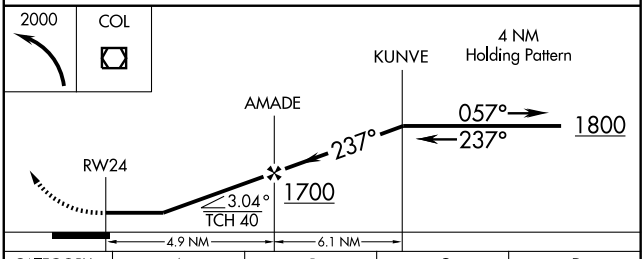
Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

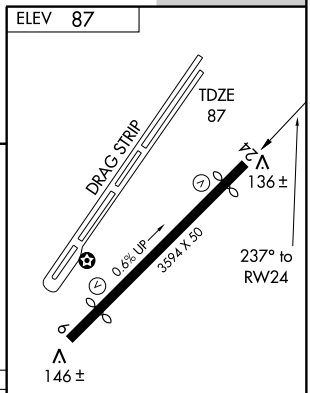
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L



Procedure NA for arrivals on RBV VORTAC airway radials 001 CW 054.





CATEGORY	A	B	C	D
LNAV MDA	560-1 473 (500-1)		NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-2. 14 JAN 2010 to 11 FEB 2010

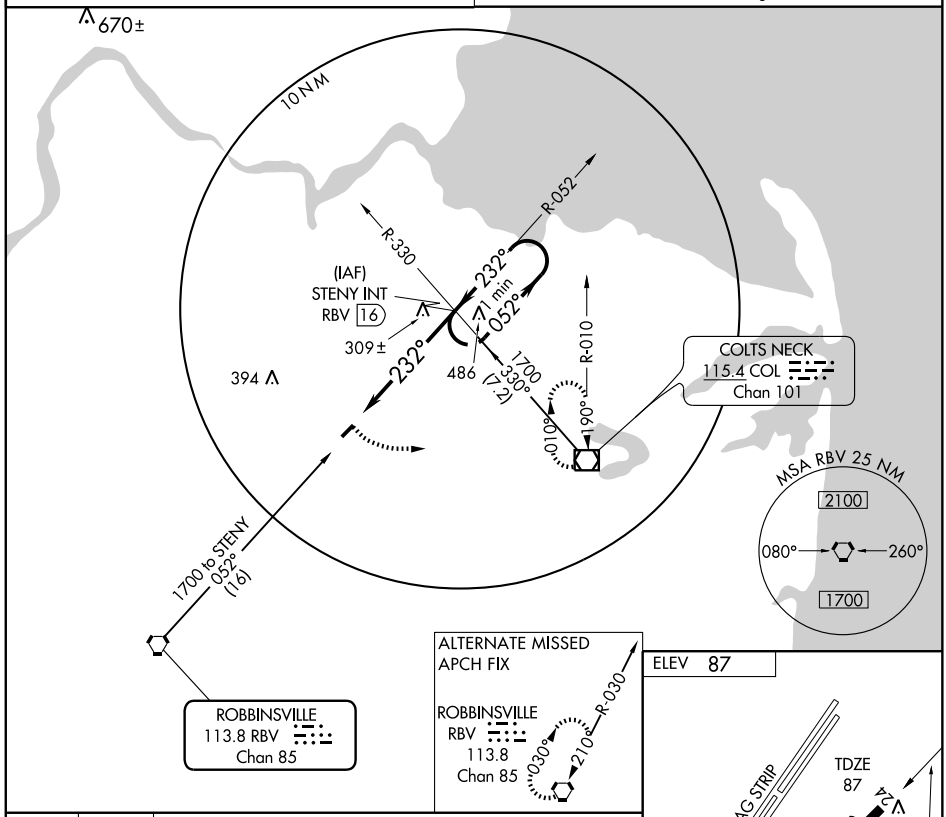
VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy Idg 3194 / TDZE 87 / Apt Elev 87

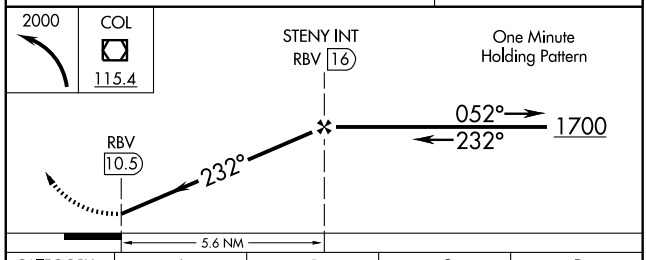
VOR RWY 24
OLD BRIDGE (3N6)

Circling NA at night. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

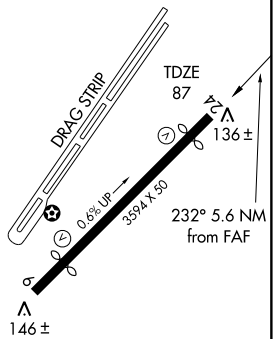
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L





ELEV 87



REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-24	600-1 513 (600-1)		NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2221
074°	TDZE	39
	Apt Elev	40

RNAV (GPS) RWY 7

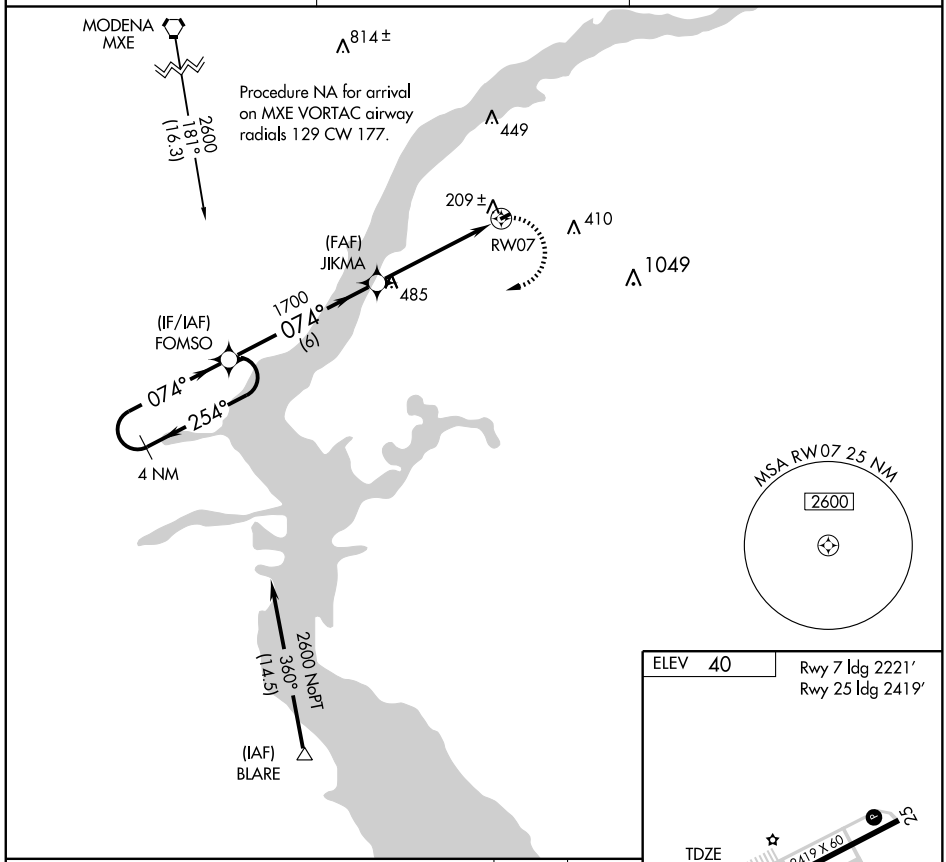
PEDRICKTOWN/SPITFIRE AERODROME (7N7)

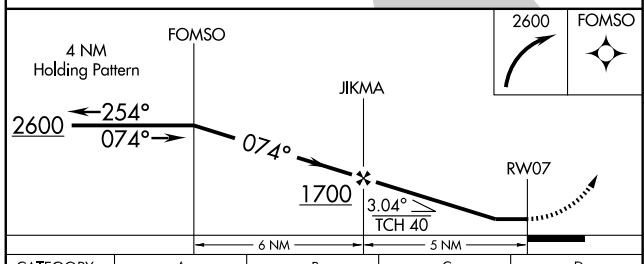
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Philadelphia Intl altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climbing right turn to 2600 direct FOMSO WP and hold.

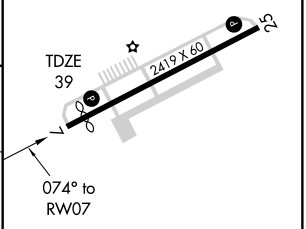
PHILADELPHIA ASOS	PHILADELPHIA APP CON	UNICOM
122.95	119.75 269.25	122.7 (CTAF) L





ELEV 40

Rwy 7 ldg 2221'
Rwy 25 ldg 2419'



CATEGORY	A	B	C	D
LNAV MDA	540-1	501 (500-1)	NA	
CIRCLING	600-1	560 (600-1)	NA	

REIL Rwys 7 and 25 L

MIRL Rwy 7-25 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2419
254°	TDZE	38
	Apt Elev	40

RNAV (GPS) RWY 25

PEDRICKTOWN/ SPITFIRE AERODROME (7N7)

DME/DME RNP-0.3 NA.
NA Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct FOMSO and hold.

PHILADELPHIA ASOS	PHILADELPHIA APP CON	UNICOM
122.95	119.75 269.25	122.7 (CTAF) L

Procedure NA for arrivals at MXE
VORTAC via airway radials 056 CW 177.

MODENA
MXE

3500
115°
(23.3)

814±

4 NM
074°
254°

(IAF)
RUUTH

2600 NoPT
269°
(8.6)

1700
254°
(5.9)

(IF/IAF)
POVAE

449

(FAF)
CENAM

173±

289±

RW25

410

485

1049

Procedure NA for arrivals at RUUTH
via V123-157 NE bnd.

MSA RW25 25 NM
2600

FOMSO
074°
254°
4 NM

ELEV 40 Rwy 7 ldg 2221'

254° to
RW25

2419 X 60

25

TDZE
38

2600 FOMSO

4 NM
Holding Pattern

POVAE

CENAM

074°
254°
2600

254°

RW25

1700

3.03°
TCH 30

VGSI and descent
angles not coincident.

5.1 NM 5.9 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1	542 (600-1)	NA	
CIRCLING	600-1	560 (600-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME SBJ	APP CRS	Rwy Idg	2022
112.9	093°	TDZE	560
Chan 76		Apt Elev	560

VOR or GPS RWY 7

PITTSTOWN/ SKY MANOR (N40)

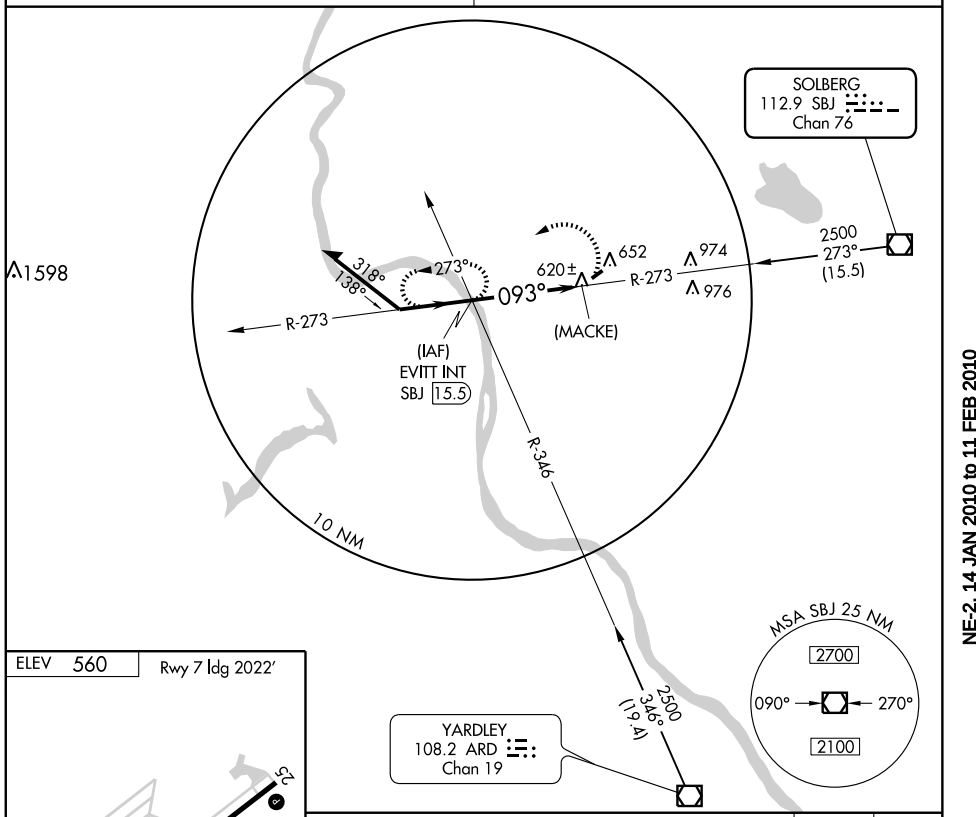
NA

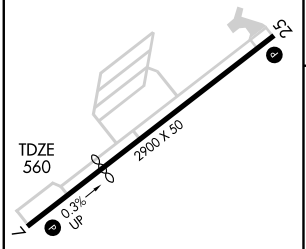
Use Allentown, PA altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via SBJ R-273 to EVITT Int/ 15.5 DME and hold.

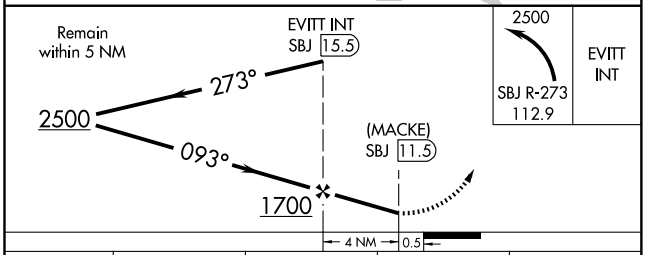
ALLENTOWN APP CON
124.45 397.9

UNICOM
122.975 (CTAF) L





MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-7	960-1 400 (400-1)	NA		
CIRCLING	1100-1 540 (600-1)	NA		

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME SBJ	APP CRS	Rwy Idg	2550
112.9	100°	TDZE	480
Chan 76		Apt Elev	480

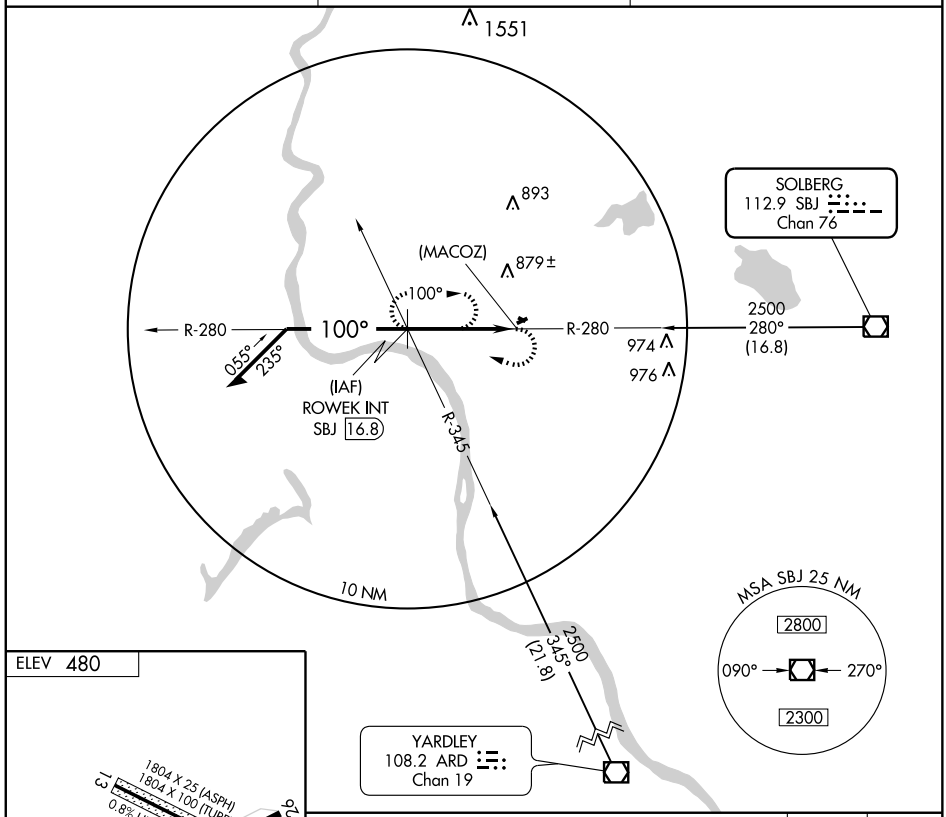
VOR or GPS RWY 8

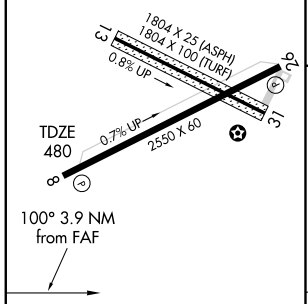
PITTSTOWN/ ALEXANDRIA (N85)

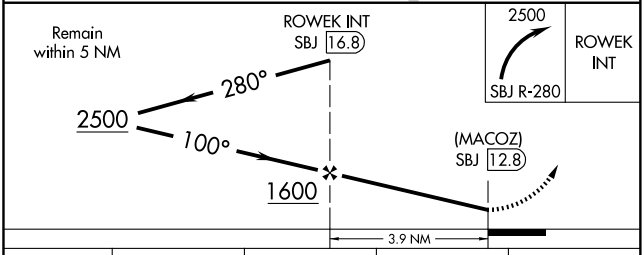
Use Lehigh Valley Intl Allentown, PA altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 2500 via SBJ R-280 to ROWEK Int and hold.

ALLENTOWN APP CON	UNICOM	
124.45 397.7	122.975 (CTAF)	121.8 L







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-8	1340-1 860 (900-1)	NA		
CIRCLING	1340-1 860 (900-1)	NA		

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3499
102°	TDZE	125
	Apt Elev	128

RNAV (GPS) RWY 10

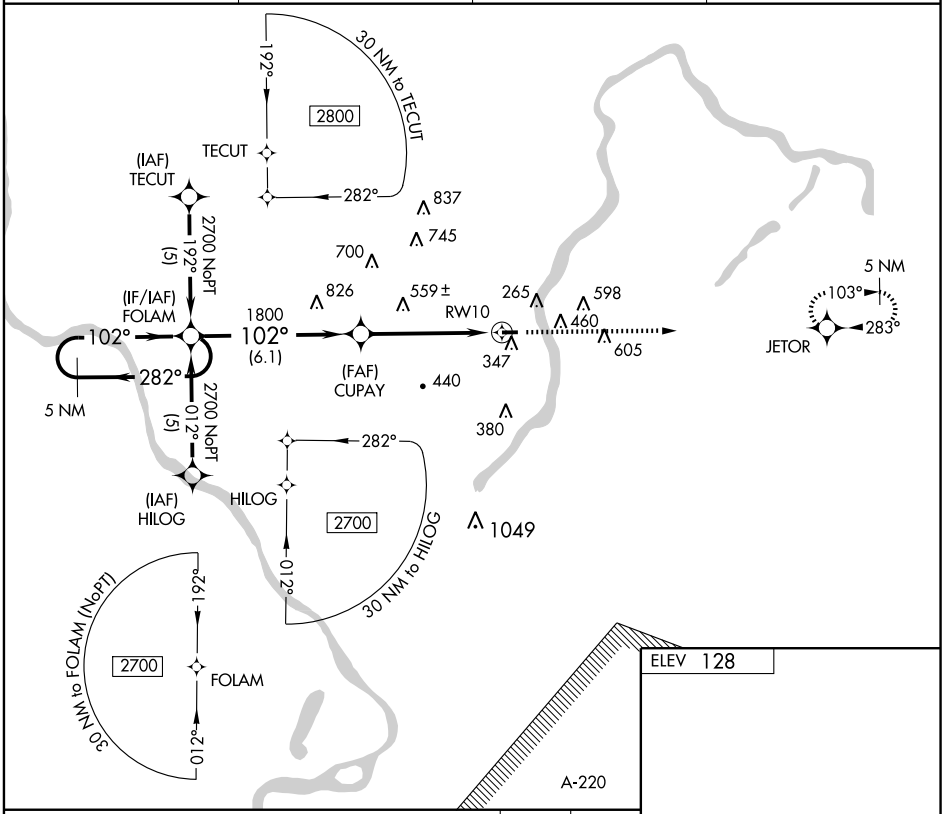
PRINCETON (39N)

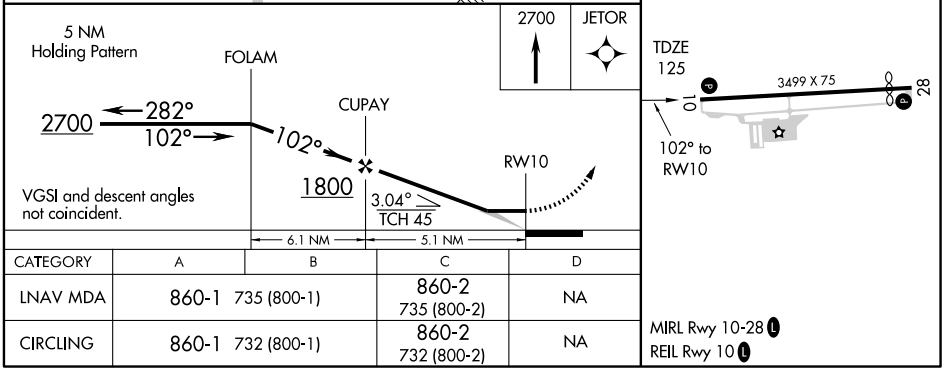
Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting. DME/DME RNP-0.3 NA. Circling to Rwy 28 NA at night.

NA

MISSED APPROACH: Climb to 2700 direct JETOR and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L





CATEGORY	A	B	C	D
LNAV MDA	860-1 735 (800-1)		860-2 735 (800-2)	NA
CIRCLING	860-1 732 (800-1)		860-2 732 (800-2)	NA

MIRL Rwy 10-28 L

REIL Rwy 10 L

NE-2. 14 JAN 2010 to 11 FEB 2010

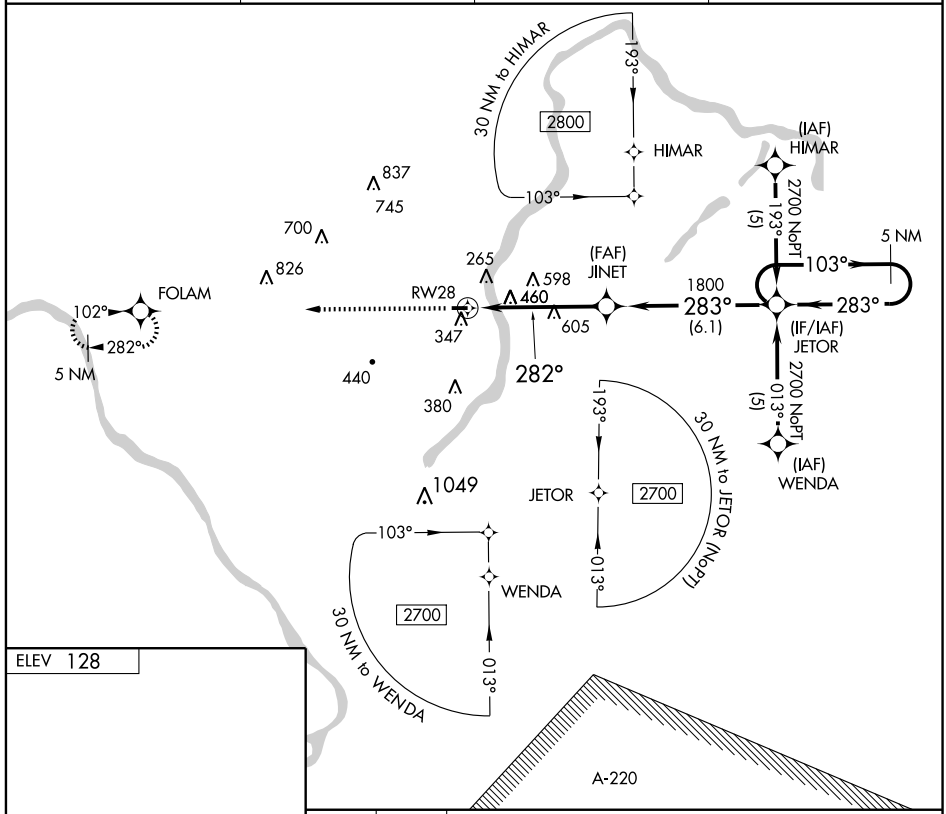
APP CRS	Rwy Idg	3130
282°	TDZE	128
	Apt Elev	128

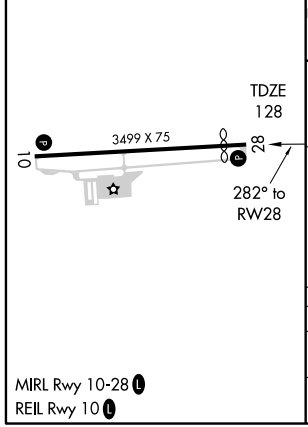
RNAV (GPS) RWY 28
PRINCETON (39N)

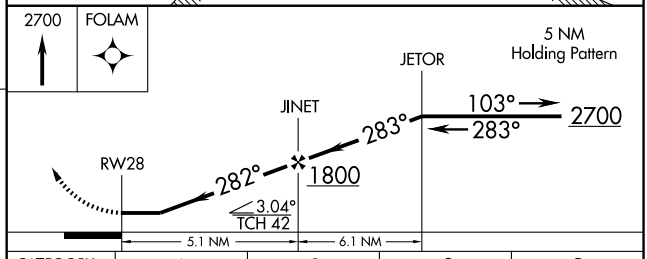
Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct FOLAM and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L







CATEGORY	A	B	C	D
LNAV MDA	900-1 772 (800-1)	900-1¼ 772 (800-1¼)	900-2¼ 772 (800-2¼)	NA
CIRCLING	900-1 772 (800-1)	900-1¼ 772 (800-1¼)	900-2¼ 772 (800-2¼)	NA

MIRL Rwy 10-28 L
REIL Rwy 10 L

NE-2, 14 JAN 2010 to 11 FEB 2010

PRINCETON (ROCKY HILL), NEW JERSEY AL-5374 (FAA)

VOR/DME SBJ	APP CRS	Rwy Idg	NA
112.9	171°	TDZE	NA
Chan 76		Apt Elev	128

VOR-A

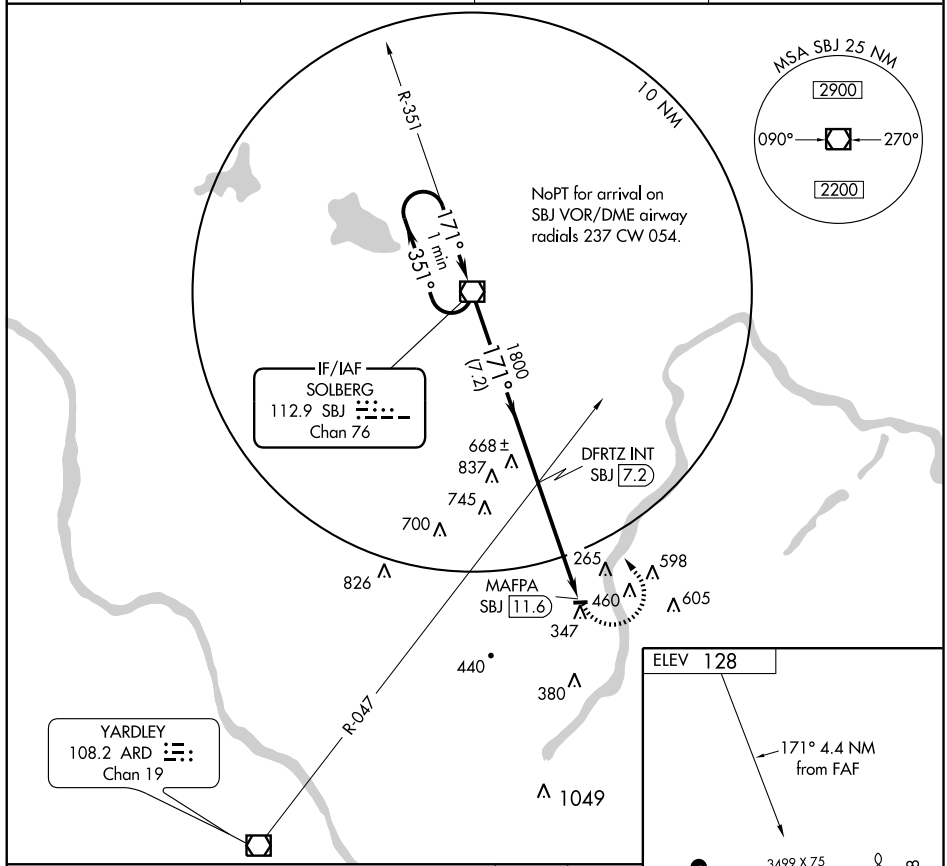
PRINCETON (39N)

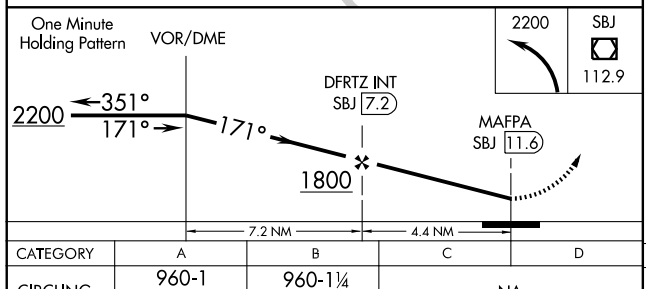
▼ Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting.

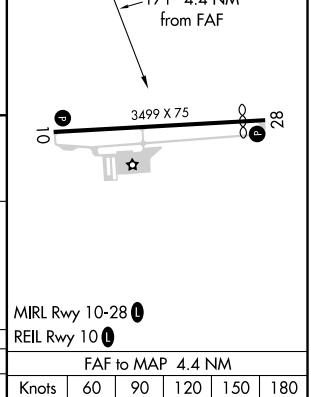
▲ NA

MISSED APPROACH: Climbing left turn to 2200 direct SBJ VOR/DME and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L







MIRL Rwy 10-28 L

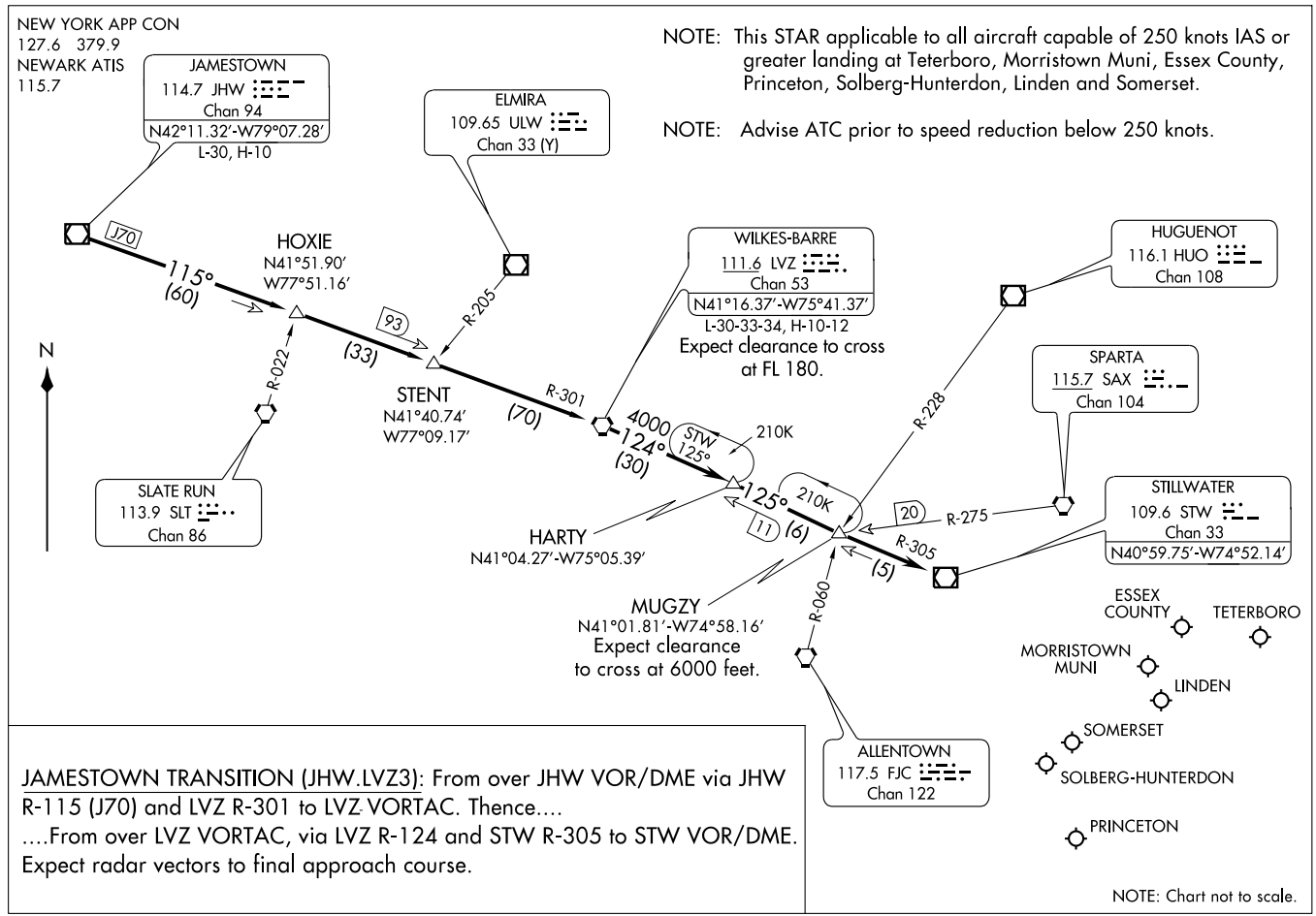
REIL Rwy 10 L

CATEGORY	A	B	C	D
CIRCLING	960-1 832 (900-1)	960-1¼ 832 (900-1¼)	NA	

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 14 JAN 2010 to 11 FEB 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



APP CRS	Rwy Idg	3000
039°	TDZE	179
	Apt Elev	195

RNAV (GPS) RWY 4

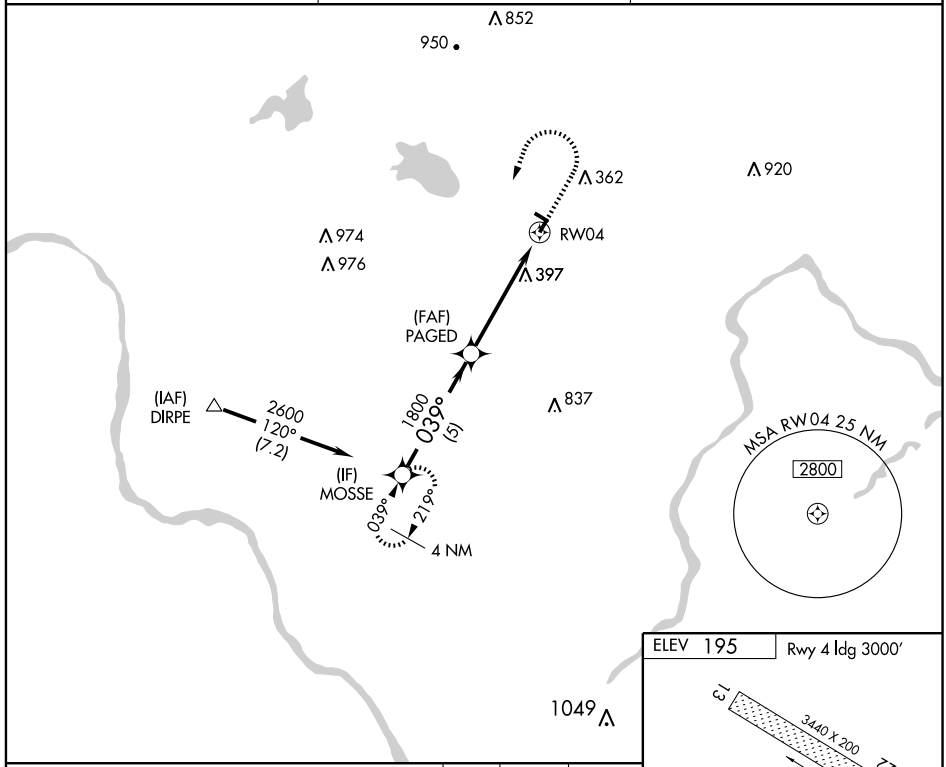
READINGTON / SOLBERG-HUNTERDON (N51)

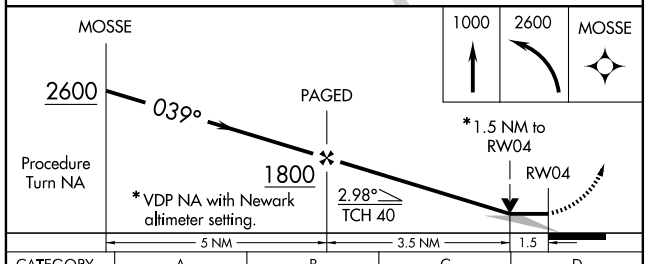
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

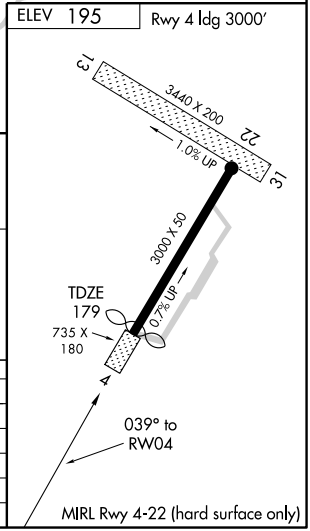
MISSED APPROACH: Climb to 1000, then climbing left turn to 2600 direct MOSSE WP and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725





CATEGORY	A	B	C	D
LNAV MDA	700-1 521 (600-1)		NA	
CIRCLING	700-1 505 (600-1)		NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-1 621 (700-1)		NA	
CIRCLING	800-1 605 (700-1)		NA	



NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3000
220°	TDZE	185
	Apt Elev	195

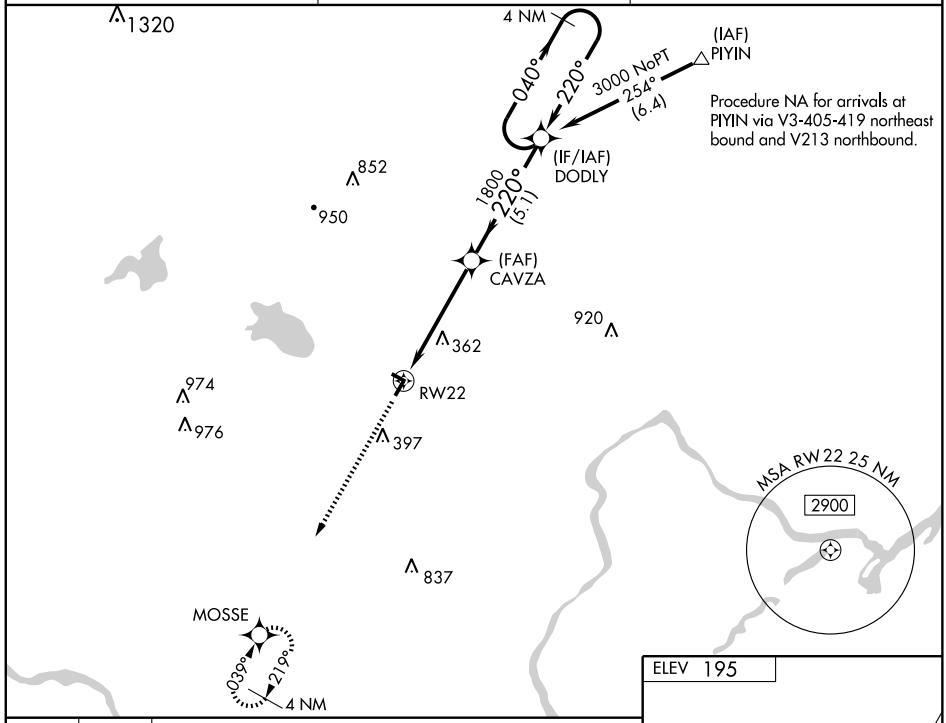
RNAV (GPS) RWY 22

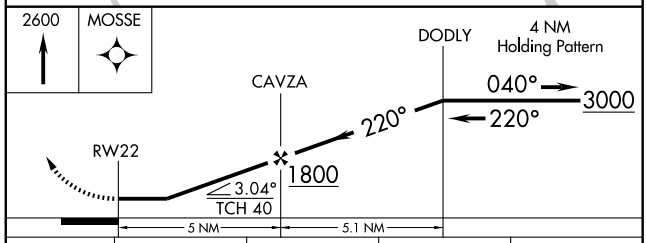
READINGTON / SOLBERG-HUNTERDON (N51)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

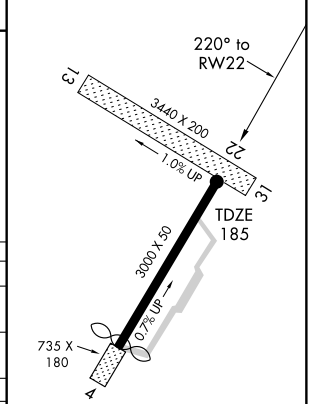
MISSED APPROACH: Climb to 2600 direct MOSSE and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725





CATEGORY	A	B	C	D
LNAV MDA	620-1	435 (500-1)	NA	
CIRCLING	680-1	485 (500-1)	NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	700-1	515 (600-1)	NA	
CIRCLING	780-1	585 (600-1)	NA	



MIRL Rwy 4-22 (hard surface only)

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME SBJ	APP CRS	Rwy Idg	N/A
112.9	310°	TDZE	N/A
Chan 76		Apt Elev	195

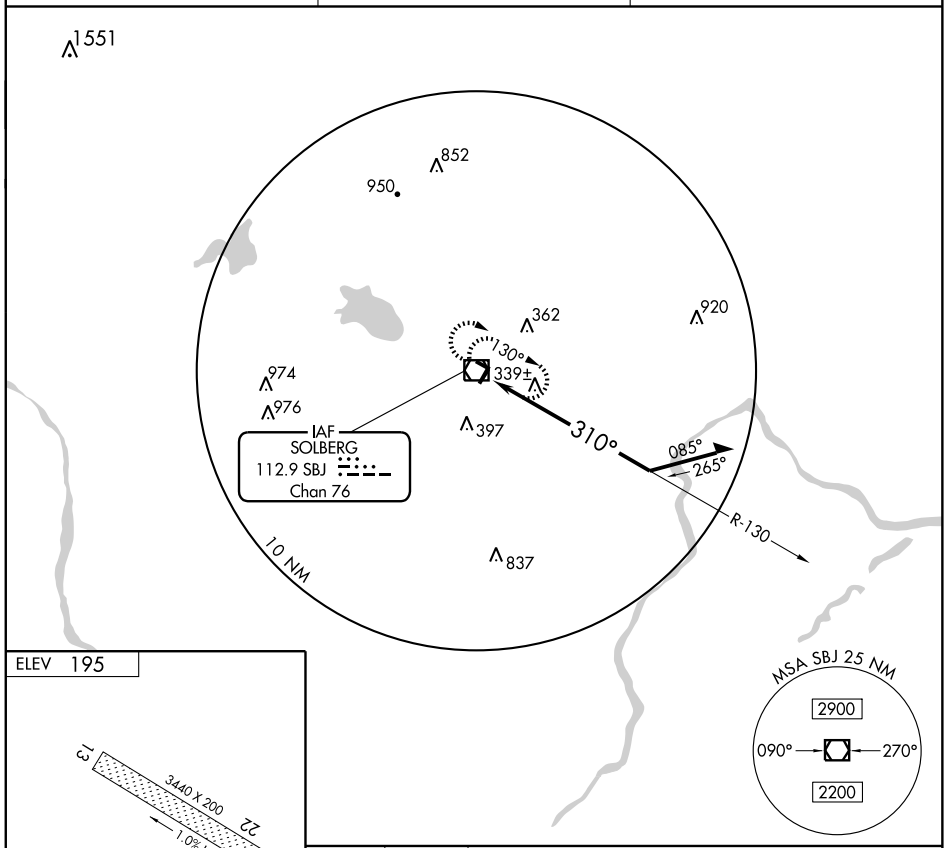
VOR-A

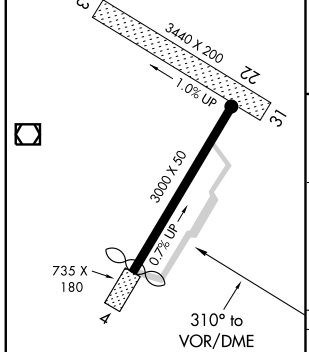
READINGTON/ SOLBERG-HUNTERDON (N51)

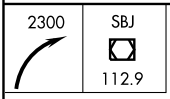
Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

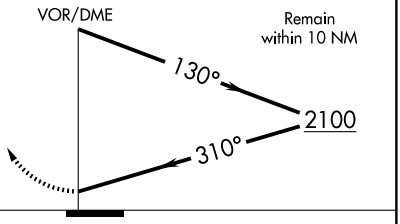
MISSED APPROACH: Climbing right turn to 2300 in SBJ VOR/DME holding pattern.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725









CATEGORY	A	B	C	D
CIRCLING	780-1 585 (600-1)		NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	880-1 685 (700-1)		NA	

MIRL Rwy 4-22 (hard surface only)

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME SBJ	APP CRS	Rwy Idg	3000
112.9	016°	TDZE	179
Chan 76		Apt Elev	195

VOR RWY 4

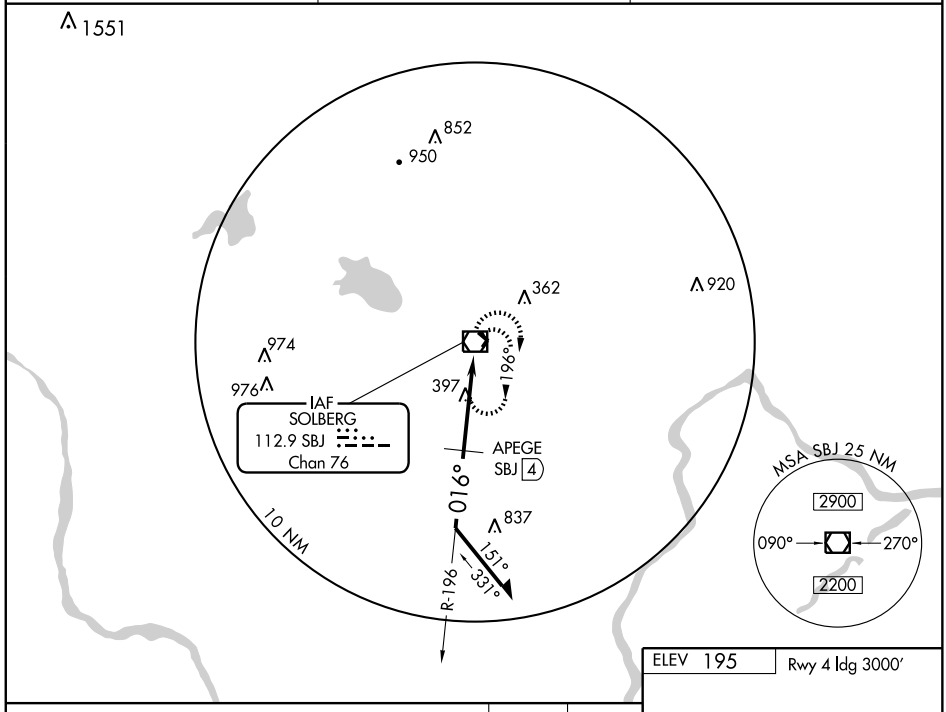
READINGTON/ SOLBERG-HUNTERDON (N51)

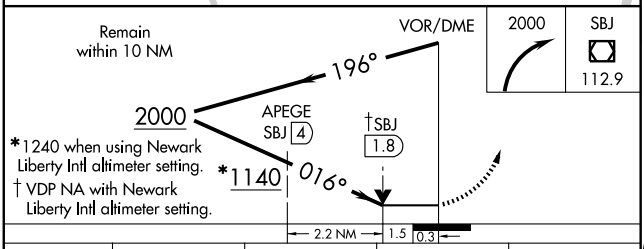
NA

Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting and increase all MDAs 100 feet.

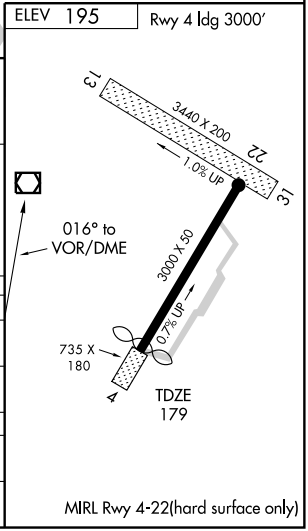
MISSED APPROACH: Climbing right turn to 2000 in SBJ VOR/DME holding pattern and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725



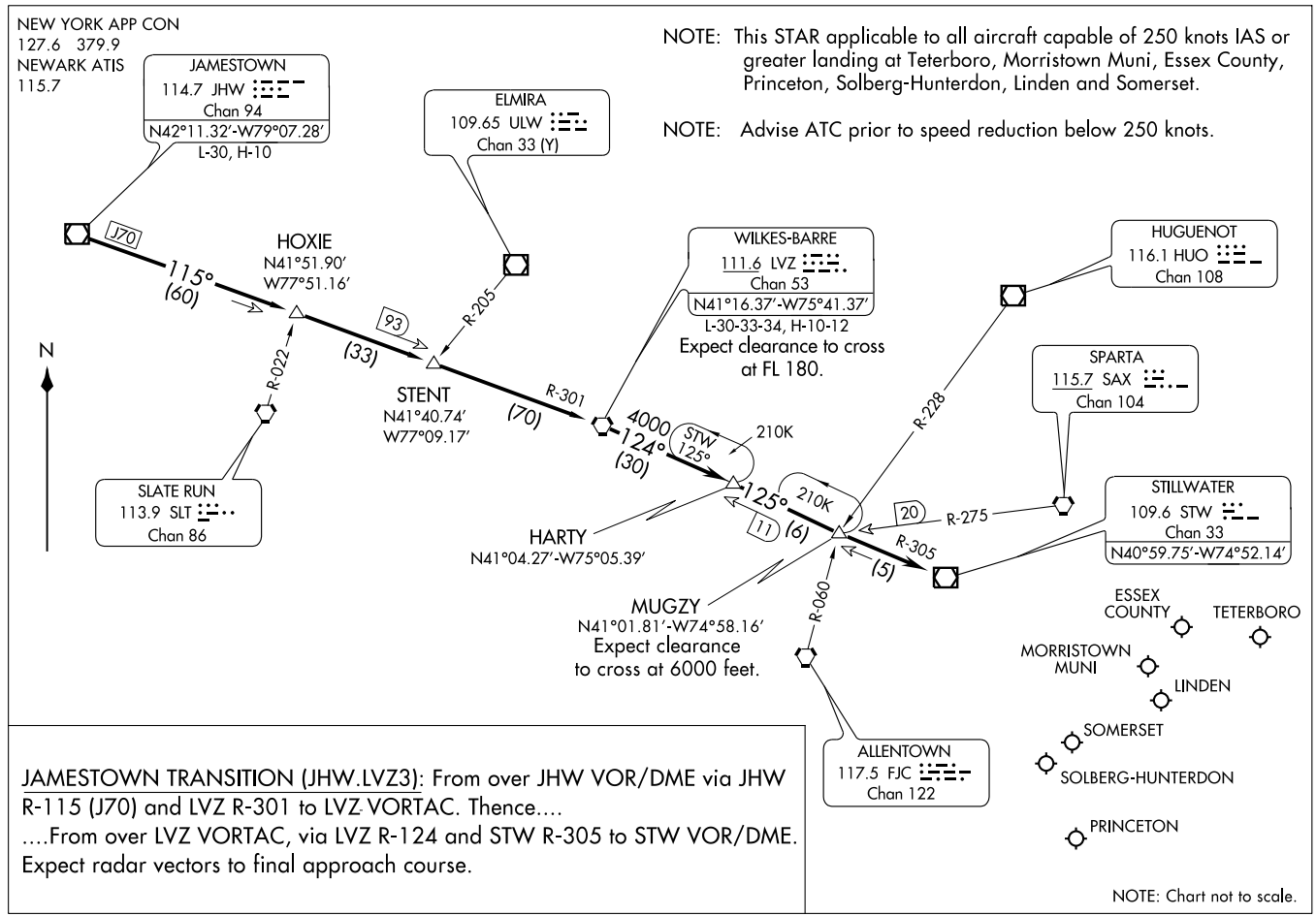


CATEGORY	A	B	C	D
S-4	1140-1¼ 961 (1000-1¼)	1140-1½ 961 (1000-1½)	NA	
CIRCLING	1140-1¼ 945 (1000-1¼)	1140-1½ 945 (1000-1½)	NA	
APEGE DME MINIMUMS				
S-4	700-1 521 (600-1)		NA	
CIRCLING	700-1 505 (600-1)		NA	



NE-2. 14 JAN 2010 to 11 FEB 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



APP CRS	Rwy Idg	3877
108°	TDZE	108
	Apt Elev	119

GPS RWY 11

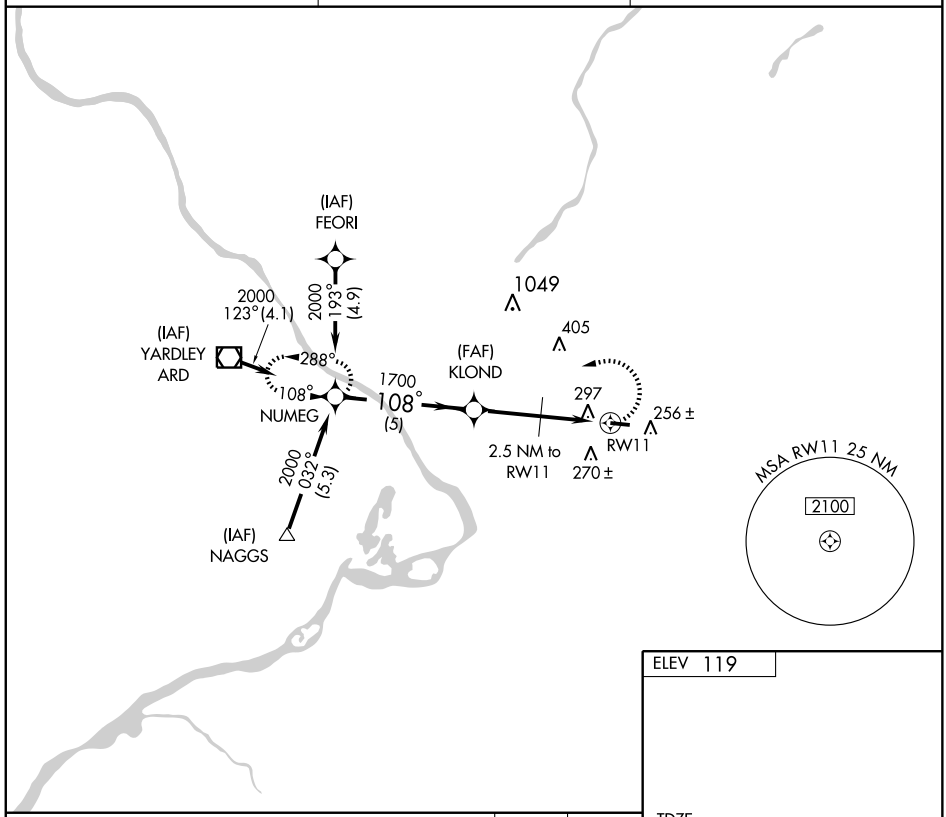
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

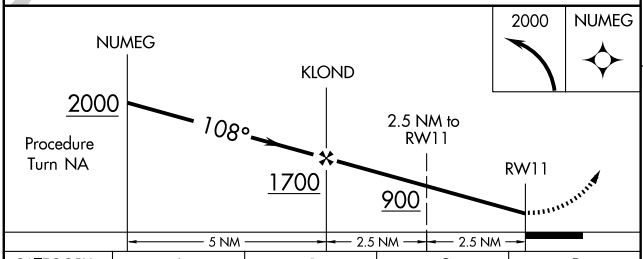
NA

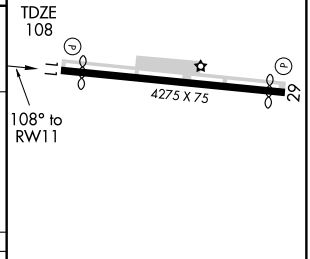
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct NUMEG WP and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-11	640-1 532 (600-1)		640-1½ 532 (600-1½)	640-1¾ 532 (600-1¾)
CIRCLING	680-1 561 (600-1)		680-1½ 561 (600-1½)	680-2 561 (600-2)

MIRL Rwy 11-29 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3975
291°	TDZE	119
	Apt Elev	119

RNAV (GPS) RWY 29

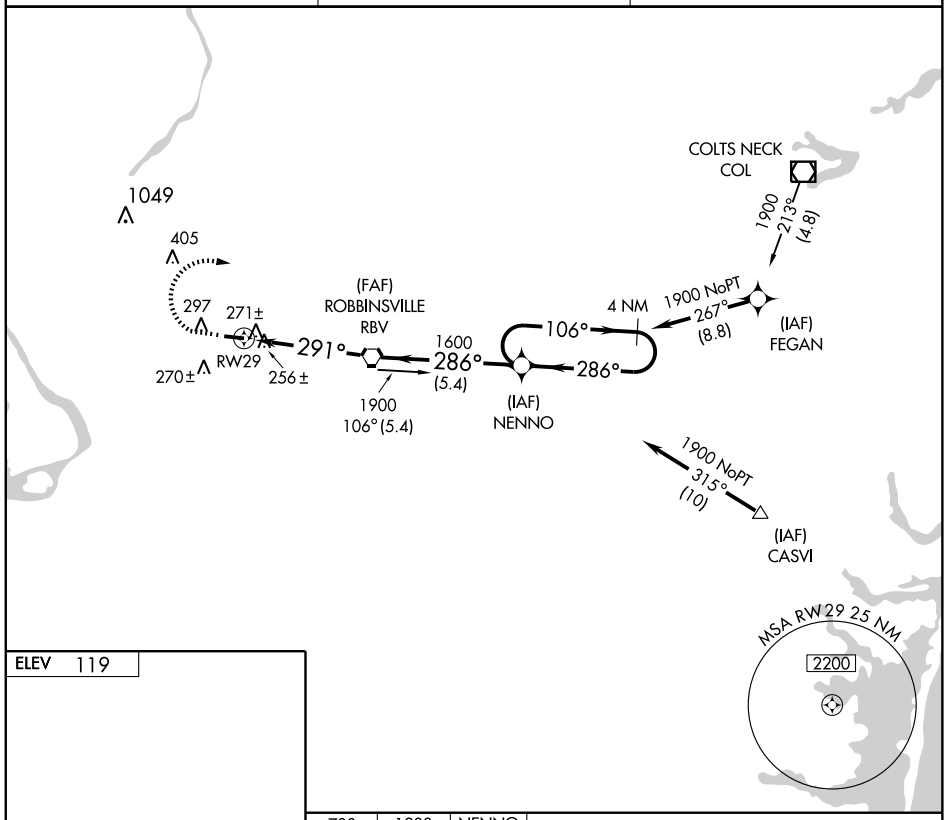
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

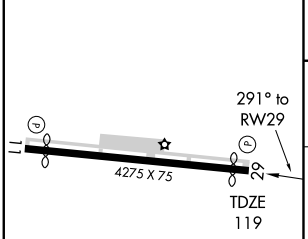
Use McGuire AFB altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

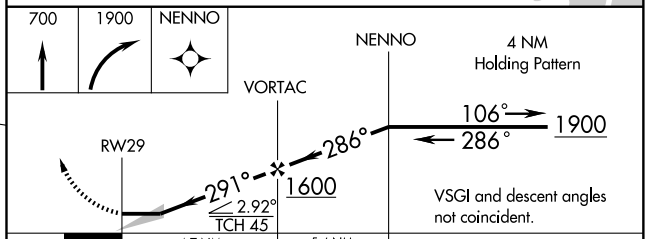
NA

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 direct NENNO WP and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L







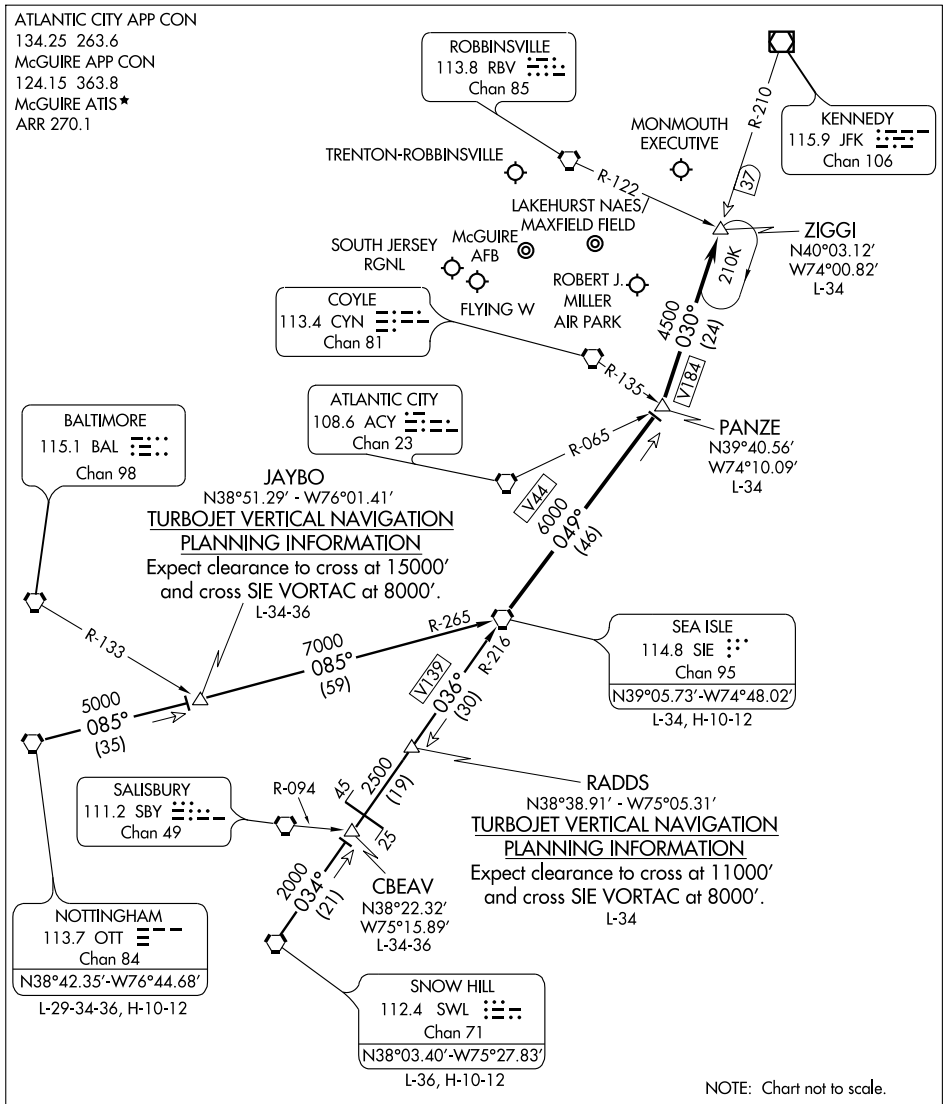
CATEGORY	A	B	C	D
LNAV MDA	560-1 441 (500-1)		560-1¼ 441 (500-1¼)	560-1½ 441 (500-1½)
CIRCLING	680-1 561 (600-1)		680-1½ 561 (600-1½)	680-2 561 (600-2)

MIRL Rwy 11-29 L

NE-2, 14 JAN 2010 to 11 FEB 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC RBV	APP CRS	Rwy Idg	3975
113.8	288°	TDZE	119
Chan 85		Apt Elev	119

VOR RWY 29

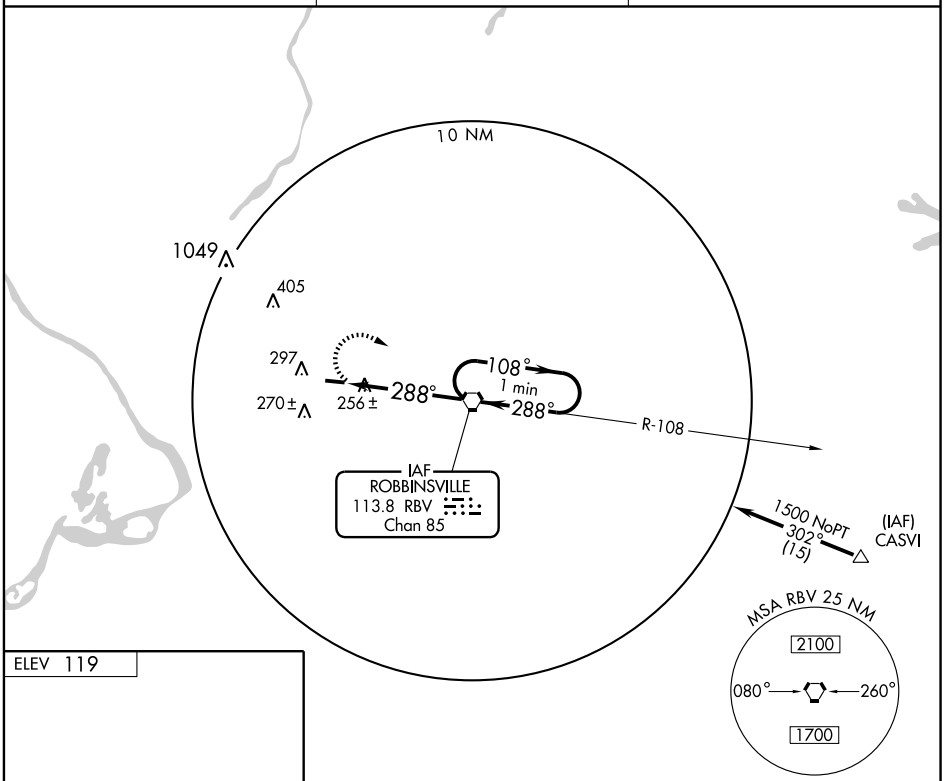
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

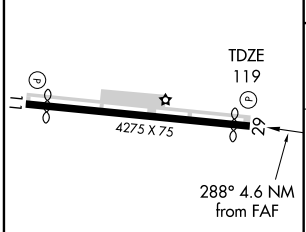
NA

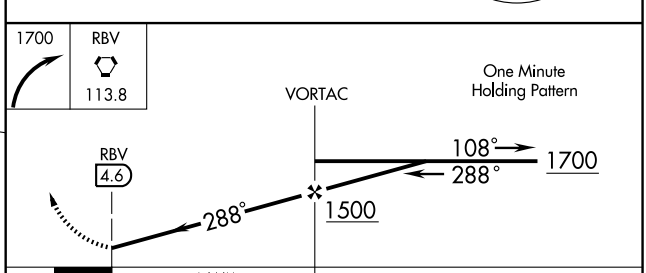
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RBV VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L







MIRL Rwy 11-29 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-29	800-1 681 (700-1)		800-2 681 (700-2)	800-2¼ 681 (700-2¼)
CIRCLING	800-1 681 (700-1)		800-2 681 (700-2)	800-2¼ 681 (700-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

(JAIKE.JAIKE2) 09127 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

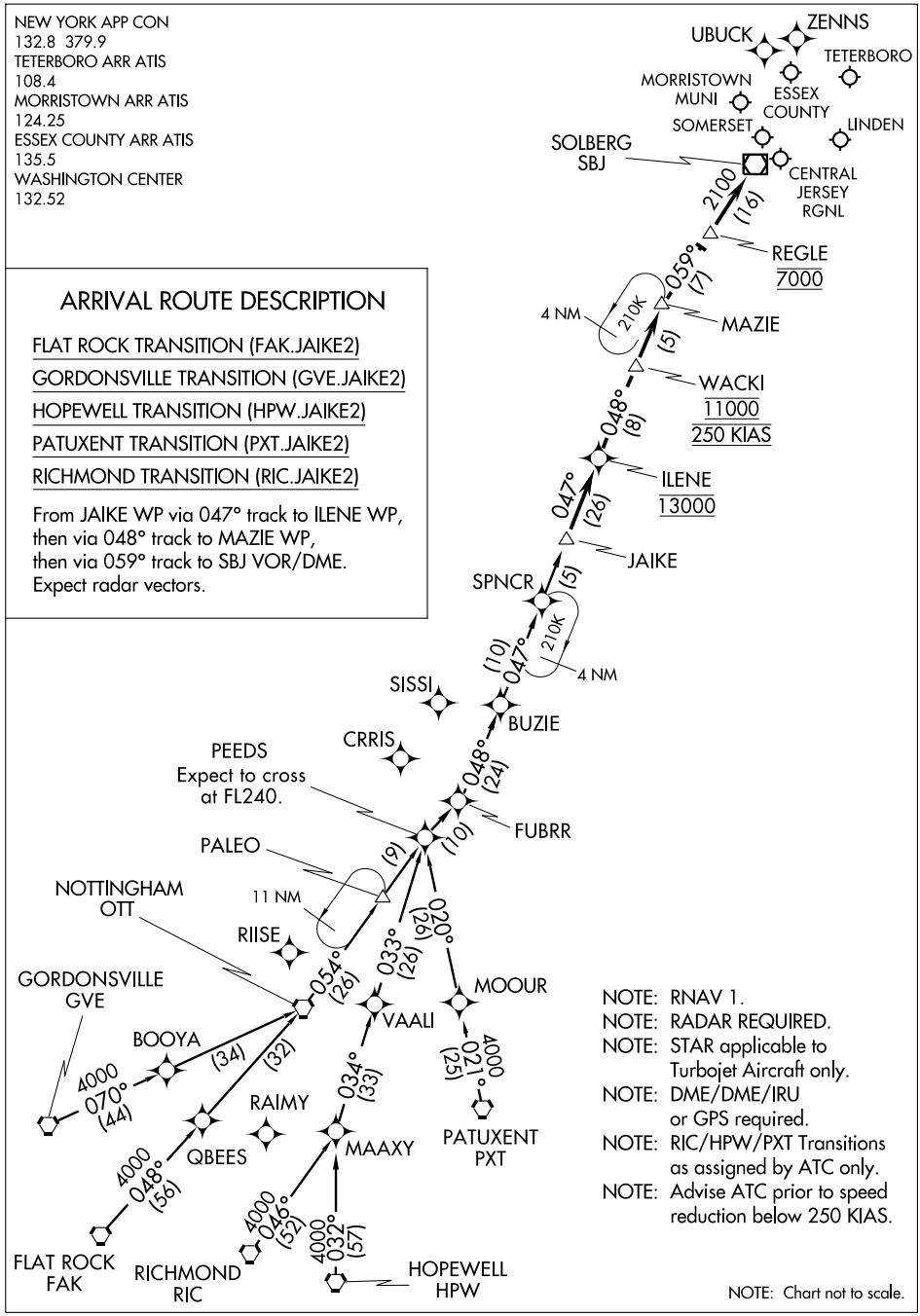
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS		
122°	Rwy Idg	2733
	TDZE	83
	Apt Elev	105

RNAV (GPS) RWY 12

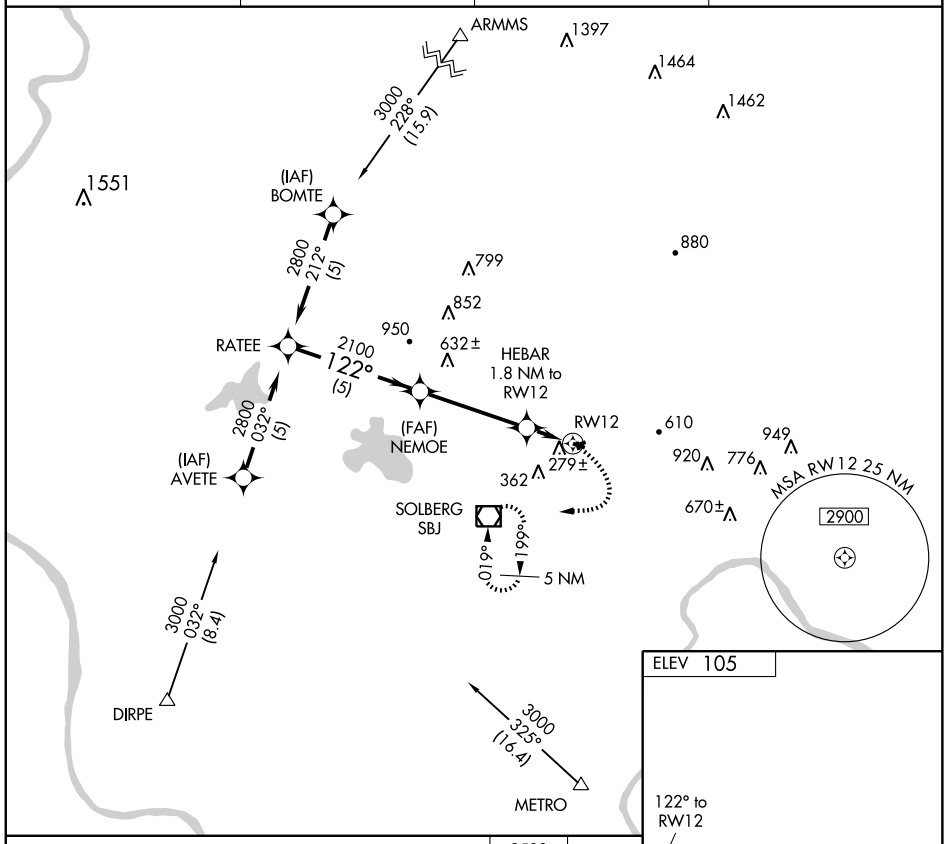
SOMERVILLE / SOMERSET (SMQ)

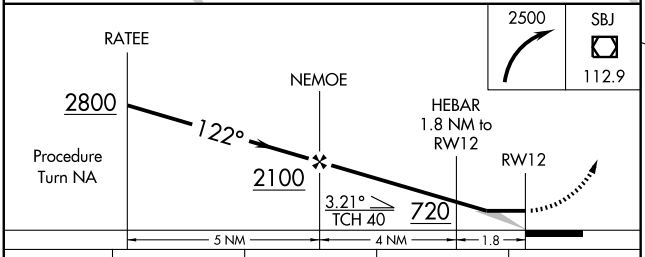
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized at night except by prior arrangement for runway lights.

NA

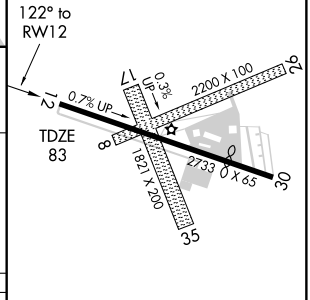
MISSED APPROACH: Climbing right turn to 2500 direct SBJ VOR/DME and hold.

ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	560-1	477 (500-1)	NA	
CIRCLING	640-1 535 (600-1)	700-1 595 (600-1)	NA	



REIL Rwy 12
MIRL Rwys 12-30

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2133
302°	TDZE	101
	Apt Elev	105

RNAV (GPS) RWY 30

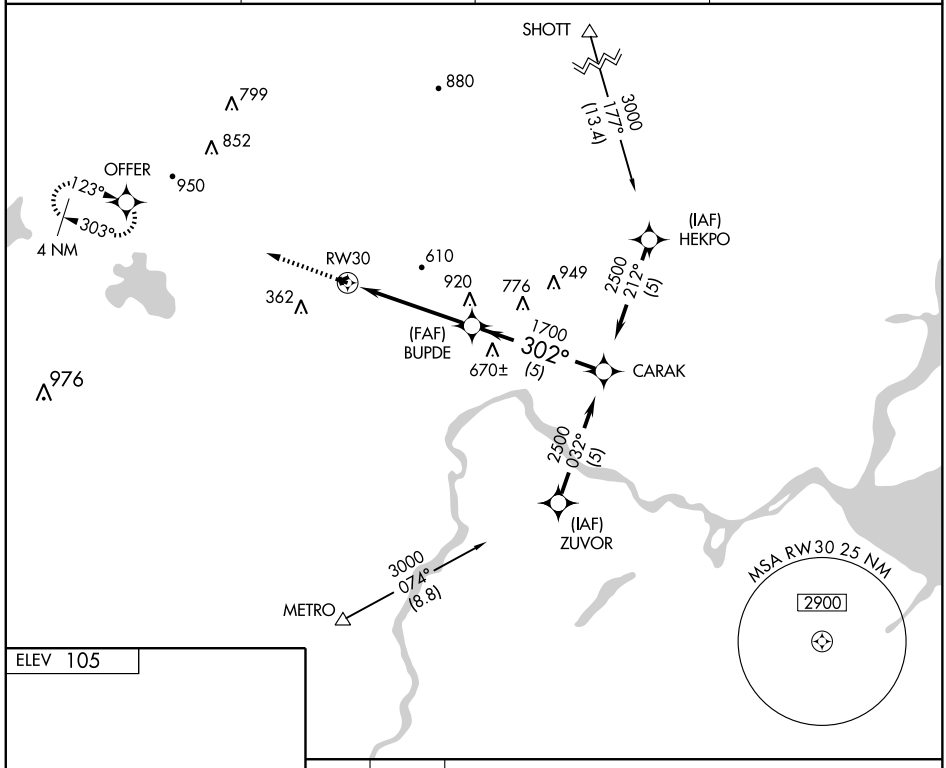
SOMERVILLE / SOMERSET (SMQ)

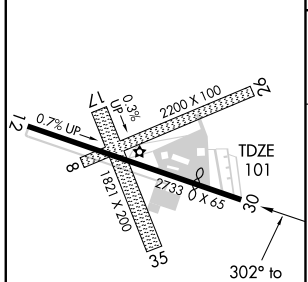
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized at night except by prior arrangement for runway lights.

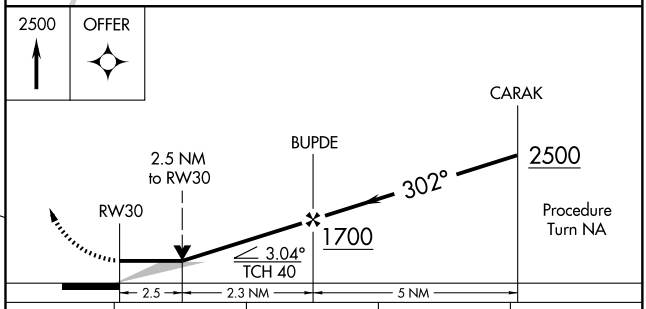
NA

MISSED APPROACH: Climb to 2500 direct OFFER WP and hold.

ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	940-1 839 (900-1)	940-1¼ 839 (900-1¼)	NA	
CIRCLING	940-1 835 (900-1)	940-1¼ 835 (900-1¼)	NA	

REIL Rwy 12
MIRL Rwys 12-30

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME SBJ	APP CRS	Rwy Idg	2200
112.9	061°	TDZE	105
Chan 76		Apt Elev	105

VOR or GPS RWY 8

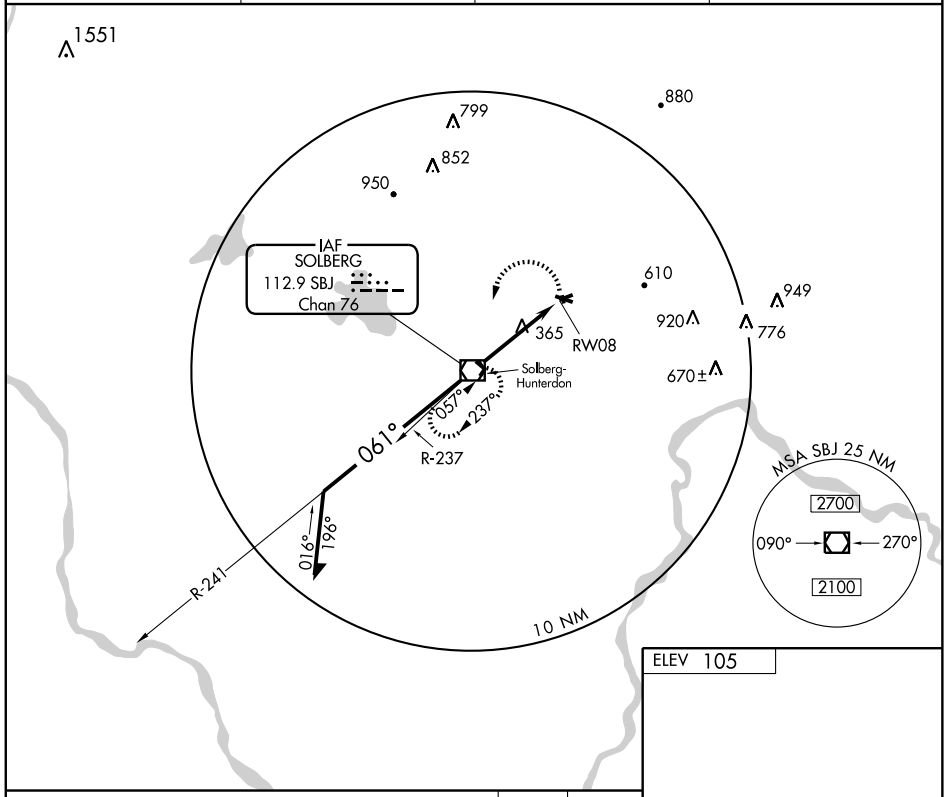
SOMERVILLE / SOMERSET (SMQ)

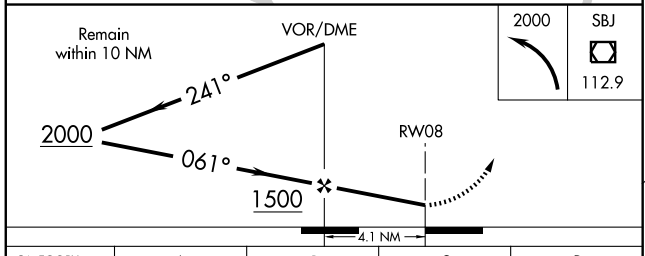
Obtain local altimeter setting on CTAF; when not received, use Newark altimeter setting minimums. Straight-in minimums not authorized at night. Circling minimums not authorized at night except by prior arrangementfor runway lights.

NA

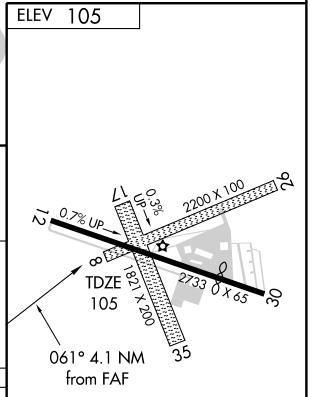
MISSED APPROACH: Climbing left turn to 2000 direct SBJ VOR/DME and hold.

ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)





CATEGORY	A	B	C	D
S-8	680-1	575 (600-1)	NA	
CIRCLING	680-1	575 (600-1)	NA	
NEWARK ALTIMETER SETTING MINIMUMS				
S-8	740-1	635 (700-1)	NA	
CIRCLING	740-1	635 (700-1)	NA	

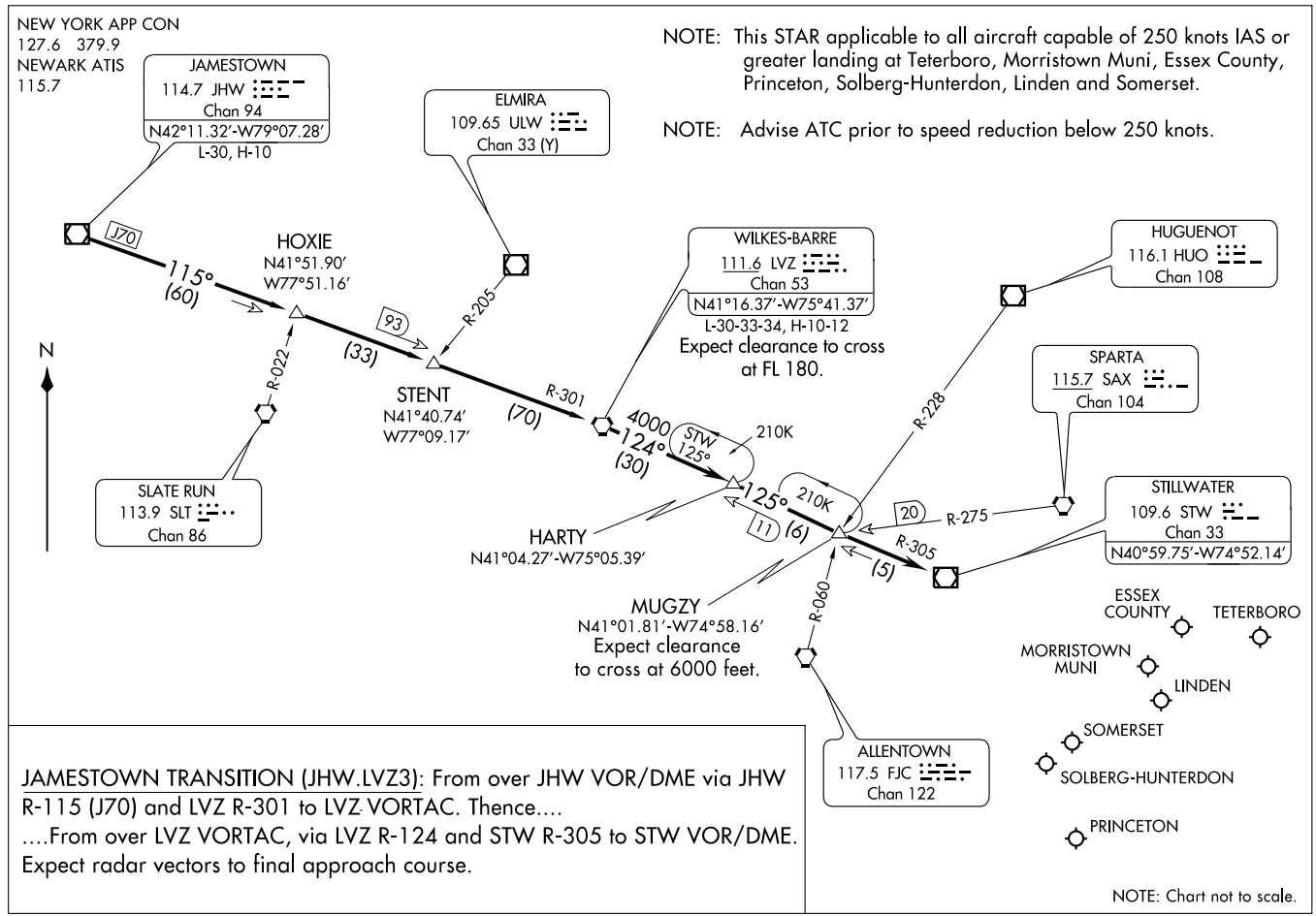


REIL Rwy 12
MIRL Rwys 12-30

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2. 14 JAN 2010 to 11 FEB 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



APP CRS	Rwy Idg	3042
029°	TDZE	420
	Apt Elev	421

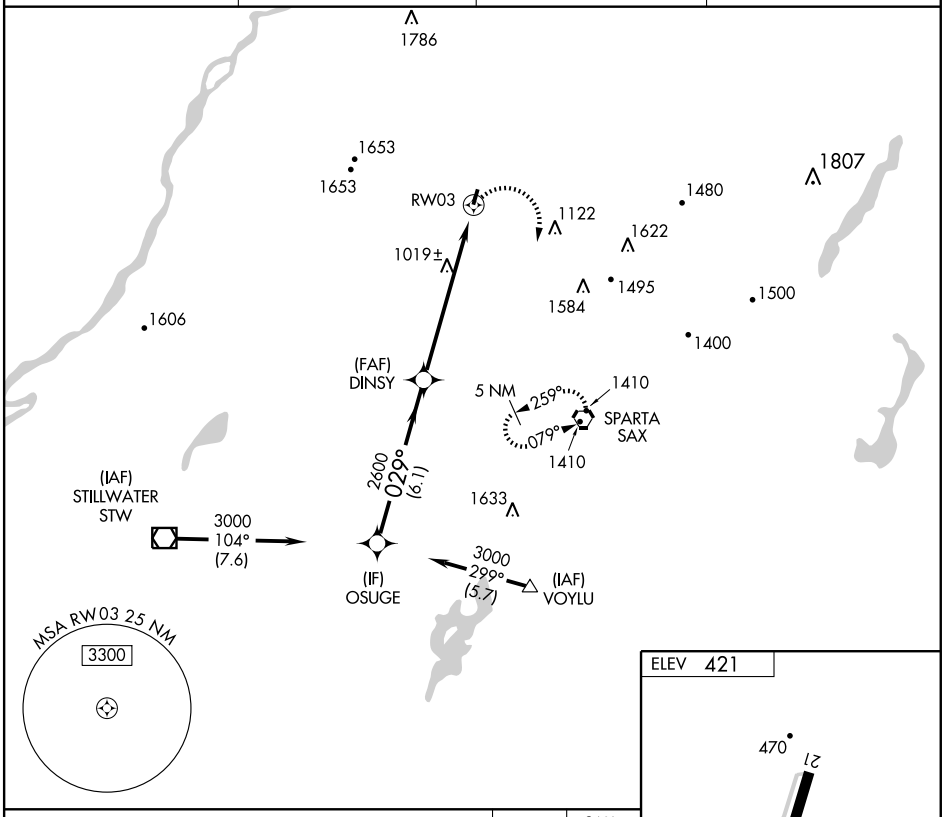
RNAV (GPS) RWY 3

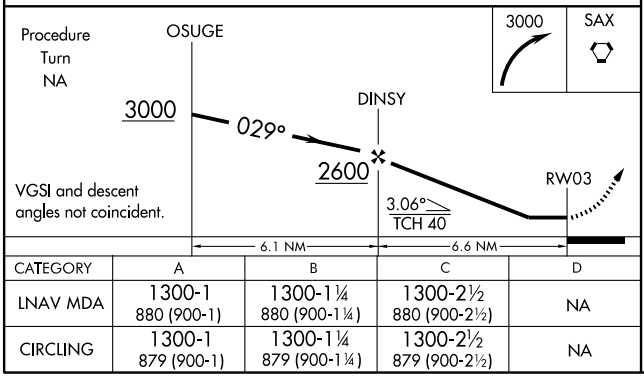
SUSSEX (FWN)

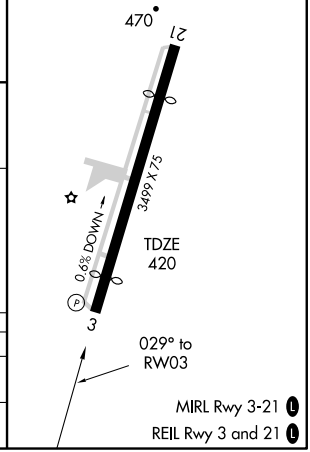
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and Circling Cats A & B visibilites ¼ mile. and Cat C ½ mile.

MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

ASOS	NEW YORK APP CON	UNICOM	GCO
118.525	127.6 379.9	122.7 (CTAF)	121.725







CATEGORY	A	B	C	D
LNAV MDA	1300-1 880 (900-1)	1300-1¼ 880 (900-1¼)	1300-2½ 880 (900-2½)	NA
CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA

NE-2, 14 JAN 2010 to 11 FEB 2010

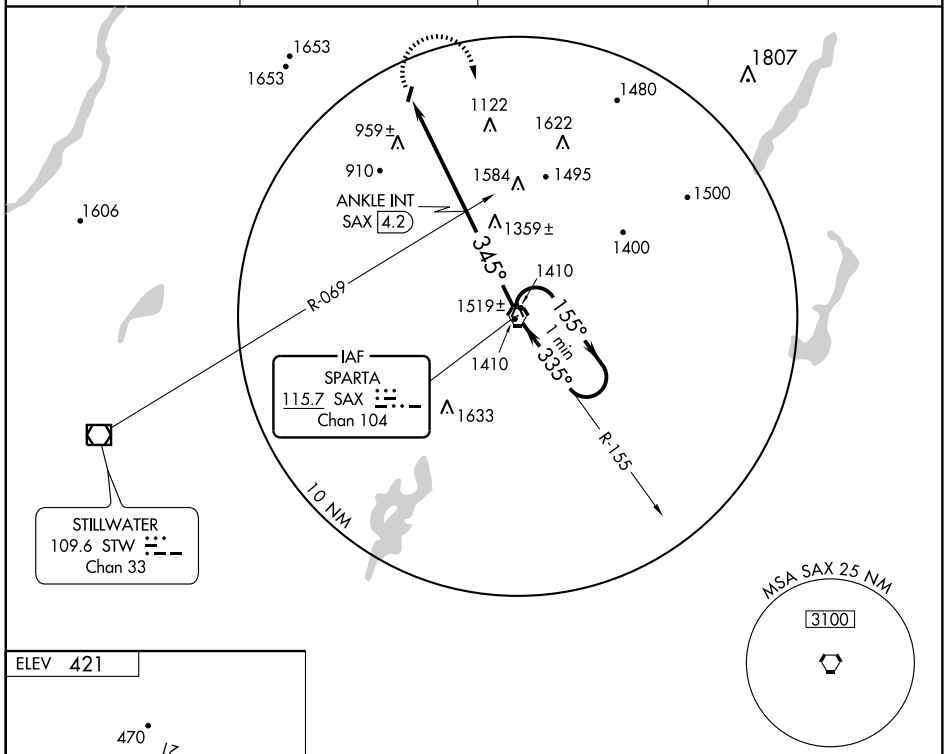
VORTAC SAX 115.7 Chan 104	APP CRS 345°	Rwy Idg N/A TDZE N/A Apt Elev 421

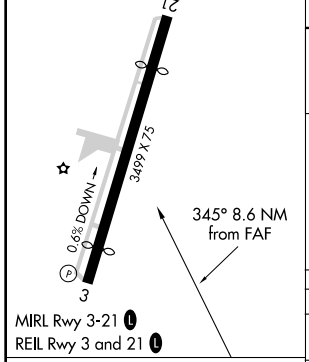
VOR-A
SUSSEX (FWN)

When local altimeter setting not received, use Teterboro altimter setting and increase all MDA 140 feet and ANKLE FIX Minimums Cats A & B visibilites ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

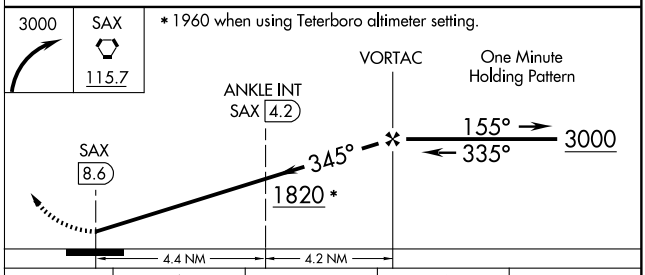
ASOS	NEW YORK APP CON	UNICOM	GCO
118.525	127.6 379.9	122.7 (CTAF)	121.725





MIRL Rwy 3-21 (L)
REIL Rwy 3 and 21 (L)

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52



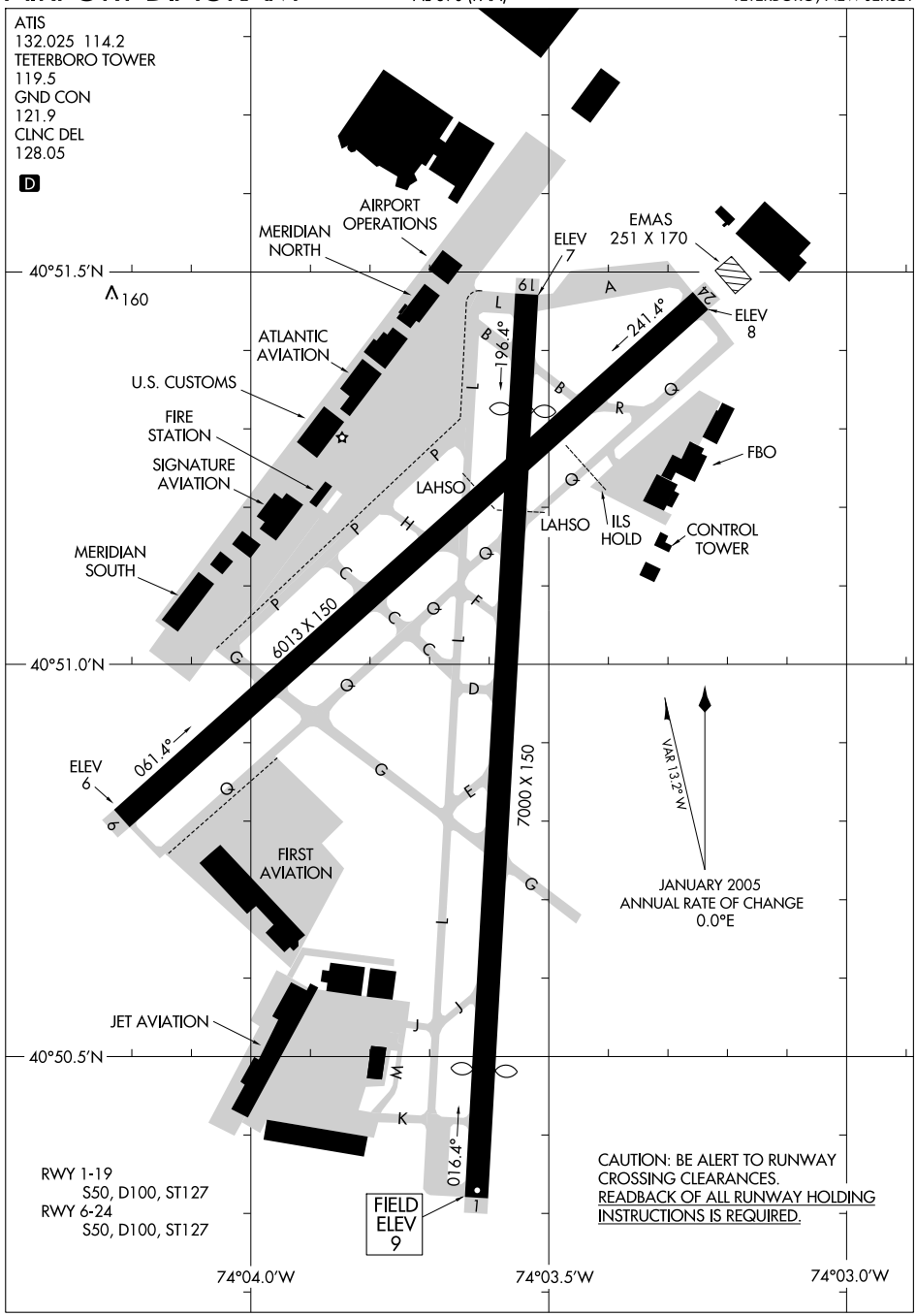
CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1399 (1400-1¼)	1820-1½ 1399 (1400-1½)	1820-3 1399 (1400-3)	NA
ANKLE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-890 (FAA)

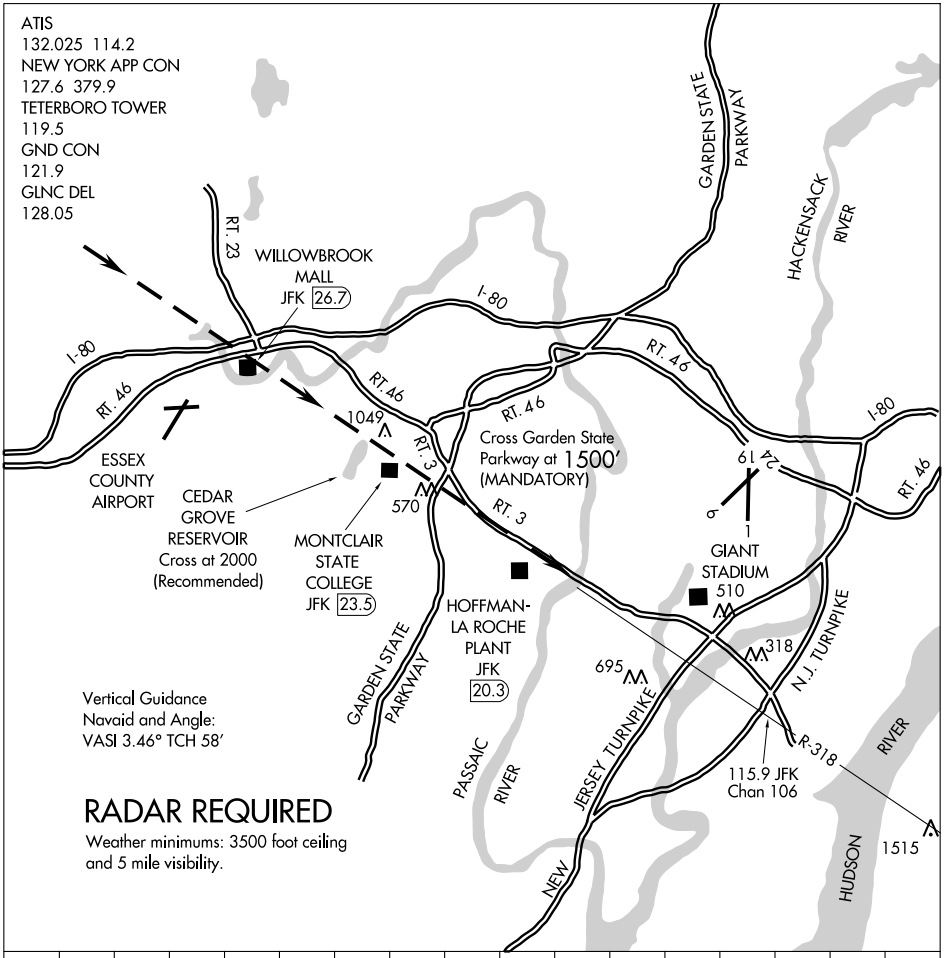
TETERBORO (TEB)
TETERBORO, NEW JERSEY



NE-2, 14 JAN 2010 to 11 FEB 2010

CEDAR GROVE VISUAL RWY 1

TETERBORO (TEB)
TETERBORO, NEW JERSEY



When cleared for a Cedar Grove Visual to Rwy 1, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until Giant Stadium, then commence a turn and descent for Rwy 1. Use caution for antenna farms northeast of Cedar Grove Reservoir and southeast of Giant Stadium.

LOC I-TEB	APP CRS	Rwy Idg	6013
108.9	060°	TDZE	6
		Apt Elev	9

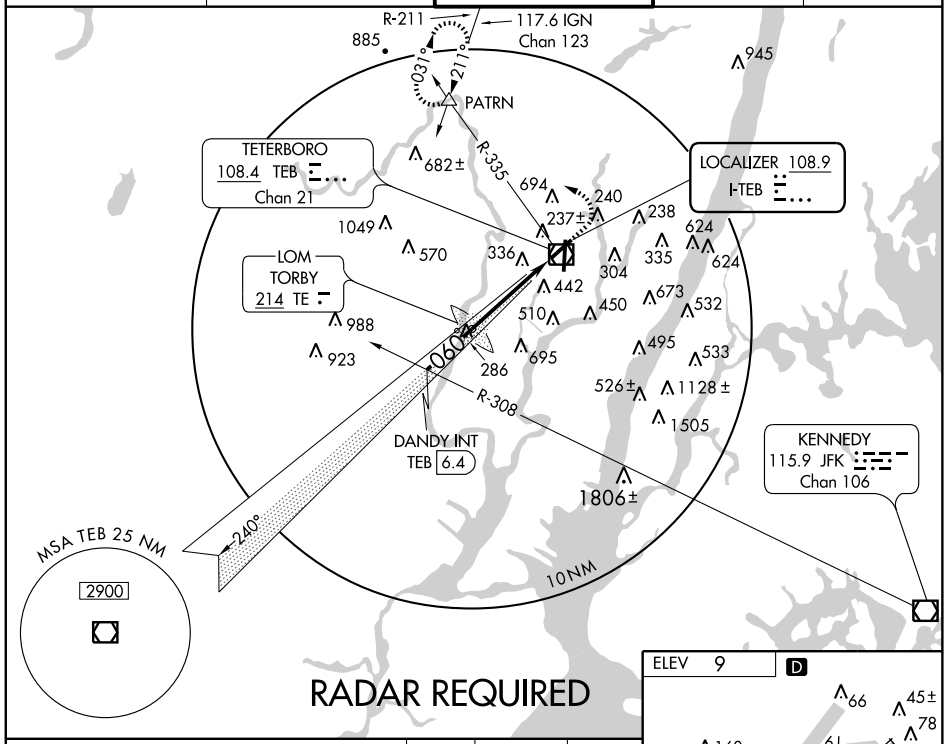
COPTER ILS RWY 6
TETERBORO (TEB)

NA

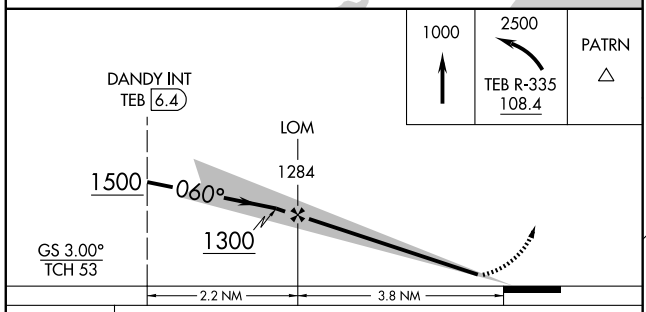
MALSR

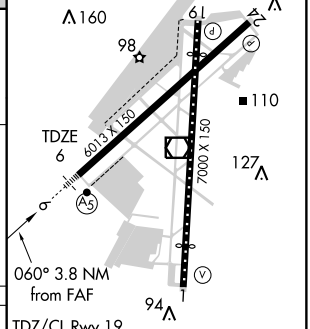
MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05



RADAR REQUIRED





CATEGORY	COPTER
S-ILS-6	206/16 200 (200-¼)
S-LOC-6	520/16 514 (600-¼)
CIRCLING	NA

FAF to MAP 3.8 NM					
Knots	45	60	75	90	105
Min:Sec	5:04	3:48	3:02	2:32	2:10

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-TEB	APP CRS	Rwy Idg	6013
108.9	060°	TDZE	6
		Apt Elev	9

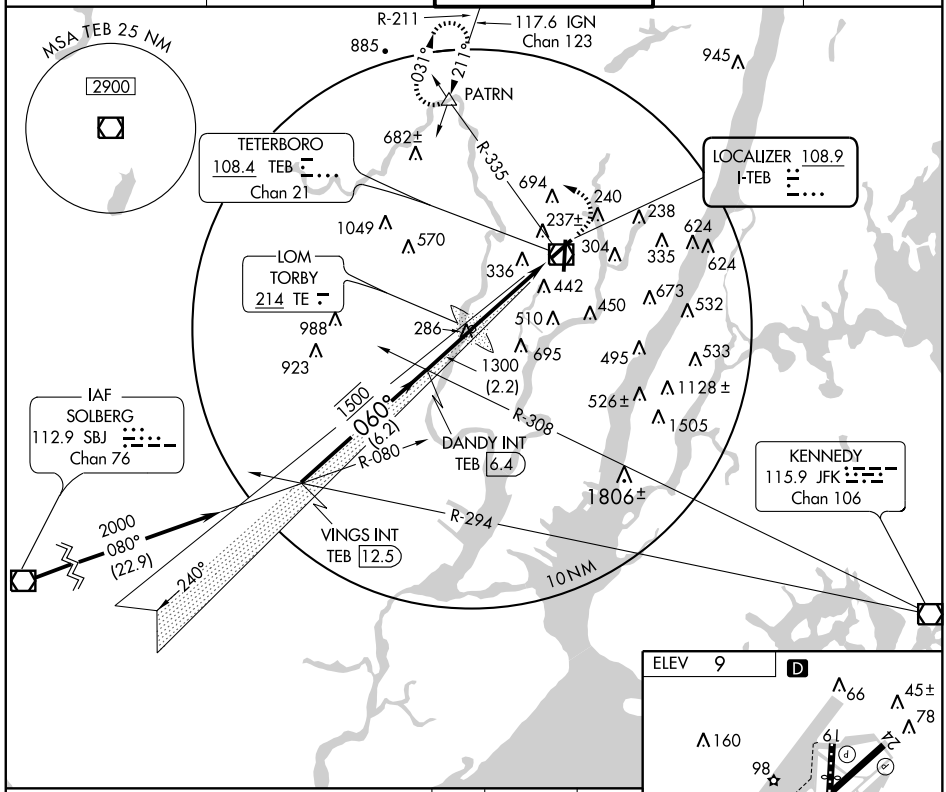
ILS RWY 6
TETERBORO (TEB)

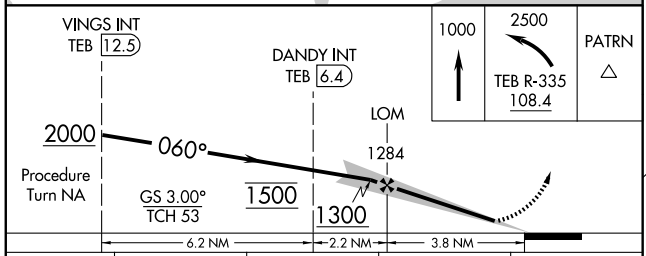
Circling NA Cats B, C, and D NW of Rwys 6 and 19.

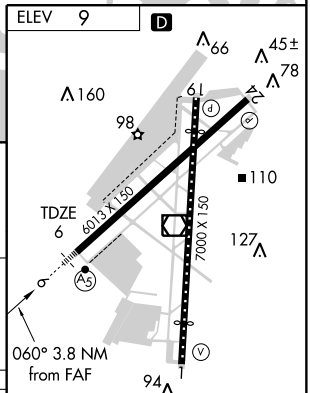
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05







CATEGORY	A	B	C	D
S-ILS-6	206/24		200 (200-½)	
S-LOC-6	520/24	514 (600-½)	520/50 514 (600-1)	520/60 514 (600-1¼)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2¼ 751 (800-2¼)	820-2¾ 811 (900-2¾)

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-TJL	APP CRS	Rwy Idg	6230
110.15	195°	TDZE	7
Chan 38 (Y)		Apt Elev	9

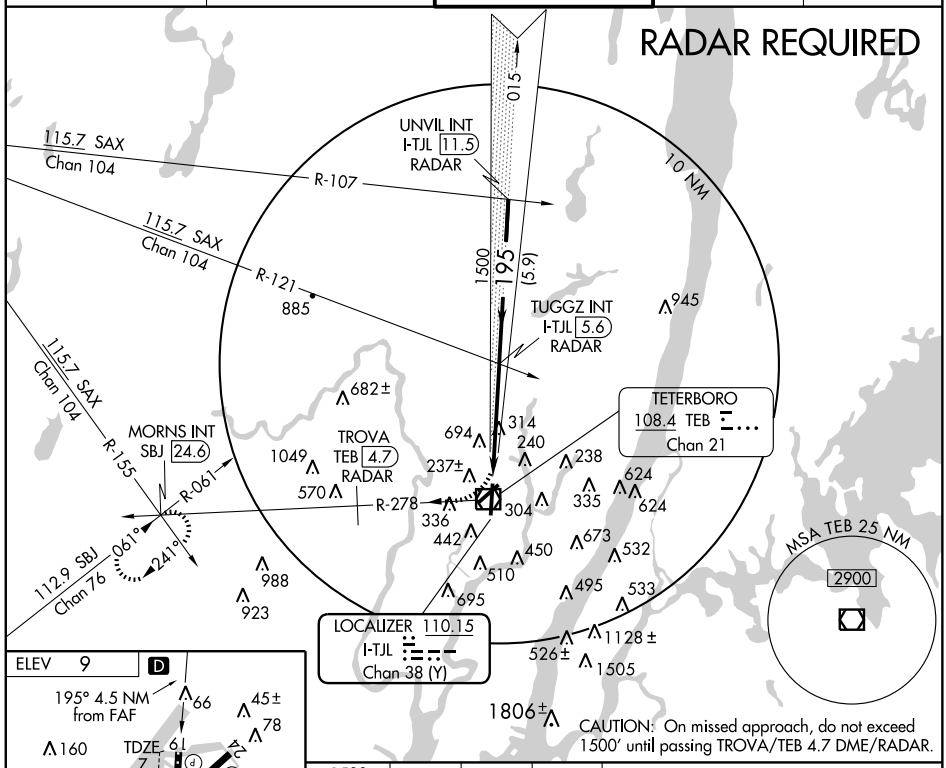
ILS RWY 19
TETERBORO (TEB)

Circling not authorized Cats. B, C and D NW of Rwys 6 and 19.

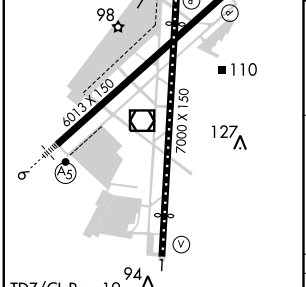
MISSED APPROACH: Immediate climbing right turn to 1500 via heading 205° and TEB VOR/DME R-278 to TROVA/4.7 DME/RADAR, then climb to 3000 via TEB R-278 to MORNS Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05

RADAR REQUIRED

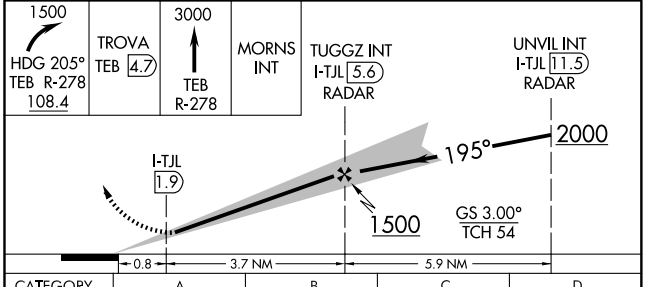


CAUTION: On missed approach, do not exceed 1500′ until passing TROVA/TEB 4.7 DME/RADAR.



TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwy 1-19 and 6-24

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 19	307-1	300 (300-1)		
S-LOC 19	580-1 573 (600-1)		580-1½ 573 (600-1½)	580-1¾ 573 (600-1¾)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2¼ 751 (800-2¼)	820-2¾ 811 (900-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

(JAIKE.JAIKE2) 09127 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

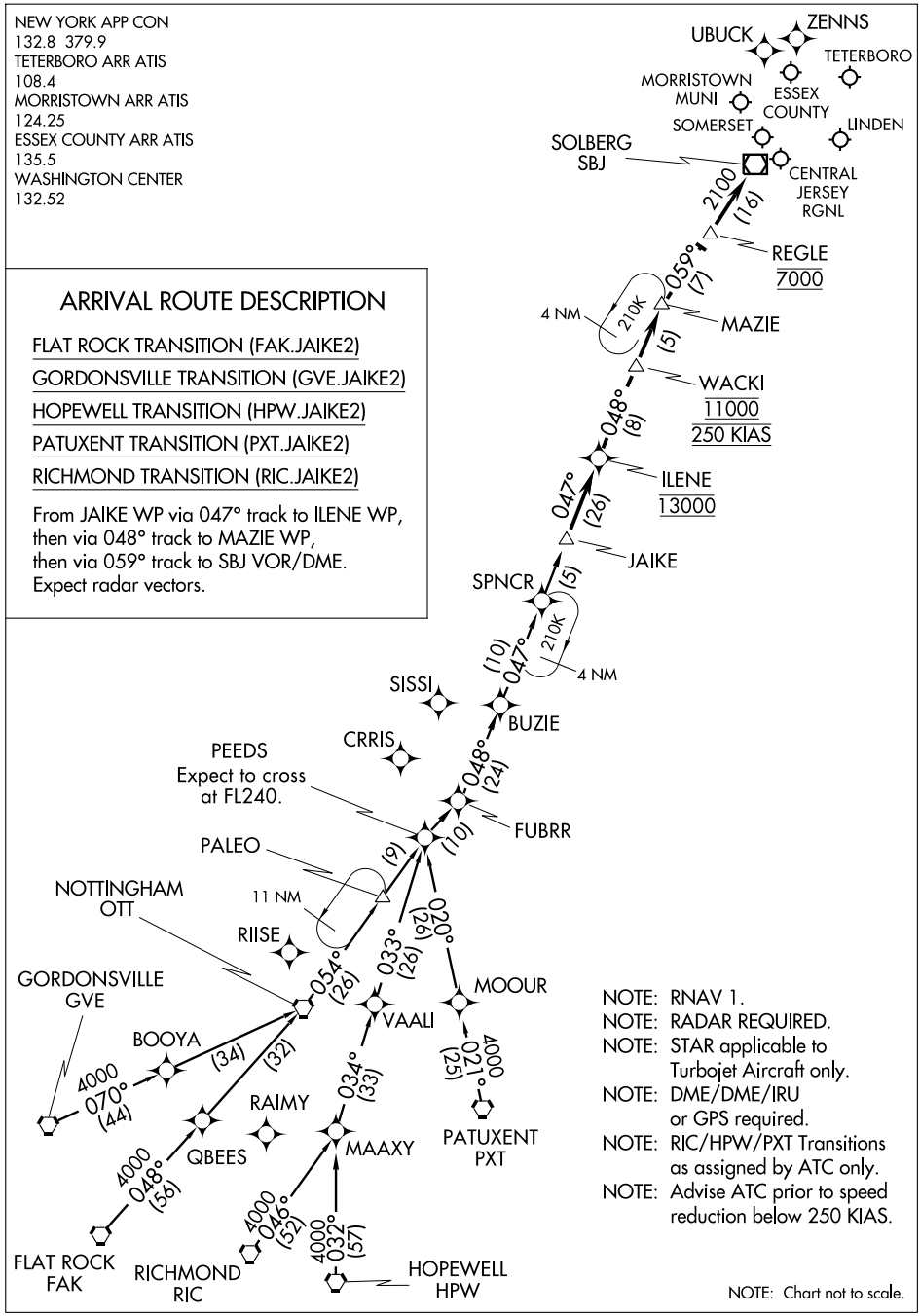
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



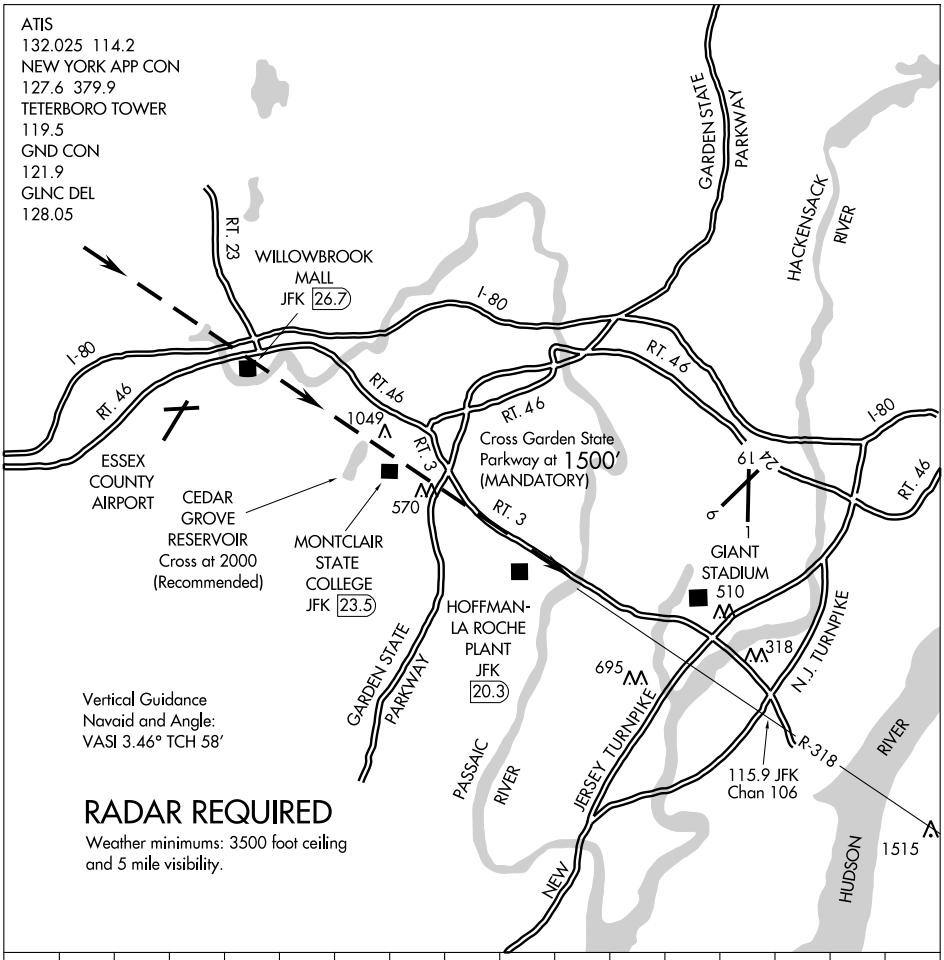
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 14 JAN 2010 to 11 FEB 2010

PASSAIC RIVER VISUAL RWY 6

TETERBORO (TEB)
TETERBORO, NEW JERSEY



When cleared for a Passaic River Visual to Rwy 6, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until the Passaic River, then commence a turn and descent for Rwy 6. Use caution for antenna farms northeast of Cedar Grove Reservoir.

WAAS CH 65707 W06A	APP CRS 060°	Rwy Idg 6013 TDZE 6 Apt Elev 9

RNAV (GPS) Y RWY 6

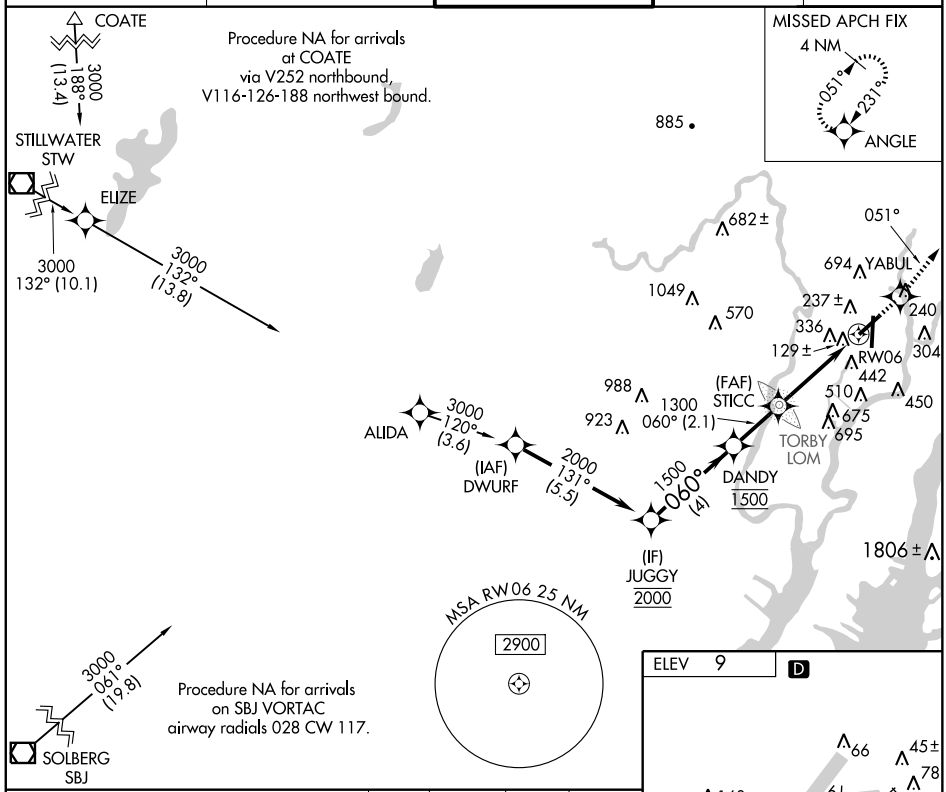
TETERBORO (TEB)

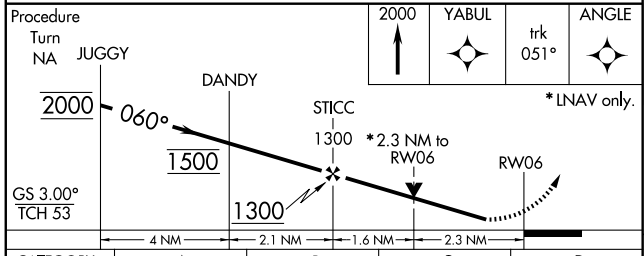
For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and increase LNAV Cat A visibility to RVR 5000. Circling NA for Cats B, C and D northwest of Rwy 6-19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

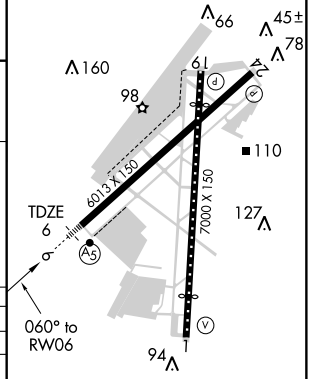
MALSR

MISSED APPROACH: Climb to 2000 direct YABUL and via track 051° to ANGLE and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05







CATEGORY	A	B	C	D
LPV DA	369/40 363 (400-¾)			
LNAV MDA	800/40 794 (800-¾)		800-1¾ 794 (800-1¾)	800-2 794 (800-2)
CIRCLING	800-1 791 (800-1)	800-1¼ 791 (800-1¼)	800-2¼ 791 (800-2¼)	820-2¾ 811 (900-2¾)

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

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APP CRS	Rwy Idg	6230
195°	TDZE	7
	Apt Elev	9

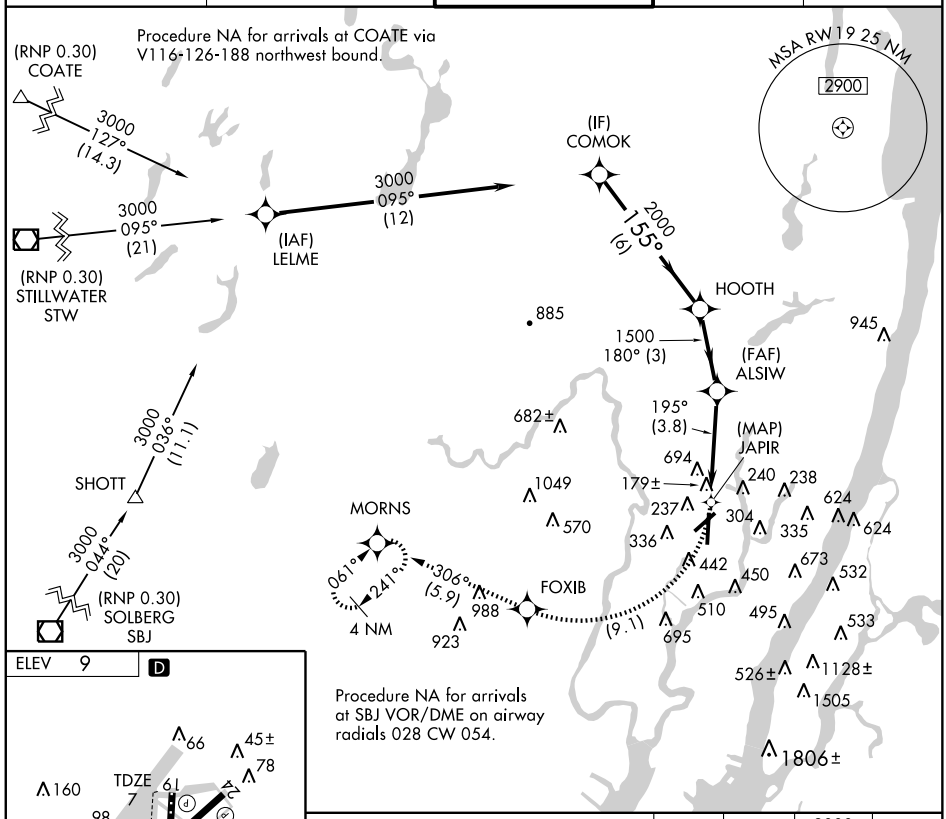
RNAV (RNP) RWY 19

TETERBORO (TEB)

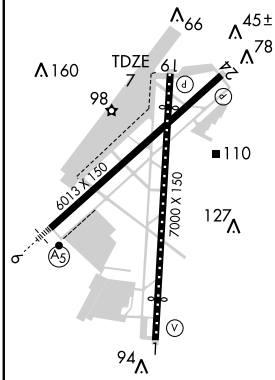
Missed Approach requires RNP less than 1.0. RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 via right turn to FOXIB, then climb to 3000 via track 306° to MORNS and hold.

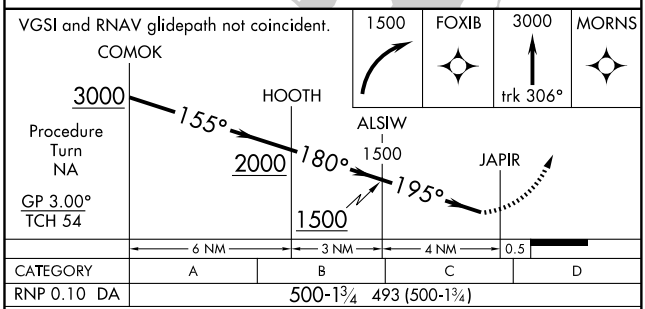
ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05



ELEV 9 D



TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwy 1-19 and 6-24



CATEGORY	A	B	C	D
RNP 0.10 DA	500-1¾ 493 (500-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6013
060°	TDZE	6
	Apt Elev	9

RNAV (RNP) Z RWY 6

TETERBORO (TEB)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 2¼ mile.

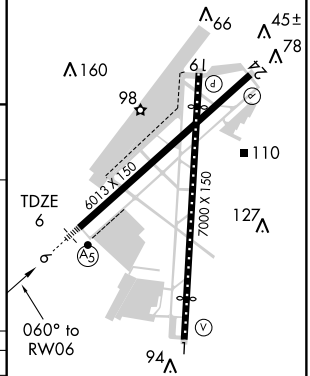
MALSR

MISSED APPROACH: Climb to 2000 via track 060° to PIXDY and via track 039° to ANGLE and hold.

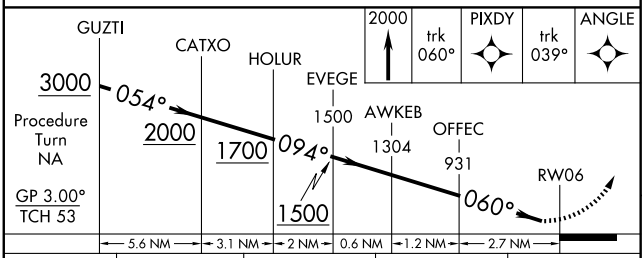
ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05

(RNP 0.30) COATE
3000
188° (13.4)
1633
(RNP 0.30) STILLWATER STW
(IAF) ELIZE
Max 210 KIAS
3000
132° (10.1)
3000
140° (19.7)
Procedure NA for arrivals at COATE via V252 northbound and via V116-126-188 northwest bound.
MISSED APCH FIX
4 NM
051°
231°
039° (1.6)
ANGLE
PIXDY
060° (4.3)
885
682±
694
1049
237±
1500
094° (2)
570
(1.2)
336
(FAF) EVEGE
OFFEC
RW06
988
442
923
1700
(3.1)
HOLUR
AWKEB
695
510
450
060° (2.7)
CATXO
094° (0.6)
2000
054° (5.6)
(IF) GUZTI
Max 180 KIAS
MSA RW06 25 NM
2900
(IAF) (RNP 0.30) SOLBERG SBJ
3000
080° (20)
Procedure NA for arrivals at SBJ VOR/DME on airway radials 028 CW 117.

ELEV 9 D



TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24



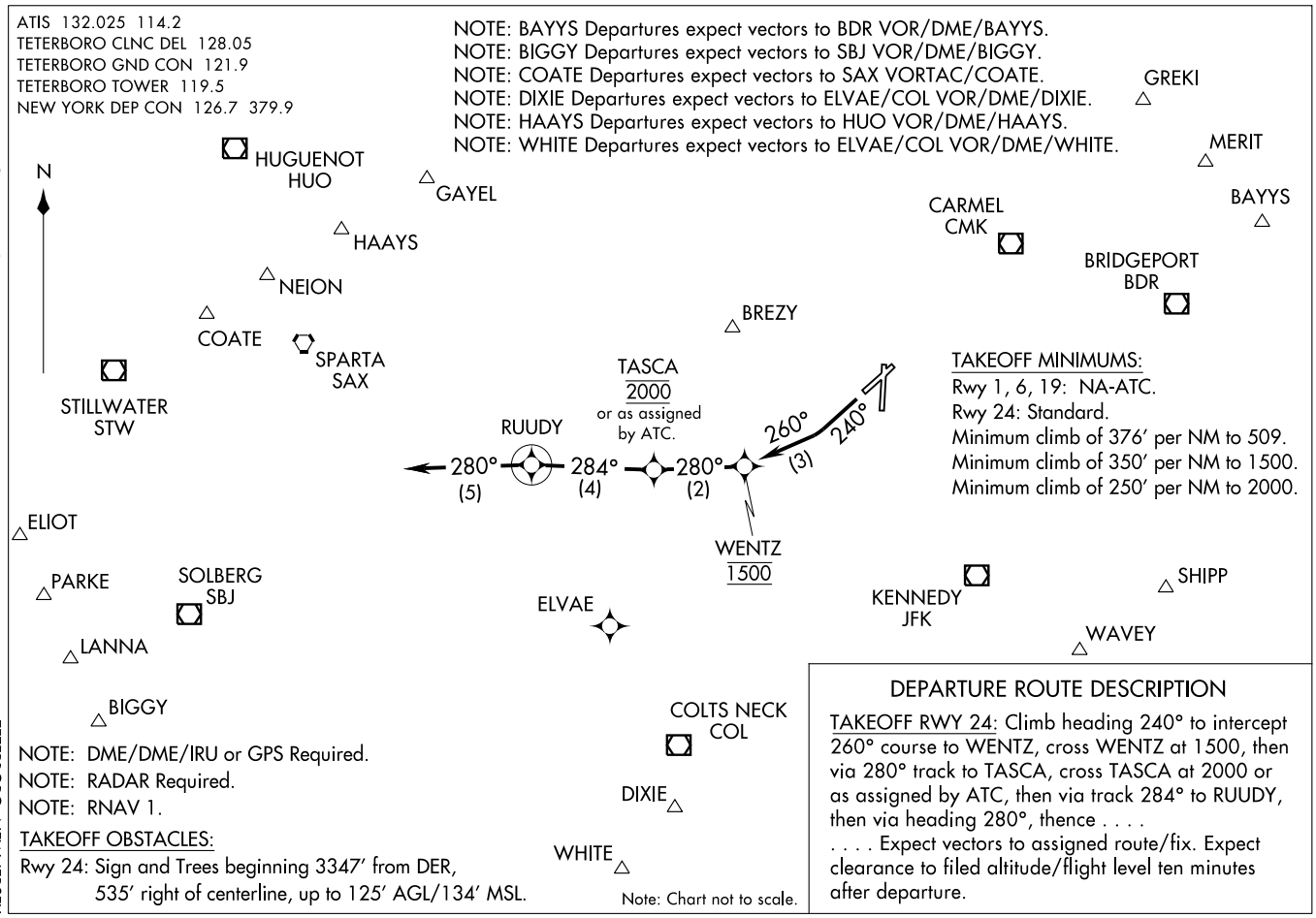
CATEGORY	A	B	C	D
RNP 0.30 DA	679-2	673 (700-2)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

RUUDY TWO DEPARTURE (RNAV)

ATIS 132.025 114.2
TETERBORO CLNC DEL 128.05
TETERBORO GND CON 121.9
TETERBORO TOWER 119.5
NEW YORK DEP CON 126.7 379.9

NOTE: BAYYS Departures expect vectors to BDR VOR/DME/BAYYS.
NOTE: BIGGY Departures expect vectors to SBJ VOR/DME/BIGGY.
NOTE: COATE Departures expect vectors to SAX VORTAC/COATE.
NOTE: DIXIE Departures expect vectors to ELVAE/COL VOR/DME/DIXIE.
NOTE: HAAYS Departures expect vectors to HUO VOR/DME/HAAYS.
NOTE: WHITE Departures expect vectors to ELVAE/COL VOR/DME/WHITE.



TAKEOFF MINIMUMS:
Rwy 1, 6, 19: NA-ATC.
Rwy 24: Standard.
Minimum climb of 376′ per NM to 509.
Minimum climb of 350′ per NM to 1500.
Minimum climb of 250′ per NM to 2000.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

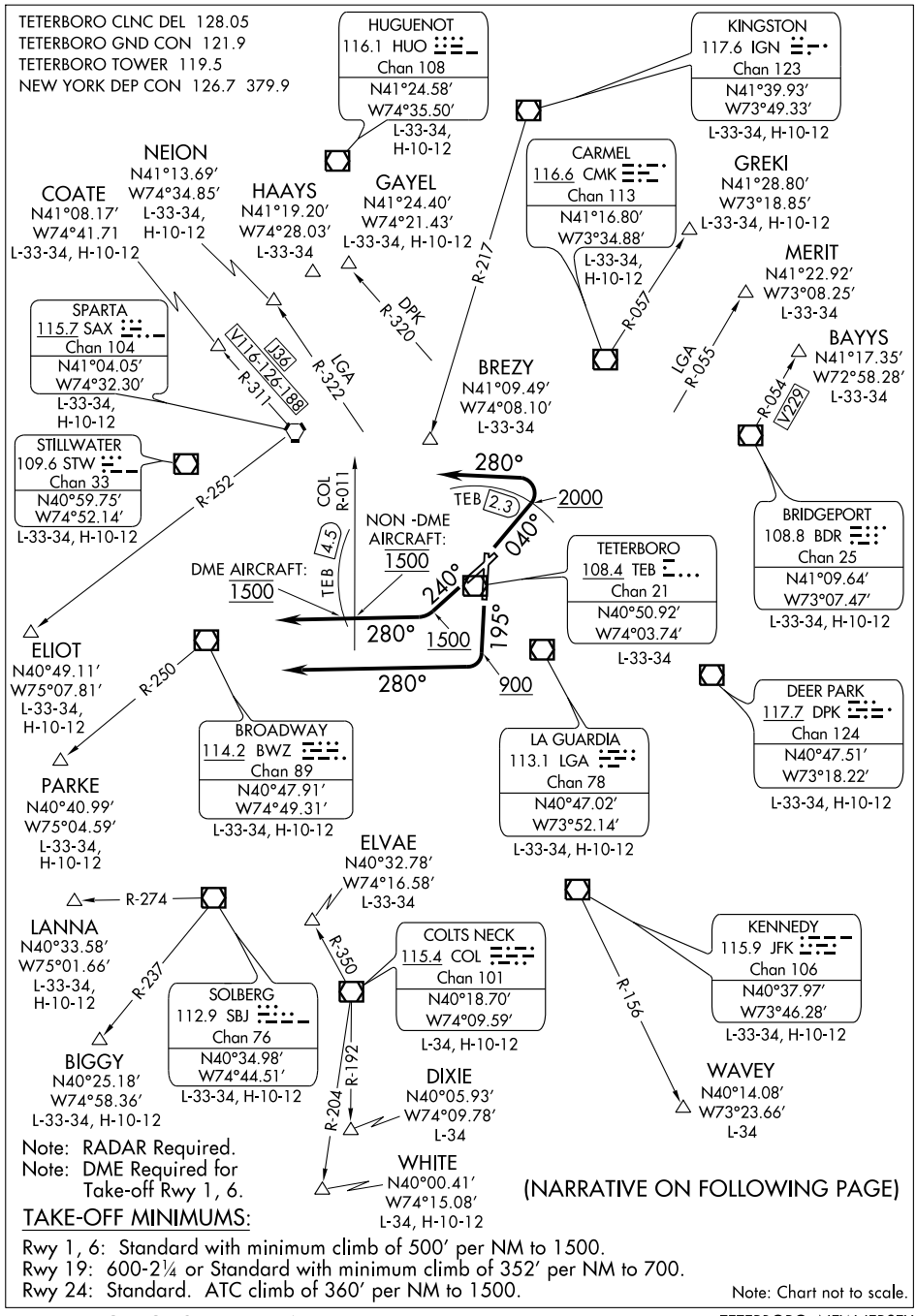
TAKEOFF OBSTACLES:
Rwy 24: Sign and Trees beginning 3347′ from DER, 535′ right of centerline, up to 125′ AGL/134′ MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 24: Climb heading 240° to intercept 260° course to WENTZ, cross WENTZ at 1500, then via 280° track to TASCA, cross TASCA at 2000 or as assigned by ATC, then via track 284° to RUUDY, then via heading 280°, thence . . . .
. . . . Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TETERBORO SIX DEPARTURE SL-890 (FAA)



Note: RADAR Required.
Note: DME Required for Take-off Rwy 1, 6.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwy 1, 6: Standard with minimum climb of 500′ per NM to 1500.
Rwy 19: 600-2¼ or Standard with minimum climb of 352′ per NM to 700.
Rwy 24: Standard. ATC climb of 360′ per NM to 1500.

Note: Chart not to scale.

NE-2, 14 JAN 2010 to 11 FEB 2010

TETERBORO SIX DEPARTURE SL-890 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1/6: Climb to 2000 via heading 040° to TEB 2.3 DME, then climbing left turn via heading 280°, maintain 2000, thence . . . .
TAKE-OFF RUNWAY 19: Climb heading 195° to 900, then climbing right turn to 2000 via heading 280°, maintain 2000, thence . . . .
TAKE-OFF RUNWAY 24: Climb heading 240° to 1500 then climbing right turn via heading 280°, cross TEB 4.5 DME at 1500 (non-DME Aircraft cross COL R-011 at 1500), maintain 2000, thence . . . .
. . . . as per notes or via vector to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES:
BAYYS departures expect vectors to BDR/BDR R-054.
BIGGY departures expect vectors to SBJ/SBJ R-237.
BREZY departures expect vectors to IGN R-217 to BREZY.
COATE departures expect vectors to SAX/SAX R-311.
ELIOT departures expect vectors to SAX R-252.
GAYEL departures expect vectors to DPK R-320.
GREKI departures expect vectors to CMK/CMK R-057.
HAAYS departures expect vectors to HUO.
LANNA departures expect vectors to SBJ/SBJ R-274.
MERIT departures expect vectors to LGA R-055.
NEION departures expect vectors to LGA R-322.
PARKE departures expect vectors to BWZ R-250.
WAVEY departures expect vectors to JFK/JFK R-156.
WHITE/DIXIE departures expect vectors to COL R-350 or ELVAE/COL.
Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES:

Rwy 1: Vents and trees beginning 195′ from DER, 507′ left of centerline, up to 73′ AGL/82′ MSL. Poles and trees beginning 903′ from DER, 136′ right of centerline, up to 44′ AGL/53′ MSL.

Rwy 6: Sign, poles, buildings and trees beginning 235′ from DER, 10′ left of centerline, up to 106′ AGL/115′ MSL. Building, poles and trees beginning 335′ from DER, 101′ right of centerline, up to 92′ AGL/101′ MSL.

Rwy 19: Vent on building and trees beginning 215′ from DER, 1′ left of centerline, up to 77′ AGL/86′ MSL. Blast fence, poles, and trees beginning 185′ from DER, 117′ right of centerline, up to 83′ AGL/92′ MSL. Tower 1.9 NM from DER, 1621′ right of centerline, 500′ AGL′/510′ MSL.

Rwy 24: Sign and trees beginning 3347′ from DER, 535′ right of centerline, up to 125′ AGL/134′ MSL.

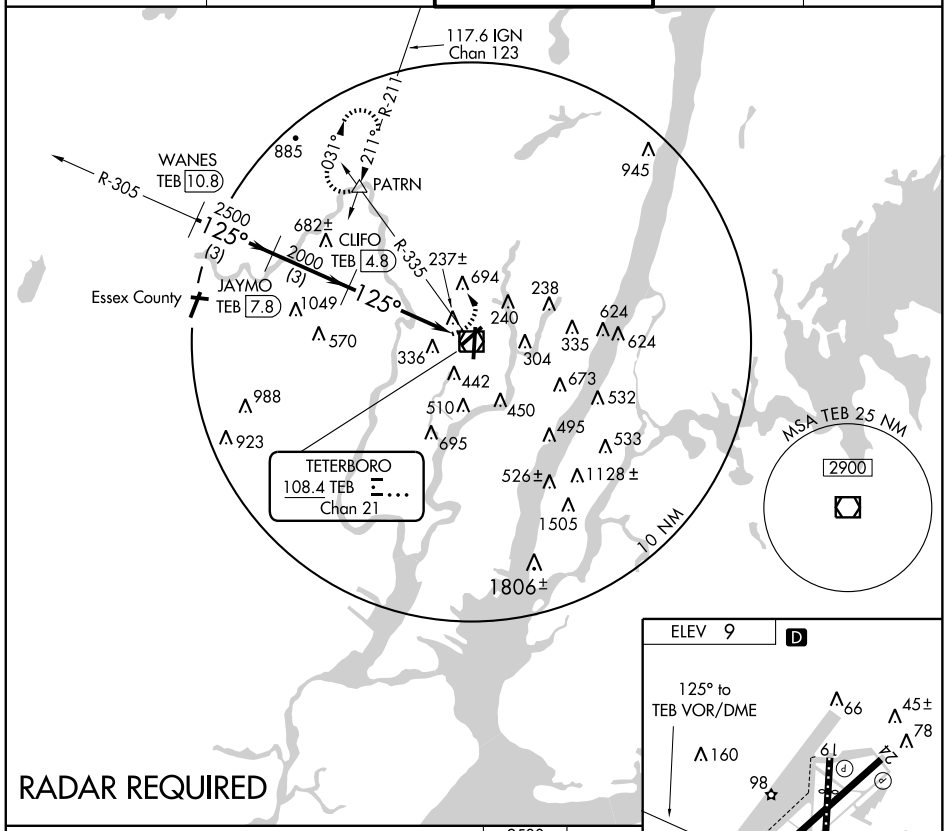
VOR/DME TEB	APP CRS	Rwy Idg	N/A
108.4	125°	TDZE	N/A
Chan 21		Apt Elev	9

VOR/DME-A
TETERBORO (TEB)

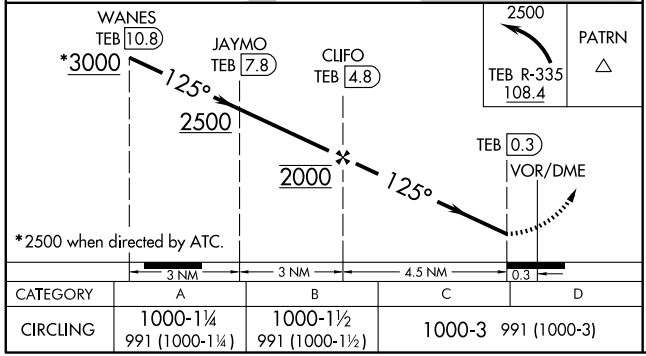
Circling NA CATs B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

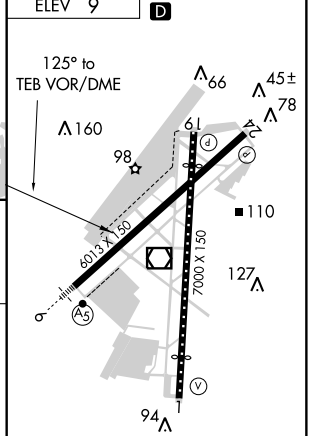
ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05



RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 991 (1000-1¼)	1000-1½ 991 (1000-1½)	1000-3 991 (1000-3)	



TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME TEB	APP CRS	Rwy Idg	N/A
108.4	202°	TDZE	N/A
Chan 21		Apt Elev	9

VOR/DME-B
TETERBORO (TEB)

Circling NA Cat. B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing right turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05

SPARTA
115.7 SAX
Chan 104

R-205

BUDDS INT
STW 14

109.6 STW
Chan 33

3000
111°
(24.3)

R-121

R-211 117.6 IGN Chan 123

R-022

885

031°

211°

PATRN

022°
1 min
202°

(IAF)
TELLO INT
TEB 5

945

682±

R-335

694

202°

2000
022° (5)

237±

240

238

335

624

1049

570

TEB
1

304

624

336

442

450

673

532

988

923

695

510

495

533

TETERBORO
108.4 TEB
Chan 21

526±

1128±

1505

1806±

10 NM

MSA TEB 25 NM
2900

ELEV 9 D

202° to
TEB
VOR/DME

66

45±

78

160

98

61

110

127

6013 X 150

7000 X 150

94

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

2500
TEB R-335
108.4

PATRN

TELLO INT
TEB 5

One Minute
Holding Pattern

TEB
1

022°
202°
2000

VOR/DME

202°

960

1 NM
4 NM

CATEGORY	A	B	C	D
CIRCLING	800-1 791 (800-1)	800-1¼ 791 (800-1¼)	800-2¼ 791 (800-2¼)	820-2¾ 811 (900-2¾)

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VOR/DME TEB	APP CRS	Rwy Idg 6013
108.4	064°	TDZE 6
Chan 21		Apt Elev 9

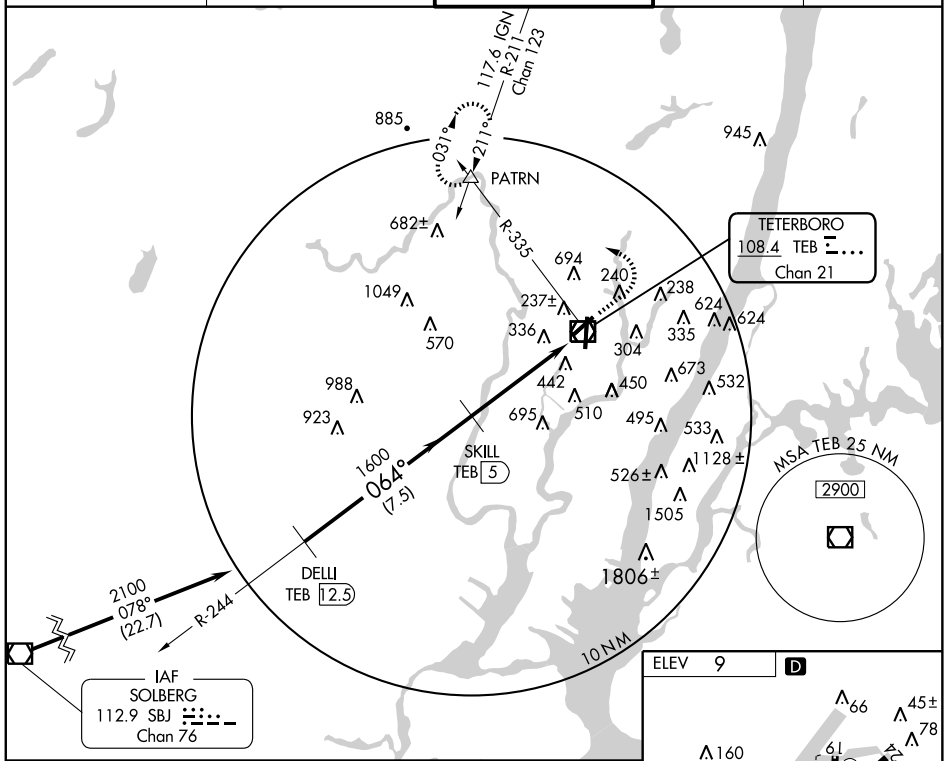
VOR/DME RWY 6
TETERBORO (TEB)

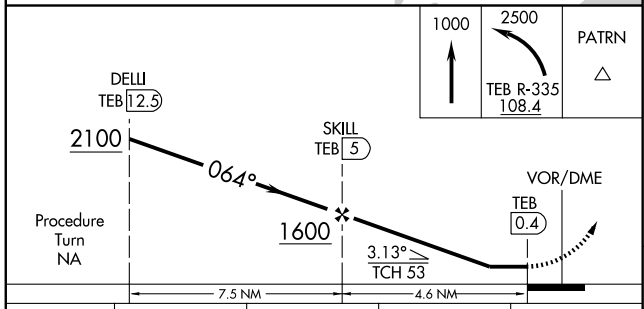
Circling NA Cats B, C and D NW of Rwys 6 and 19.

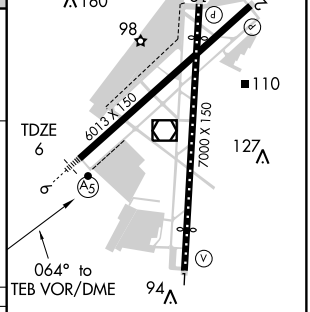
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05







CATEGORY	A	B	C	D
S-6	700/50 694 (700-1)		700-1½ 694 (700-1½)	700-1¾ 694 (700-1¾)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2 ¼ 751 (800-2 ¼)	820-2 ¾ 811 (900-2¾)

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME TEB	APP CRS	Rwy Idg	6013
108.4	231°	TDZE	8
Chan 21		Apt Elev	9

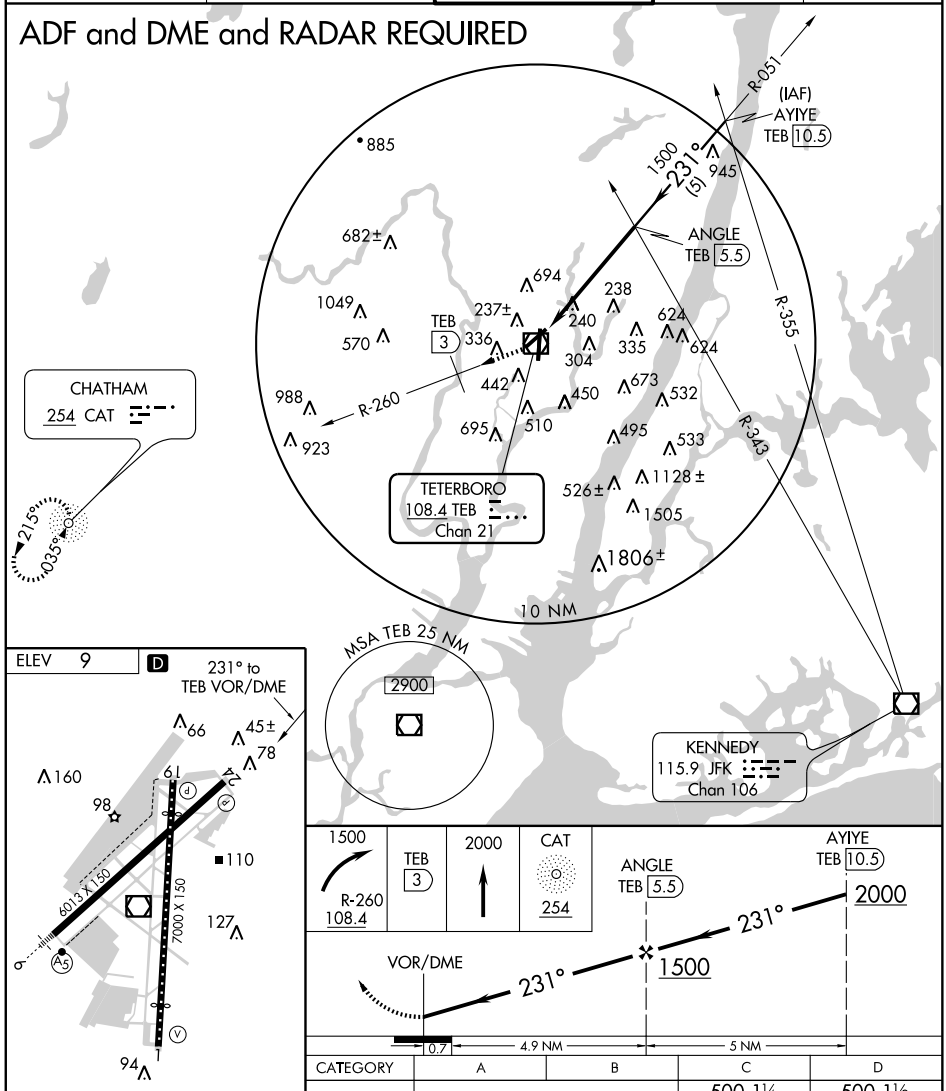
VOR RWY 24
TETERBORO (TEB)

Circling NA CATs B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing right turn to 1500 via TEB R-260 to 3 DME then climb to 2000 direct CAT NDB and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05

ADF and DME and RADAR REQUIRED

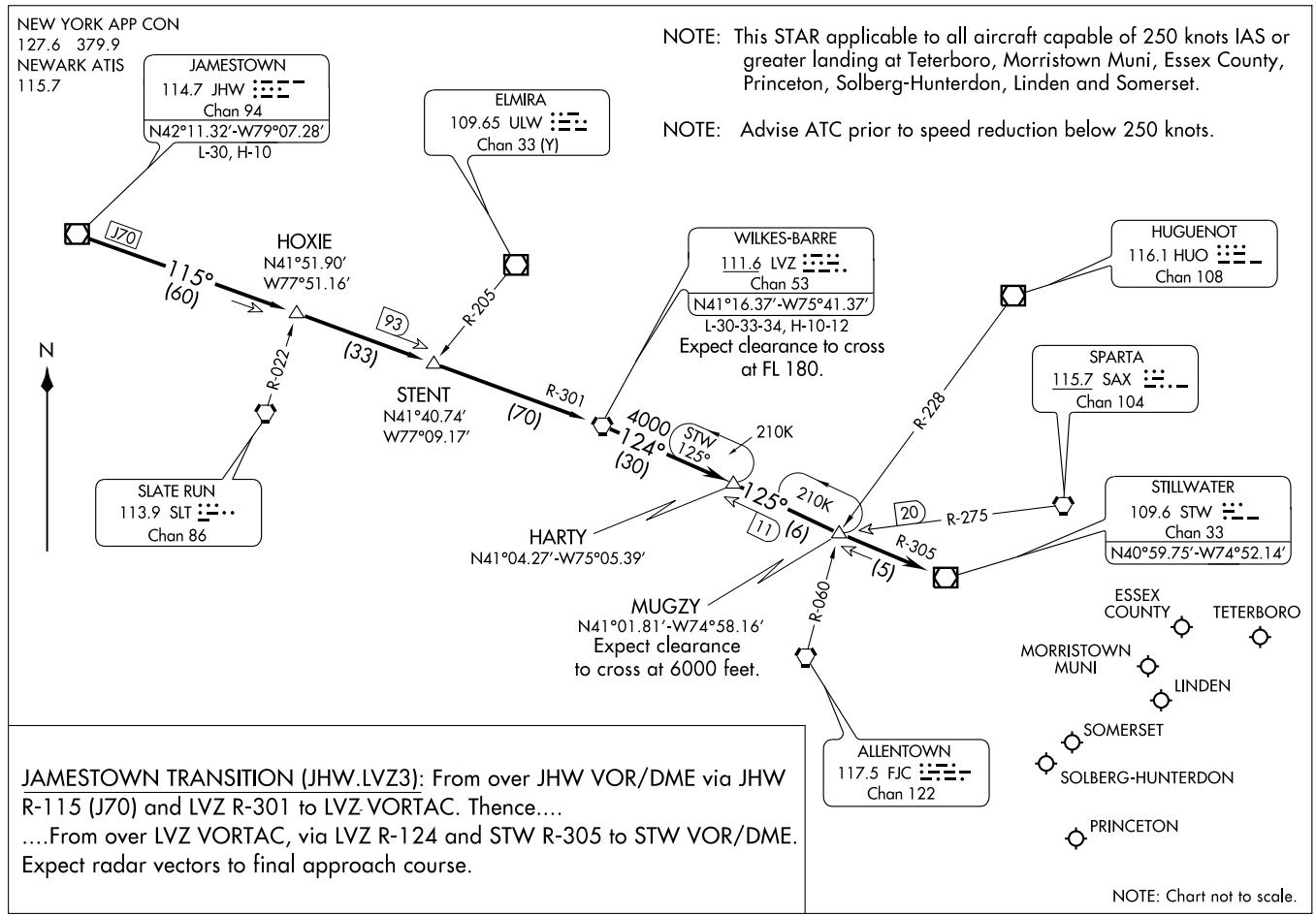


TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

CATEGORY	A	B	C	D
S-24	500-1 492 (500-1)		500-1¼ 492 (500-1¼)	500-1½ 492 (500-1½)
CIRCLING	760-1 751 (800-1)	1000-1½ 991 (1000-1½)	1000-3 991 (1000-3)	

NE-2, 14 JAN 2010 to 11 FEB 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



LOC I-MJX	APP CRS	Rwy Idg	5949
109.9	061°	TDZE	82
		Apt Elev	82

ILS RWY 6

TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

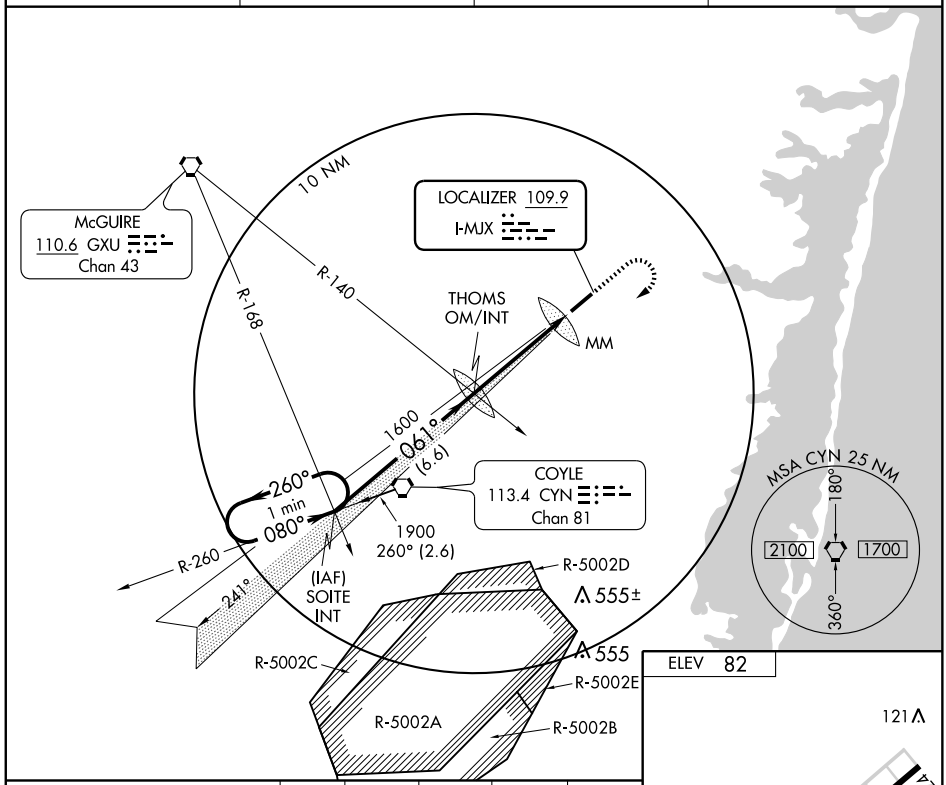
If local altimeter setting not received, use McGuire AFB altimeter setting and increase all DH/MDAs 60 feet.

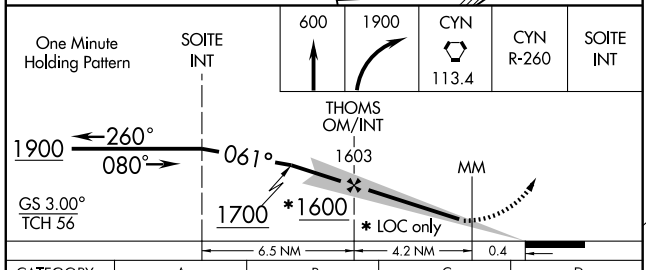
NA

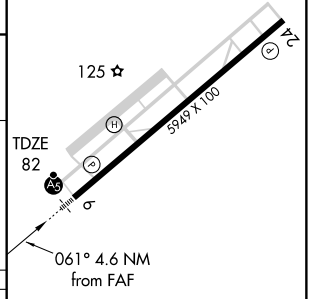
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 1900 direct CYN VORTAC then via CYN R-260 to SOITE Int and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725







CATEGORY	A	B	C	D
S-ILS 6	282-½ 200 (200-½)			
S-LOC 6	520-½ 438 (500-½)		520-¾ 438 (500-¾)	520-1 438 (500-1)
CIRCLING	520-1 438 (500-1)	540-1 458 (500-1)	540-1½ 458 (500-1½)	640-2 558 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

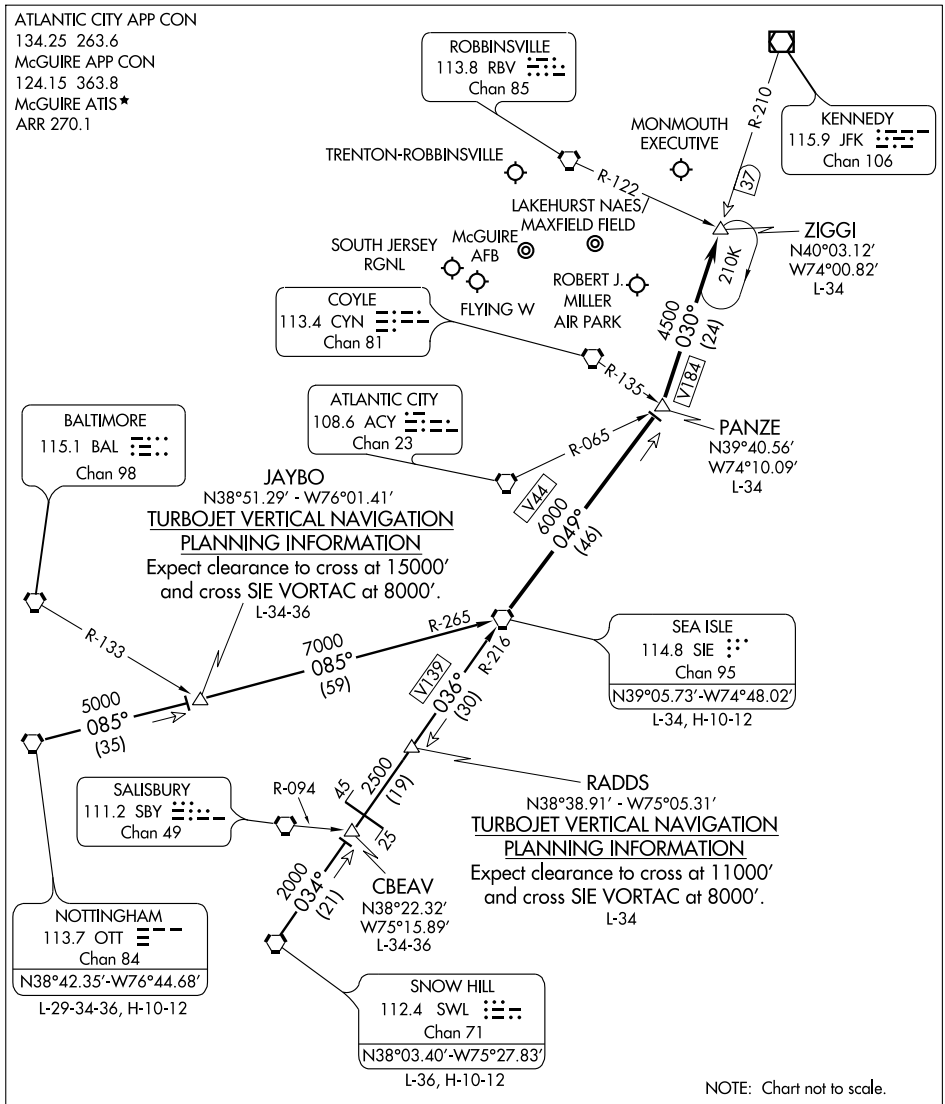
FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-2. 14 JAN 2010 to 11 FEB 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC CYN	APP CRS	Rwy Idg	5949
113.4	054°	TDZE	82
Chan 81		Apt Elev	82

VOR or GPS RWY 6

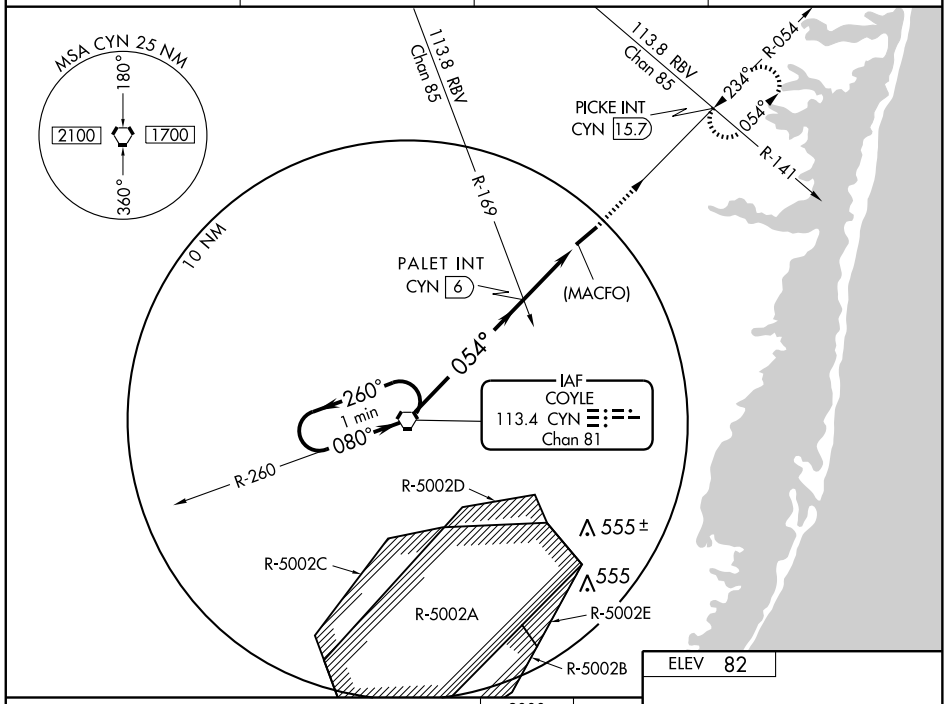
TOMS RIVER/ROBERT J. MILLER AIR PARK (MJX)

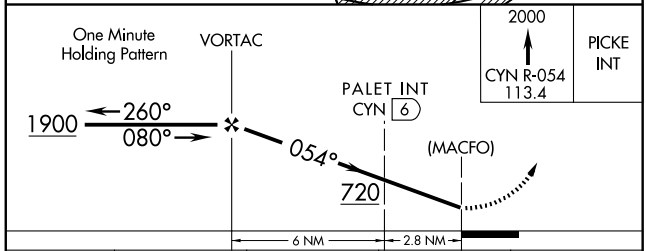
Use McGuire AFB altimeter setting.
ACTIVATE MALS Rwy 6 UNICOM.
NA Inoperative table does not apply to CAT C.

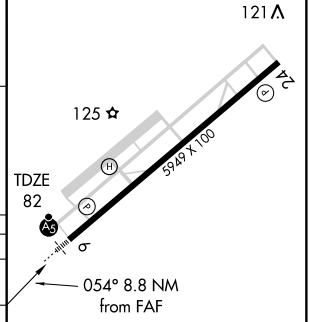
MALSR

MISSED APPROACH: Climb to 2000 via CYN R-054 to PICKE Int/15.7 DME and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725







HIRL Rwy 6-24 L
REIL Rwy 24 L

CATEGORY	A	B	C	D
S-6	720-¾ 638 (700-¾)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
DUAL VOR or VOR/DME MINIMA				
S-6	520-¾ 438 (500-¾)		520-1¼ 438 (500-1¼)	520-1½ 438 (500-1½)
CIRCLING	520-1 438 (500-1)	540-1 458 (500-1)	540-1½ 458 (500-1½)	640-2 558 (600-2)

FAF to MAP 8.8 NM

Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC CYN	APP CRS	Rwy Idg	5949
113.4	234°	TDZE	82
Chan 81		Apt Elev	82

VOR or GPS RWY 24

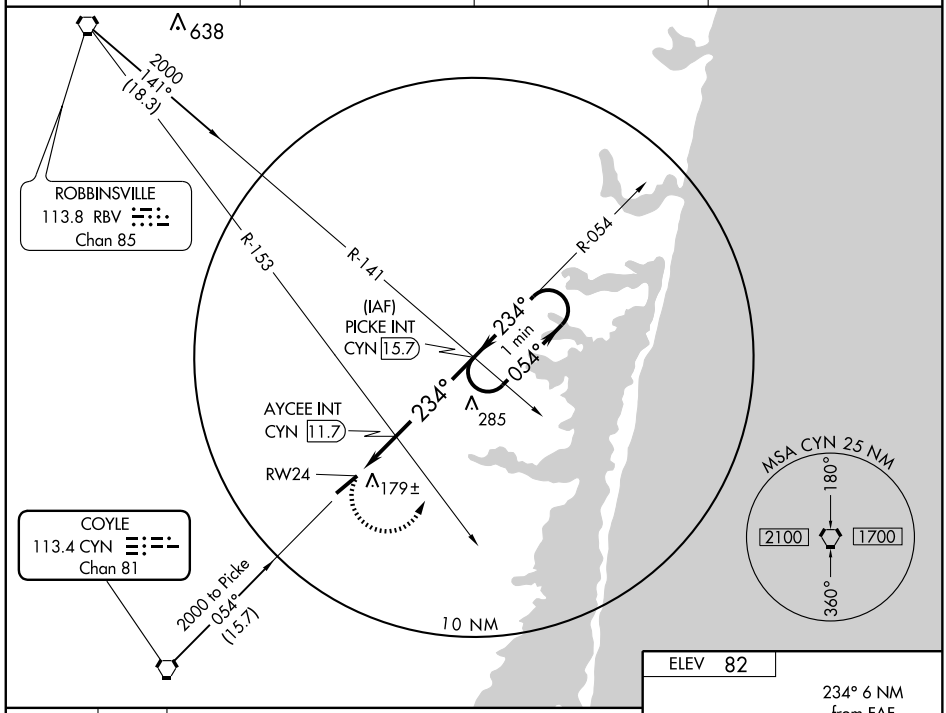
TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

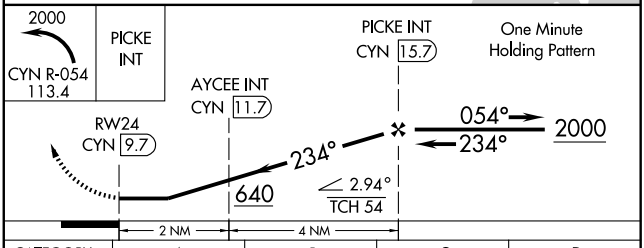
NA

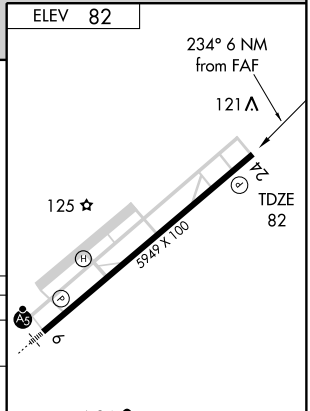
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via CYN R-054 to PICKE Int and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725







CATEGORY	A	B	C	D
S-24	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-1¾ 558 (600-1¾)
CIRCLING	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-2 558 (600-2)
DUAL VOR OR DME MINIMUMS				
S-24	480-1 398 (400-1)			480-1¼ 398 (400-1¼)
CIRCLING	540-1 458 (500-1)		540-1½ 458 (500-1½)	640-2 558 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

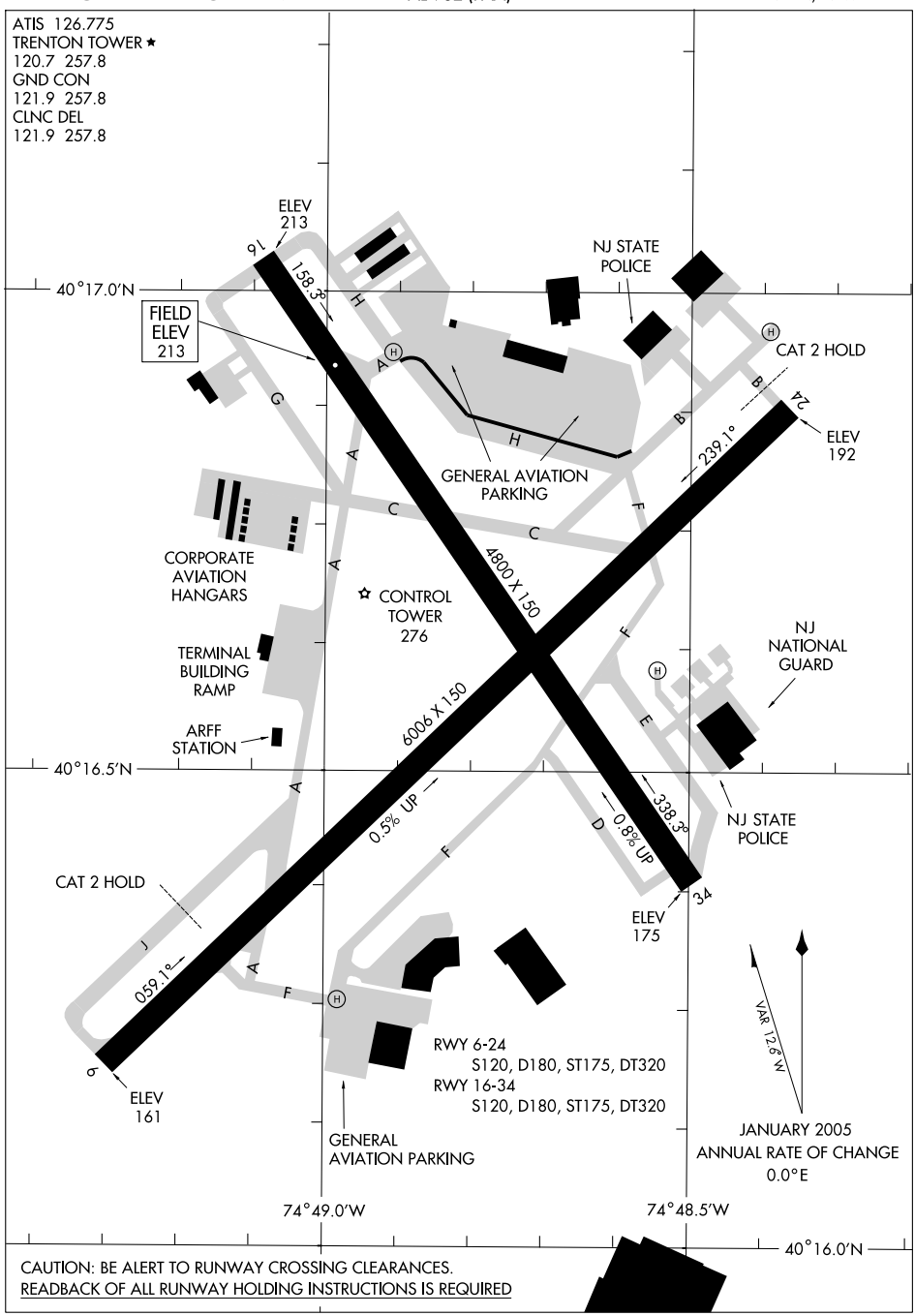
NE-2. 14 JAN 2010 to 11 FEB 2010

08045

AIRPORT DIAGRAM

AL-982 (FAA)

TRENTON MERCER (TTN)
TRENTON, NEW JERSEY

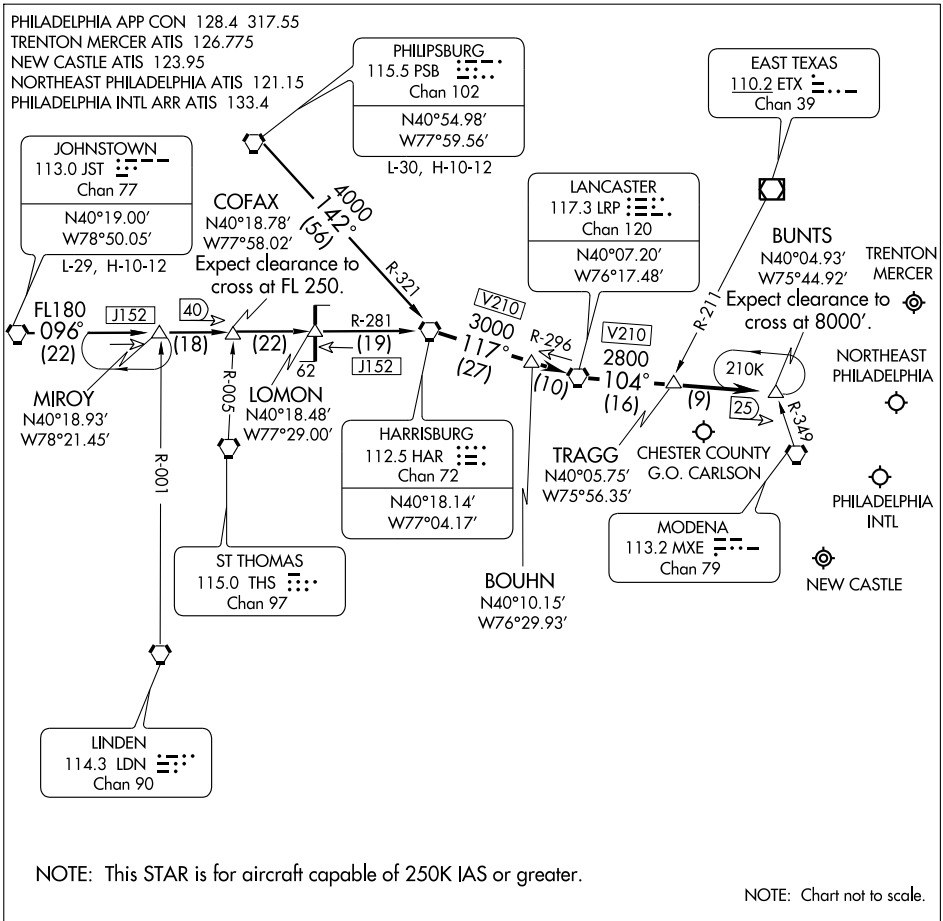


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED

NE-2, 14 JAN 2010 to 11 FEB 2010

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

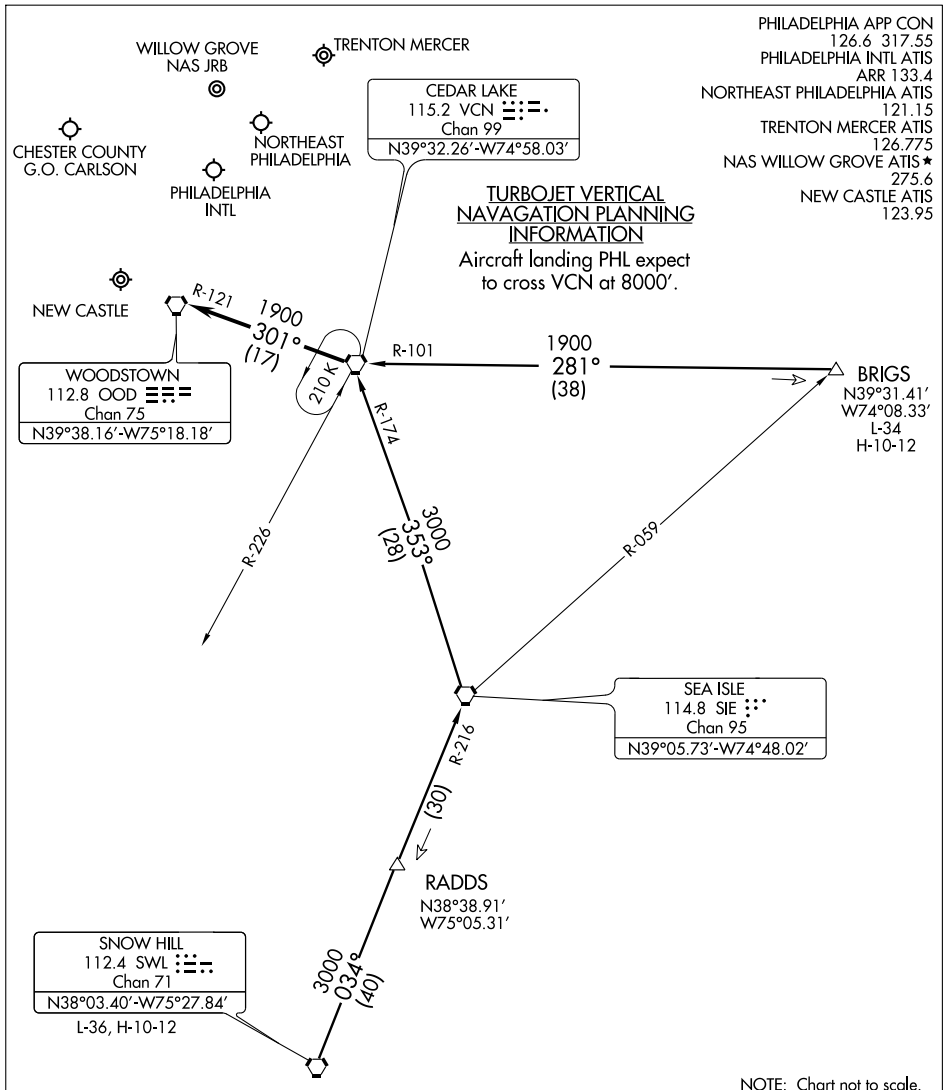
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 14 JAN 2010 to 11 FEB 2010

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

CEDAR LAKE
115.2 VCN
Chan 99

PHILADELPHIA INTL

R-195
14
R-270

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

210K
R-346
14

ATLANTIC CITY
108.6 ACY
Chan 23

BALTIMORE
115.1 BAL
Chan 98

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

015° (23)
R-226
13

SMYRNA
111.4 ENO
Chan 51

CANNY
N39°03.67′
W75°40.68′

R-246
R-276
R-133

HEDGE
N38°53.54′
W75°50.24′

25
046° (13)
R-265

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

(9)
45
(15)
R-289

SEA ISLE
114.8 SIE
Chan 95

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

085° (35)
R-248
R-226
R-234
18,000
064° (78)

82

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

WATERLOO
112.6 ATR
Chan 73

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

18,000
042° (87)

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

4000
046° (30)

R-334

SNOW HILL
112.4 SWL
Chan 71

N

NOTE: Chart not to scale.

PHILADELPHIA, PENNSYLVANIA

ST-320 (FAA)

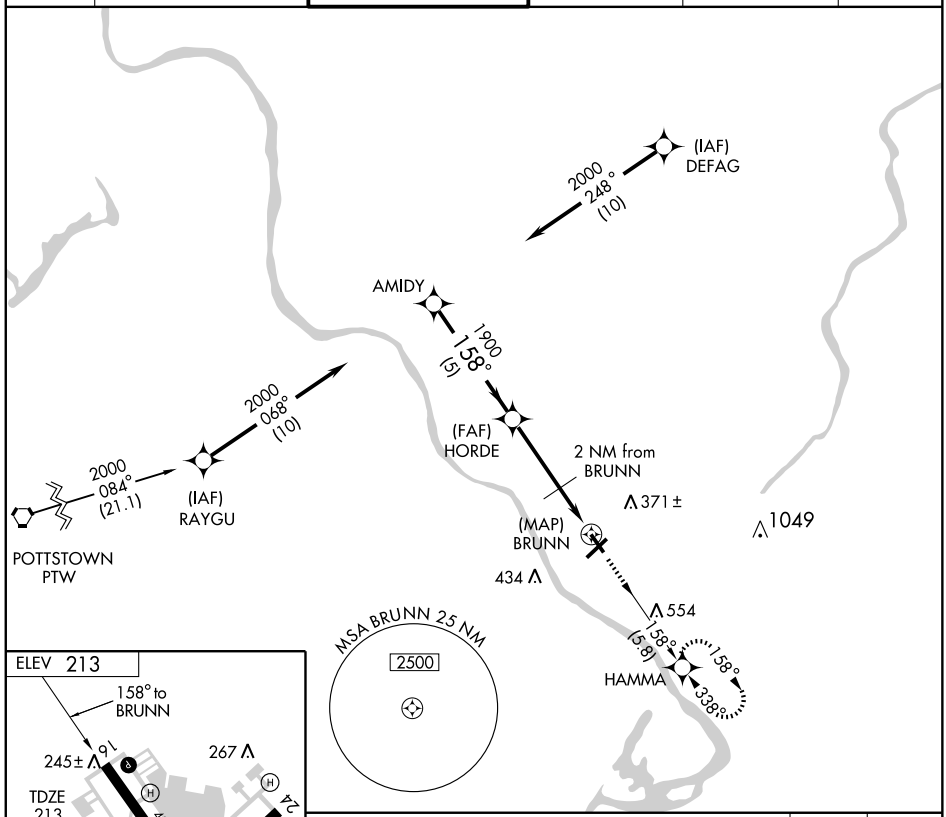
APP CRS	Rwy Idg	4800
158°	TDZE	213
	Apt Elev	213

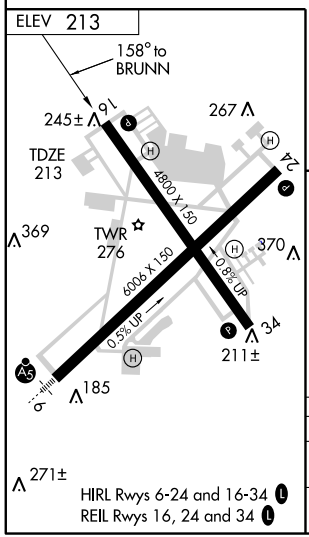
GPS RWY 16
TRENTON MERCER (TTN)

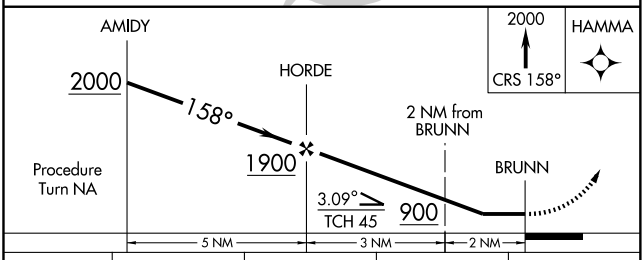
NA

MISSED APPROACH: Climb to 2000 via 158° course to HAMMA WP and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-16	620-1 407 (500-1)		620-1¼ 407 (500-1¼)	
CIRCLING	680-1 467 (500-1)		680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

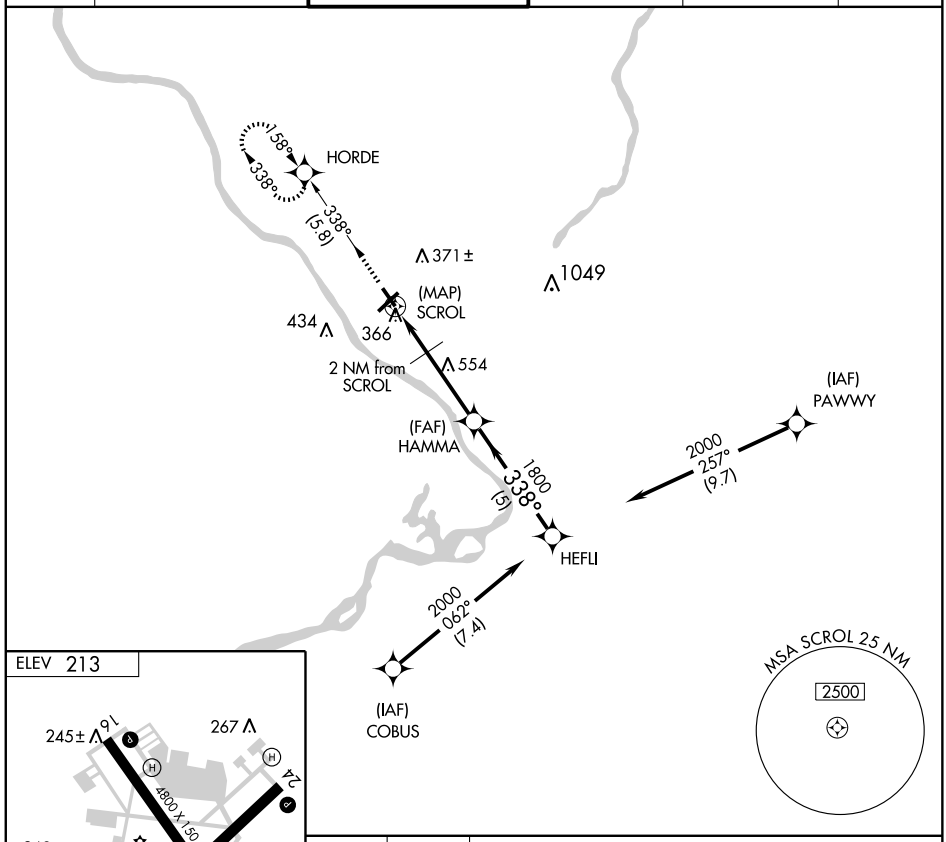
APP CRS	Rwy Idg	4800
338°	TDZE	203
	Apt Elev	213

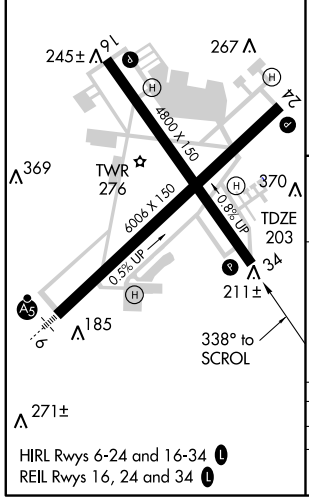
GPS RWY 34
TRENTON MERCER (TTN)

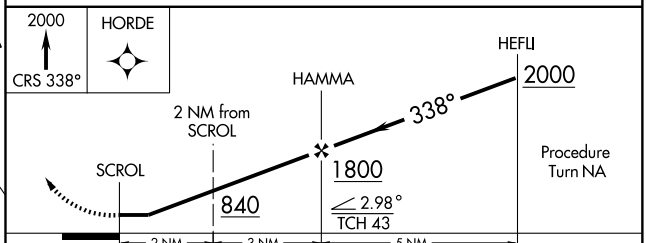
NA

MISSED APPROACH: Climb to 2000 via 338° course to HORDE WP and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-34	620-1	417 (500-1)	620-1¼	417 (500-1¼)
CIRCLING	680-1	467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-TTN	APP CRS	Rwy Idg	6006
111.3	058°	TDZE	186
		Apt Elev	213

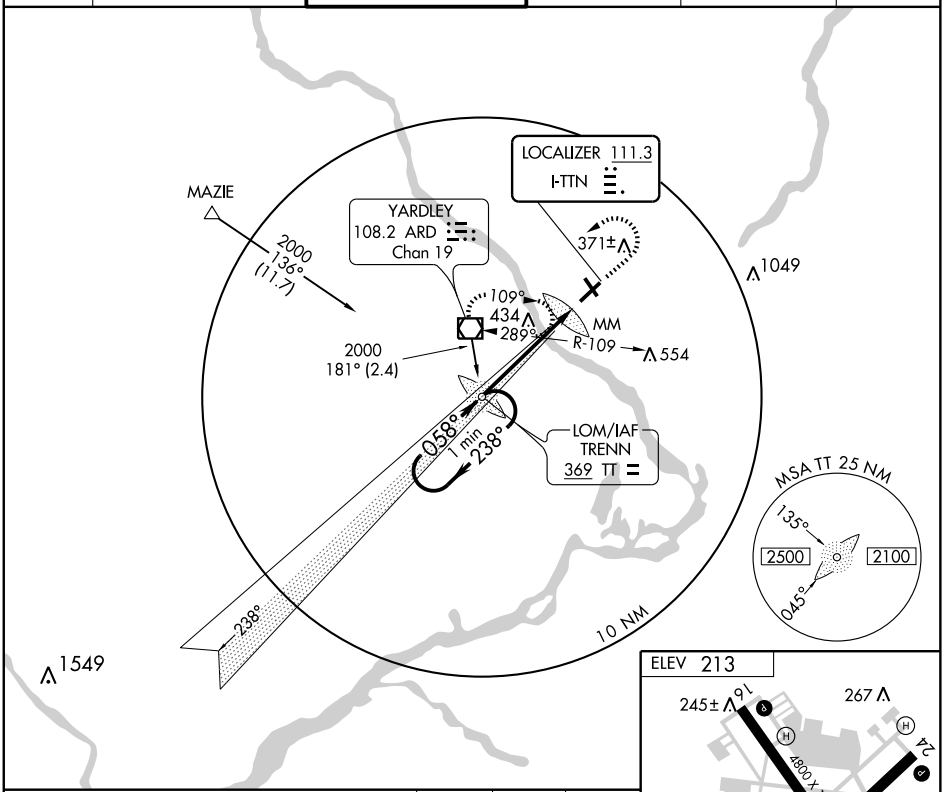
ILS RWY 6
TRENTON MERCER (TTN)

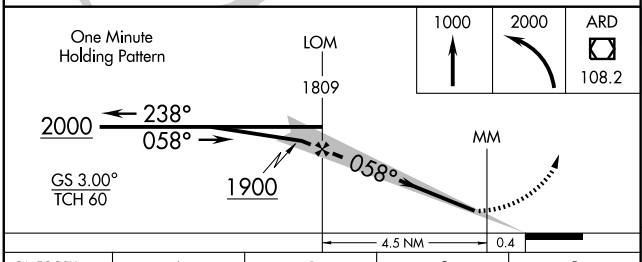
For inoperative MALSR, increase S-LOC-6 Cat D visibility to 1 mile.

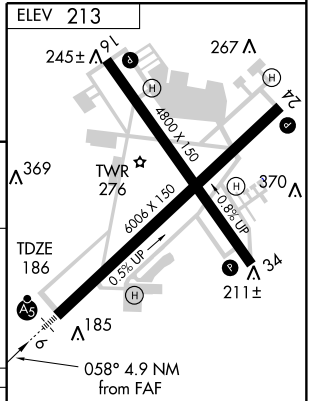
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-ILS 6	386-½ 200 (200-½)			
S-LOC 6	520-½ 334 (400-½)			520-¾ 334 (400-¾)
CIRCLING	680-1 467 (500-1)		680-1½ 467 (500-1½)	780-2 567 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 14 JAN 2010 to 11 FEB 2010

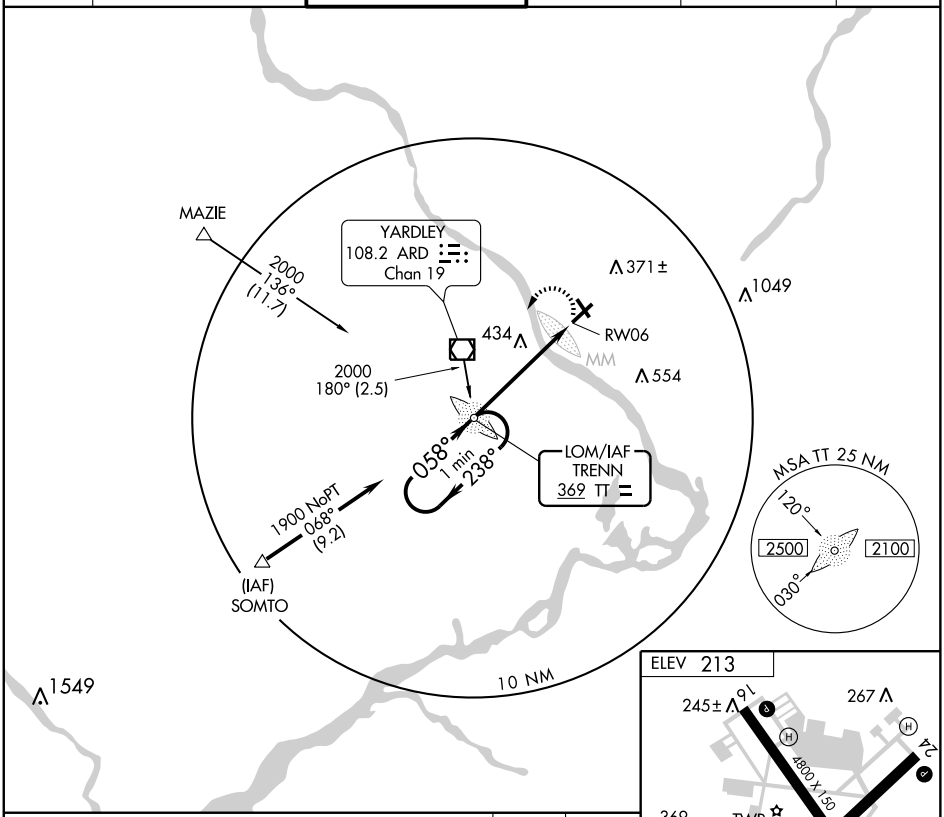
LOM TT	APP CRS	Rwy Idg	6006
369	058°	TDZE	186
		Apt Elev	213

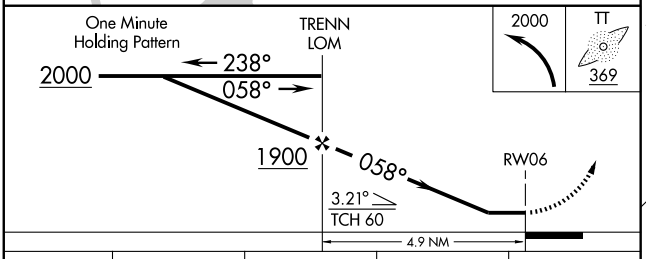
NDB or GPS RWY 6
TRENTON MERCER (TTN)

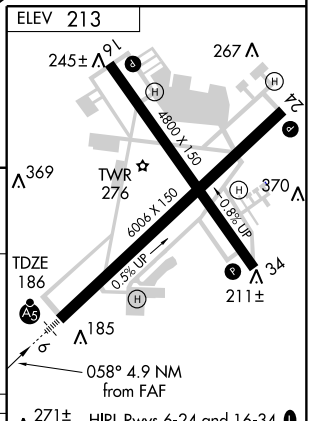
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct TT LOM and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-6	740-¾ 554 (600-¾)		740-1 554 (600-1)	740-1½ 554 (600-1½)
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	780-2 567 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

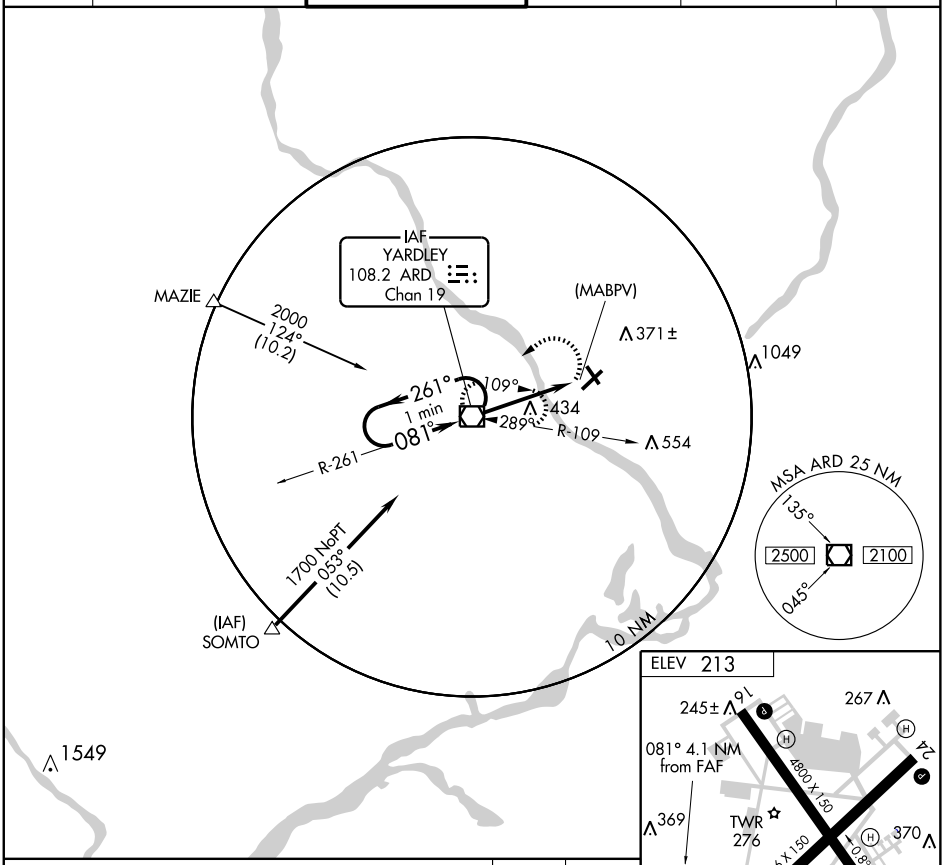
NE-2. 14 JAN 2010 to 11 FEB 2010

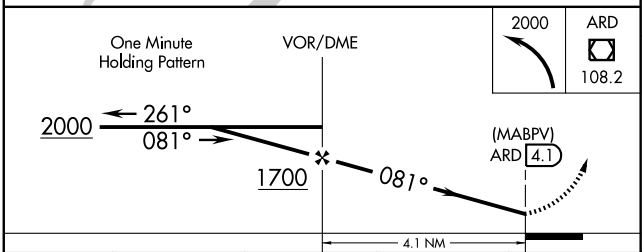
VOR/DME ARD	APP CRS	Rwy Idg	N/A
108.2	081°	TDZE	N/A
Chan 19		Apt Elev	213

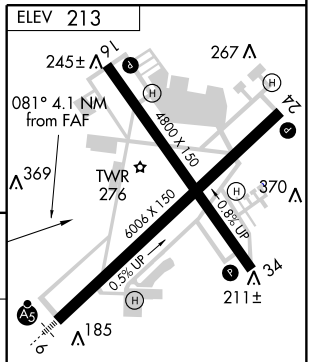
VOR or GPS-A
TRENTON MERCER (TTN)

MISSED APPROACH: Climbing left turn to 2000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	780-2 567 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

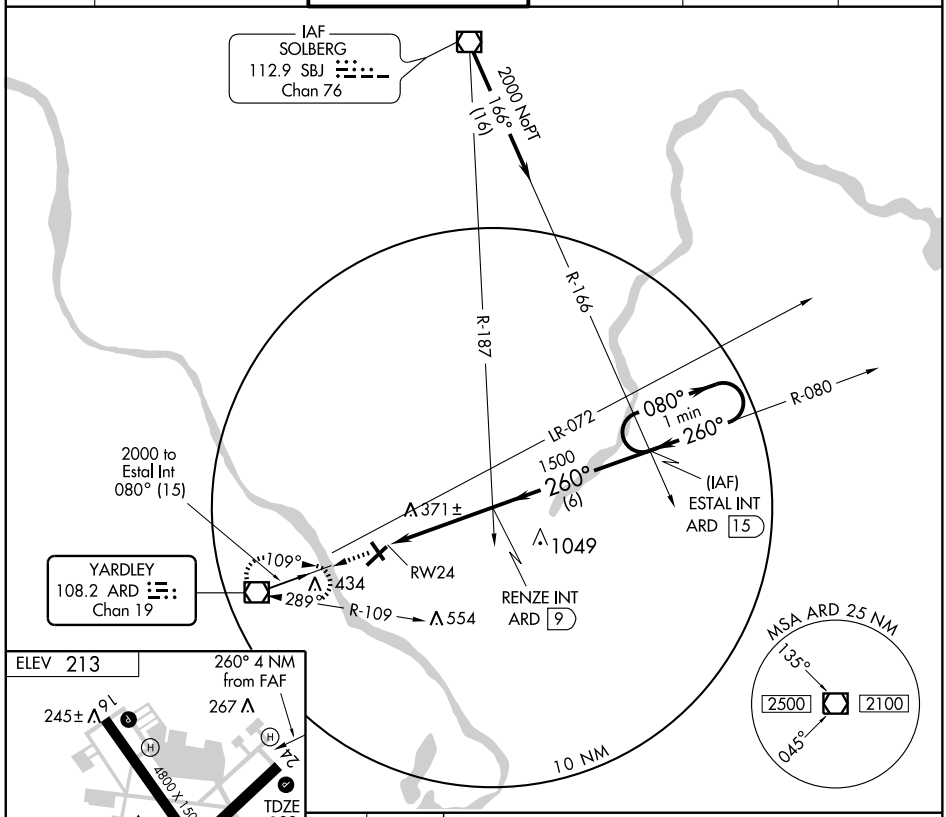
NE-2, 14 JAN 2010 to 11 FEB 2010

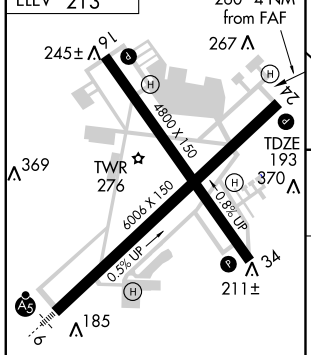
VOR/DME ARD	APP CRS	Rwy Idg	6006
108.2	260°	TDZE	193
Chan 19		Apt Elev	213

VOR or GPS RWY 24
TRENTON MERCER (TTN)

MISSED APPROACH: Climb to 2000 direct to ARD VOR/DME and hold.

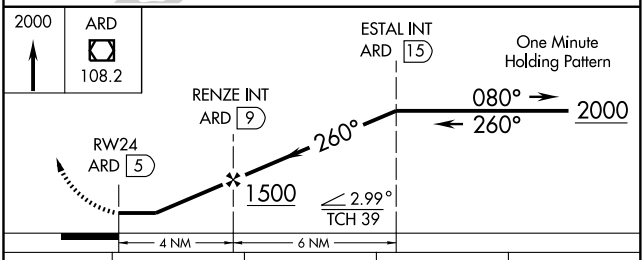
ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95





HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-24	620-1	427 (500-1)	620-1¼ 427 (500-1¼)	620-1½ 427 (500-1½)
CIRCLING	680-1	467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2880
048°	TDZE	54
	Apt Elev	54

RNAV (GPS) RWY 5

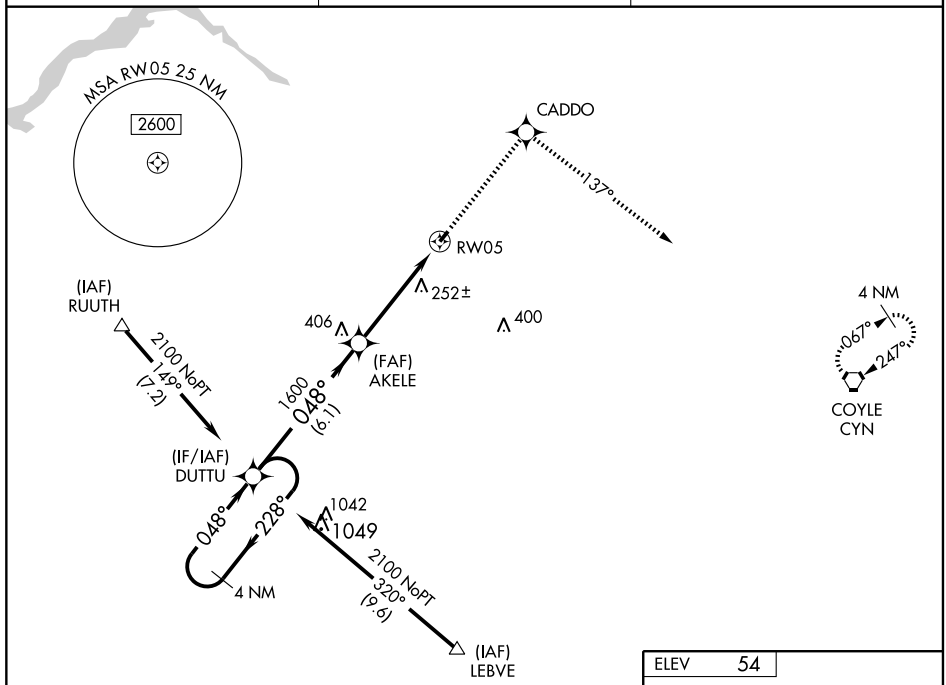
VINCENTOWN/ RED LION (N73)

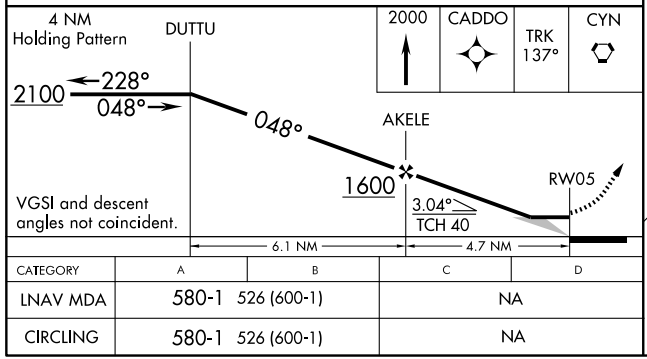
DME/DME RNP-0.3 NA.
Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

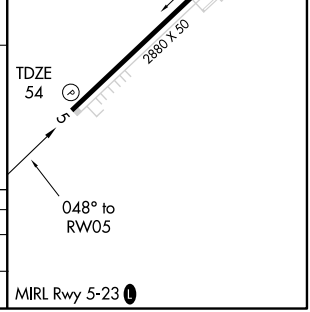
NA

MISSED APPROACH: Climb to 2000 direct CADDO and via 137° track to CYN VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	122.8 (CTAF)	123.5 L







CATEGORY	A	B	C	D
LNAV MDA	580-1 526 (600-1)		NA	
CIRCLING	580-1 526 (600-1)		NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC CYN 113.4 Chan 81	APP CRS 300°	Rwy Idg N/A TDZE N/A Apt Elev 54

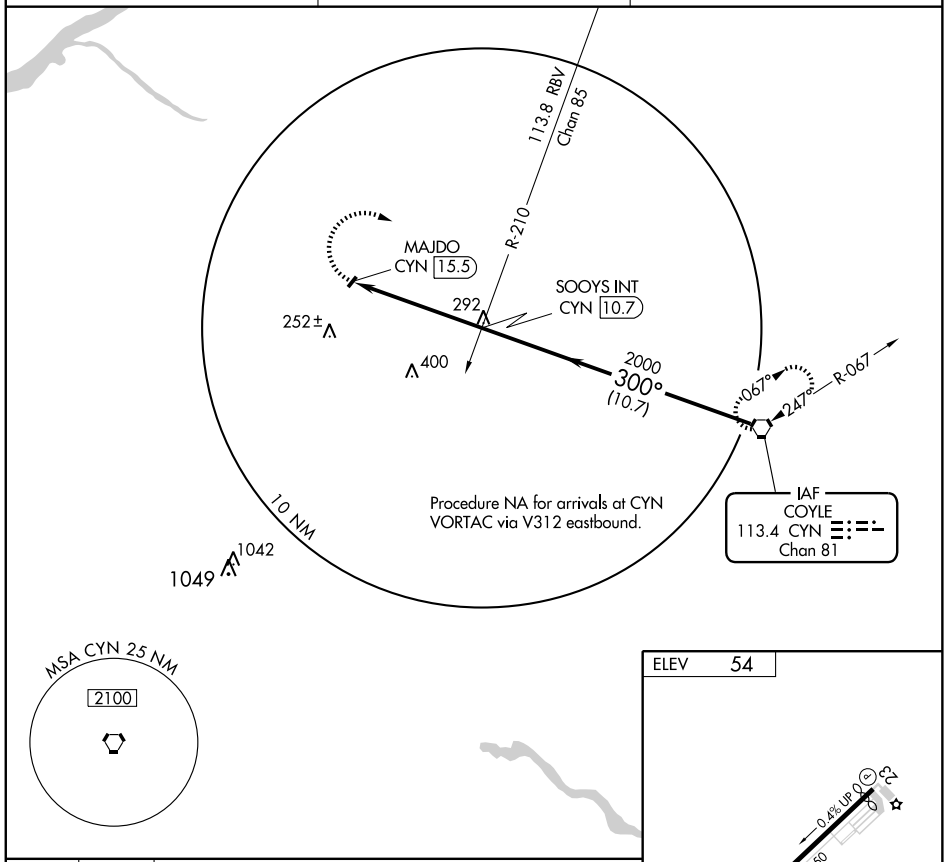
VOR-A

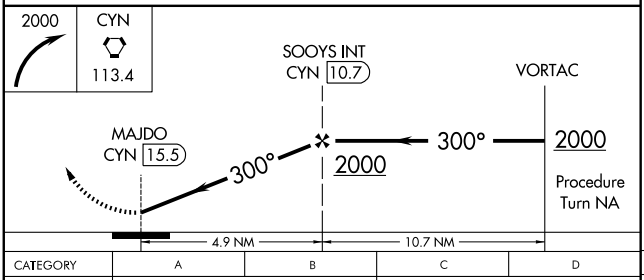
VINCENTOWN/ RED LION (N73)

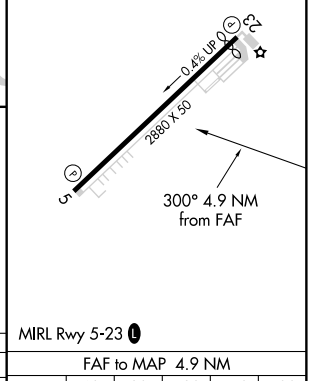
▼ NA — Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CYN VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	122.8 (CTAF)	123.5 L







CATEGORY	A	B	C	D
CIRCLING	620-1 566 (600-1)		NA	

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	267°	TDZE	N/A
Chan 99		Apt Elev	93

VOR or GPS-B

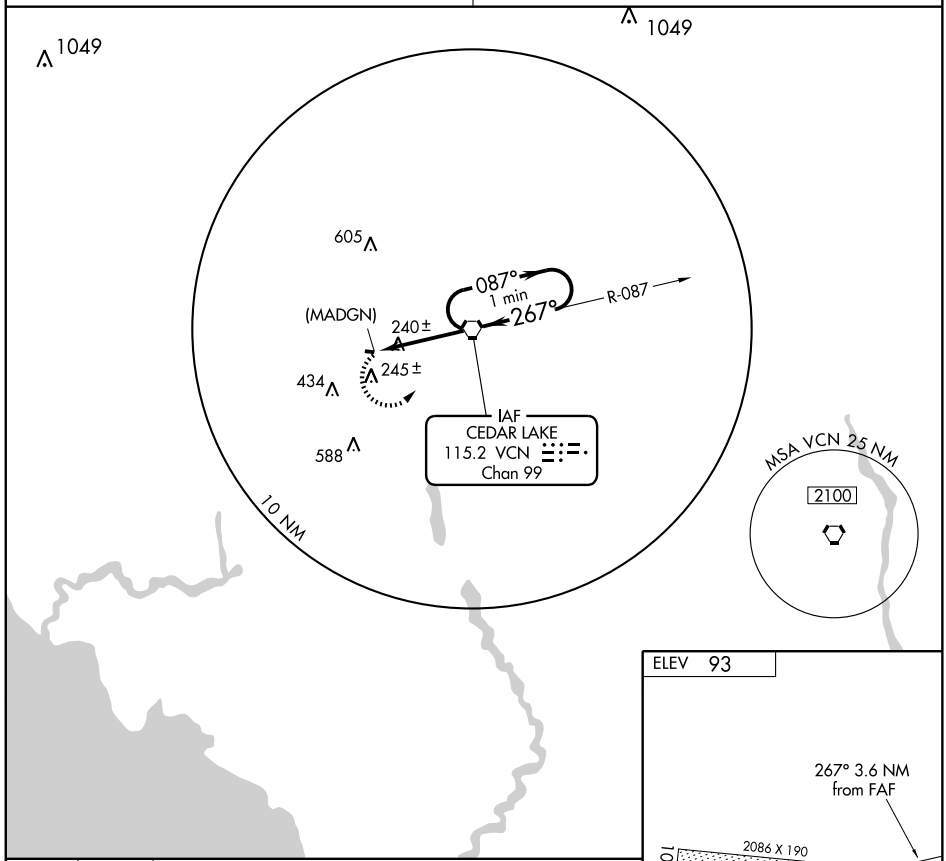
VINELAND/KROELINGER (29N)

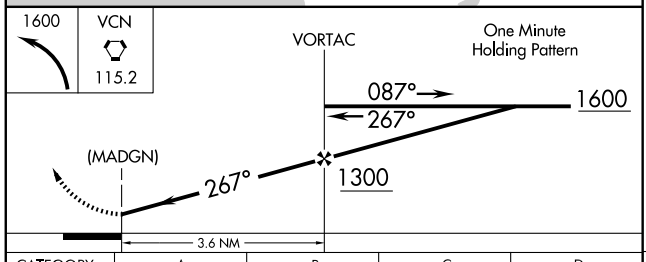
Use Millville Muni altimeter setting.
Procedure not authorized at night.

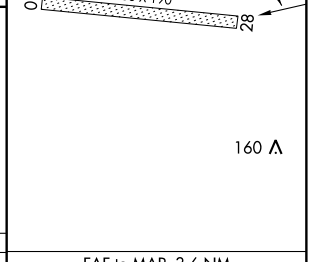
NA

MISSED APPROACH: Climbing left turn to 1600 direct VCN VORTAC and hold.

ATLANTIC CITY APP CON	CTAF
124.6 327.125	122.9







CATEGORY	A	B	C	D
CIRCLING	620-1 527 (600-1)	NA		

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3471
061°	TDZE	791
	Apt Elev	791

RNAV (GPS) RWY 6

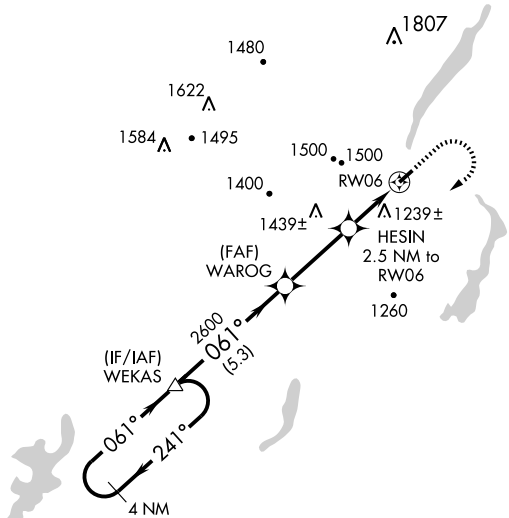
WEST MILFORD / GREENWOOD LAKE (4N1)

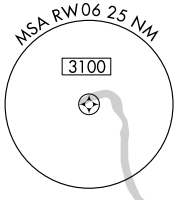
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Teterboro altimeter setting.

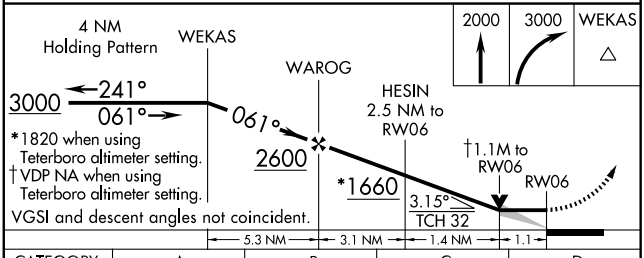
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WEKAS WP and hold.

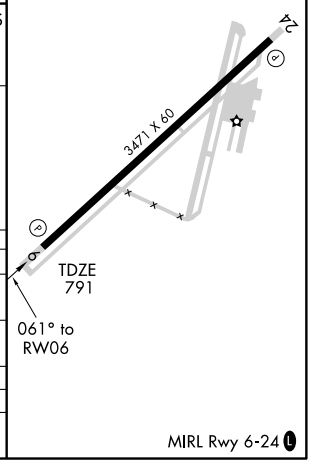
NEW YORK APP CON	CTAF
127.6 379.9	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1540-1 749 (800-1)	1540-1¼ 749 (800-1¼)	NA	
CIRCLING	1560-1 769 (800-1)	1600-1¼ 809 (900-1¼)	NA	
TETERBORO ALTIMETER SETTING MINIMUMS				
LNAV MDA	1700-1¼ 909 (1000-1¼)		NA	
CIRCLING	1720-1¼ 929 (1000-1¼)	1760-1½ 969 (1000-1½)	NA	



NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-CEJ	APP CRS	Rwy Idg	4921
108.9	190°	TDZE	19
		Apt Elev	23

LOC RWY 19

WILDWOOD / CAPE MAY COUNTY (WWD)

T NA — If local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet. Circling NA North of Rwy 28 and East of Rwy 19 Cats C and D. Visibility reduction by helicopers NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via heading 050° and SIE R-180 to SIE VORTAC then via SIE R-333 to KAGYS INT and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L

IAF CEDAR LAKE 115.2 VCN Chan 99

Procedure NA for arrivals at VCN VORTAC on V284 NW Bnd.

2500 NoPT 182° (19.8)

010°

190°

1 min

IAF ATLANTIC CITY 108.6 ACY Chan 23

2500 NoPT 237° (21.3)

Procedure NA for arrivals at ACY VORTAC on airway radials 246 CW 295.

(IF/IAF) KAGYS INT

R-237

(9.6)

1700

2500 333° (8.6)

Procedure NA for arrivals at SIE VORTAC on B24 NW Bnd.

R-283

KIMBA INT

SEA ISLE 114.8 SIE Chan 95

MSA SIE 25 NM

1700

107

346

92±

100

317

LOCALIZER 108.9 I-CEJ

267

641

10 NM

ELEV 23

Rwy 19 ldg 4921'

190° 5.1 NM from FAF

TDZE 19

61

073±

4998 X 150

4998 X 150

28

10

153

106

1

MIRL Rwy 10-28 L

HIRL Rwy 1-19 L

069±

1000

2500

HDG 050° SIE R-180

SIE 114.8

KAGYS

SIE R-333

One Minute Holding Pattern

KAGYS INT

KIMBA INT

010°

190°

190°

2500

1700

3.06° TCH 45

5.1 NM

6.6 NM

CATEGORY	A	B	C	D
S-19	420-1	401 (400-1)	420-1¼	401 (400-1¼)
CIRCLING	480-1	457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4998
100°	TDZE	19
	Apt Elev	23

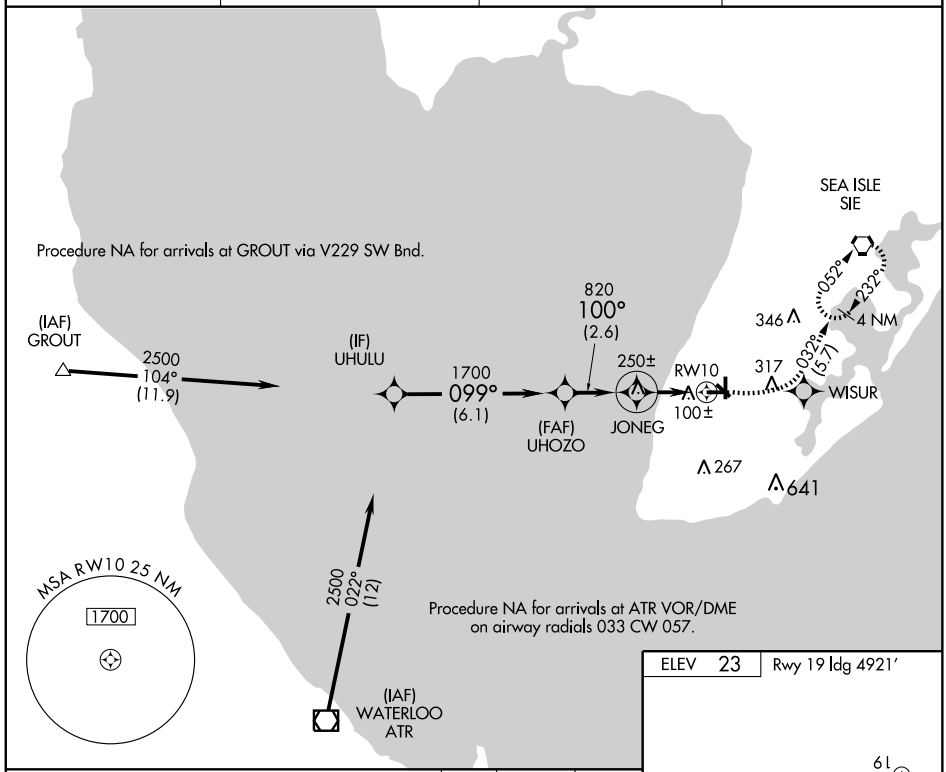
RNAV (GPS) RWY 10

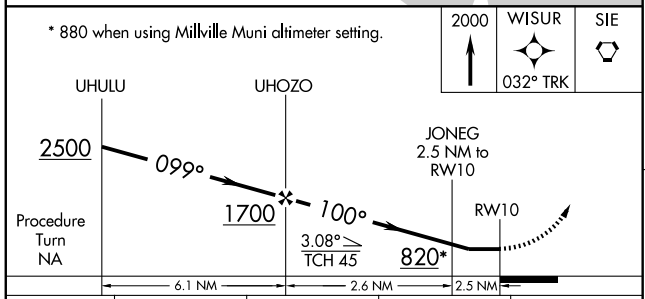
WILDWOOD / CAPE MAY COUNTY (WWD)

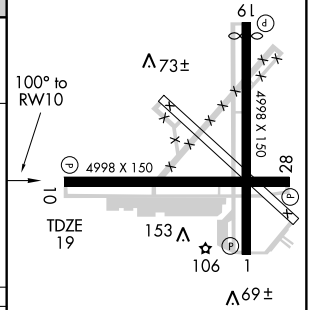
DME/DME RNP-0.3 NA. Circling NA N of Rwy 28 and E of Rwy 19 Cat C and D. If local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct WISUR and via 032° track to SIE VORTAC and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1	401 (400-1)	420-1¼	401 (400-1¼)
CIRCLING	480-1	457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82400 W19A	APP CRS 190°	Rwy Idg 4921 / TDZE 19 / Apt Elev 23

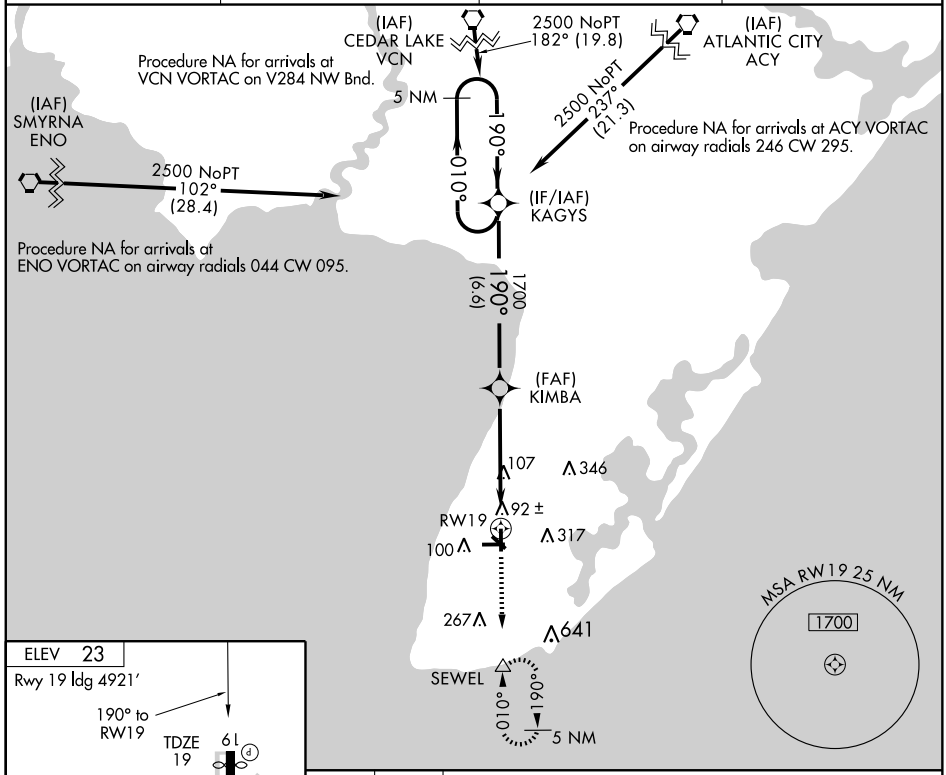
RNAV (GPS) RWY 19

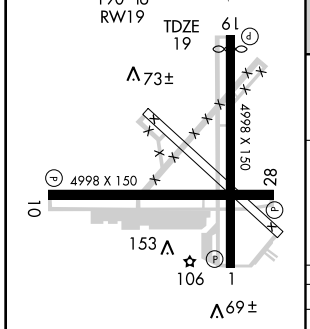
WILDWOOD / CAPE MAY COUNTY (WWD)

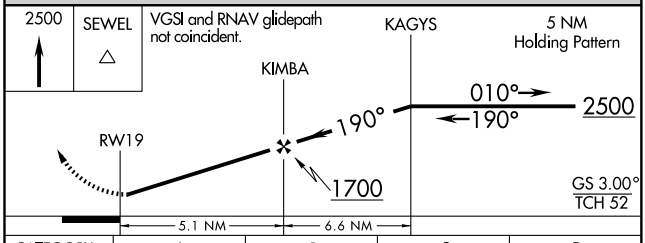
DME/DME RNP-0.3 NA. If local alimeter setting not received, use Millville Muni altimeter setting and increase all DAs/MDAs 80 feet. Circling NA north of Rwy 28 and east of Rwy 19 Cats C and D. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct SEWEL and hold, continue climb-in-hold to 2500.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	311-1	292 (300-1)		
LNAV/VNAV DA	NA			
LNAV MDA	420-1	401 (400-1)	420-1¼	401 (400-1¼)
CIRCLING	480-1	457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC SIE 114.8 Chan 95	APP CRS 236°	Rwy ldg N/A TDZE N/A Apt Elev 23

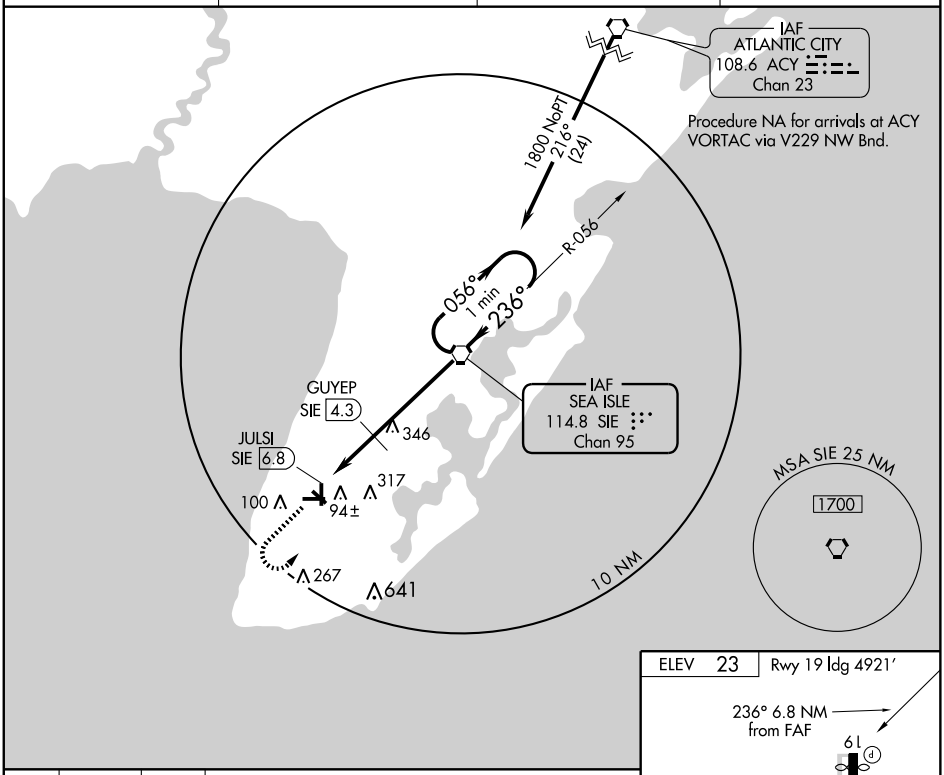
VOR-A

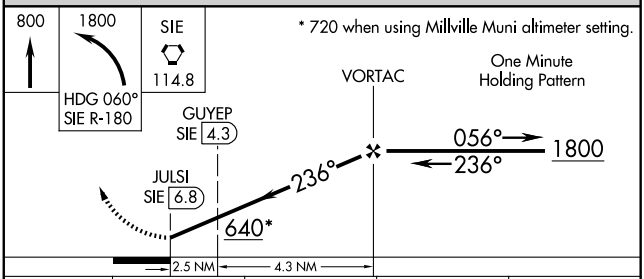
WILDWOOD / CAPE MAY COUNTY (WWD)

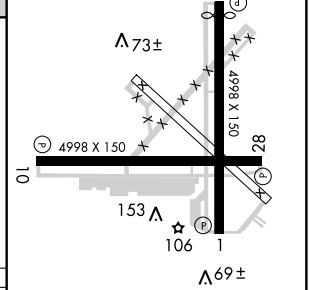
If local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet. Circling NA E of Rwy 19 and N of Rwy 28 for Cats C and D.

MISSED APPROACH: Climb to 800 then climbing left turn to 1800 heading 060° and SIE R-180 to SIE VORTAC and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	640-1 617 (700-1)		640-1¾ 617 (700-1¾)	640-2 617 (700-2)
GUYEP FIX MINIMUMS				
CIRCLING	480-1 457 (500-1)		480-1½ 457 (500-1½)	580-2 557 (600-2)

MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3304
012°	TDZE	41
	Apt Elev	42

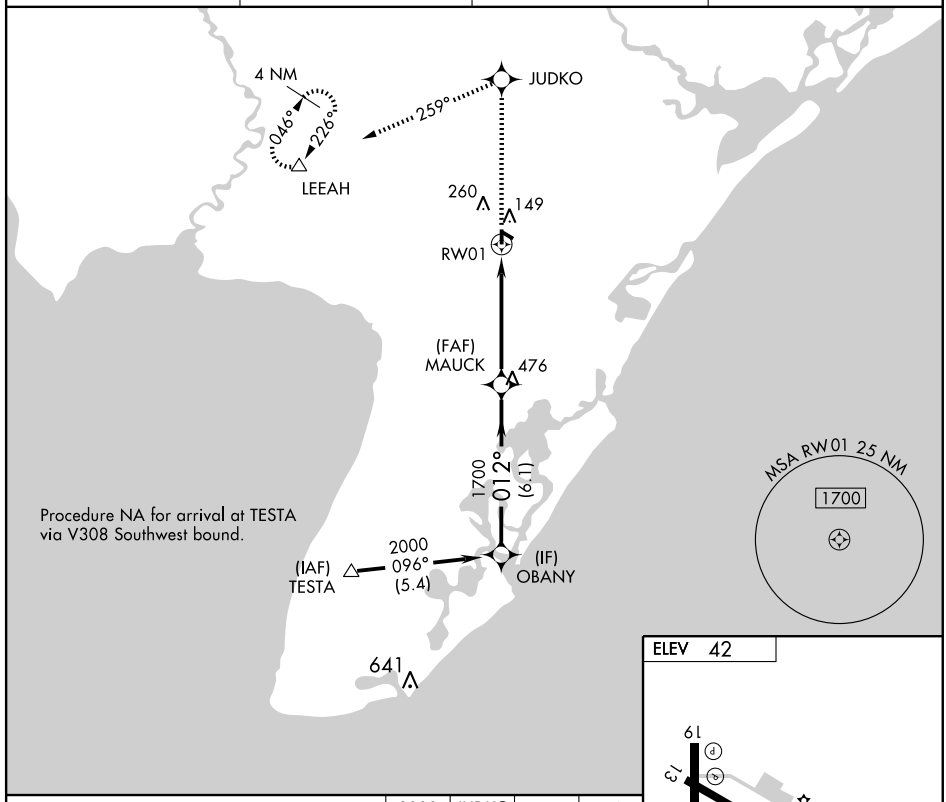
RNAV (GPS) RWY 1
WOODBINE MUNI (OBI)

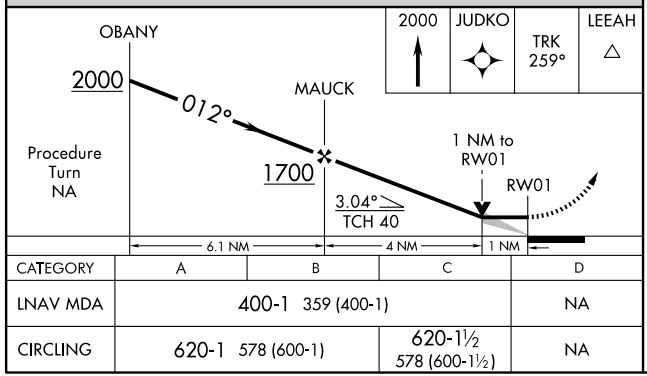
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.

NA

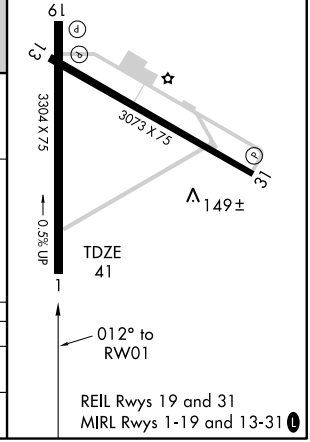
MISSED APPROACH: Climb to 2000 direct JUDKO and via track 259° to LEEAH and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	400-1 359 (400-1)			NA
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	NA



NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3304
192°	TDZE	42
	Apt Elev	42

RNAV (GPS) RWY 19

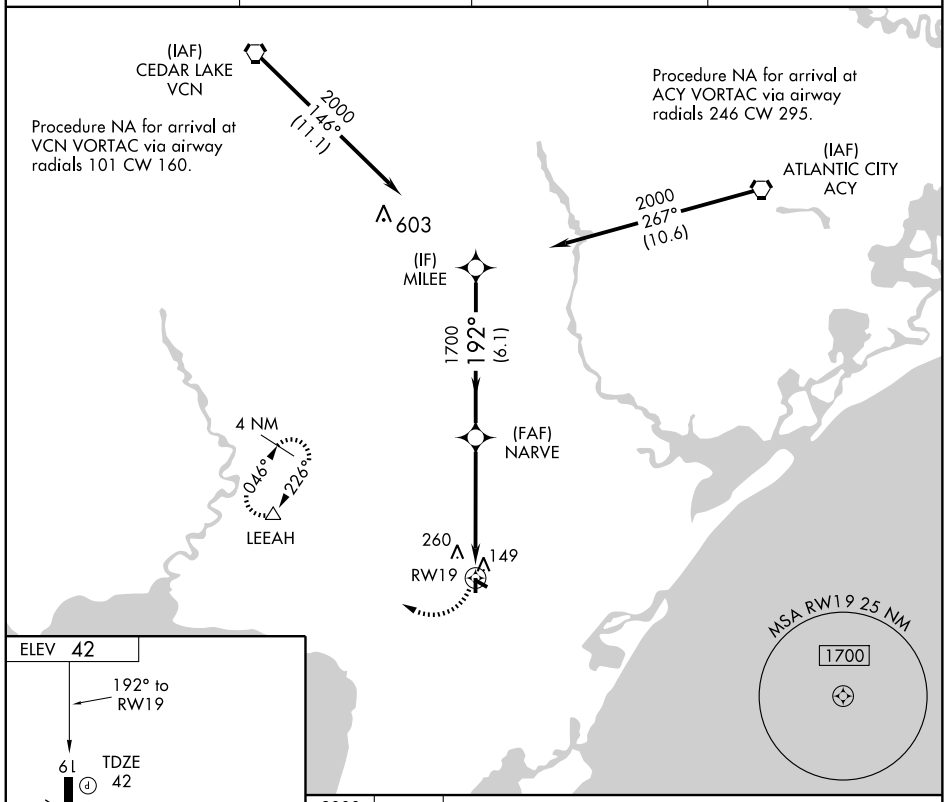
WOODBINE MUNI (OBI)

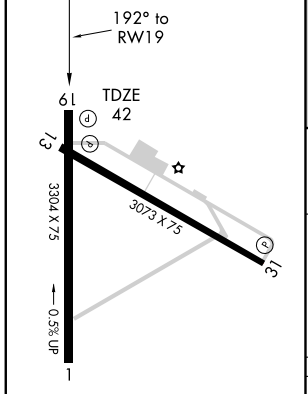
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet, and increase LNAV Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.

NA

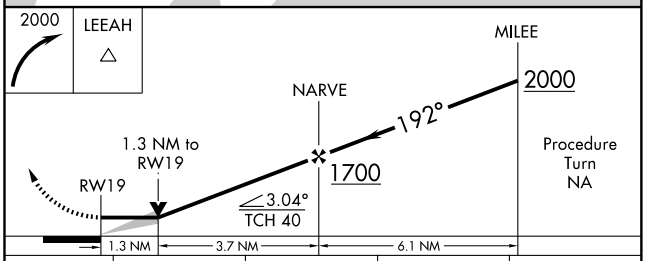
MISSED APPROACH: Climbing right turn to 2000 direct LEEAH and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L





REIL Rwys 19 and 31
MIRL Rwys 1-19 and 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	500-1 458 (500-1)		500-1¼ 458 (500-1¼)	NA
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	NA

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	167°	TDZE	N/A
Chan 99		Apt Elev	42

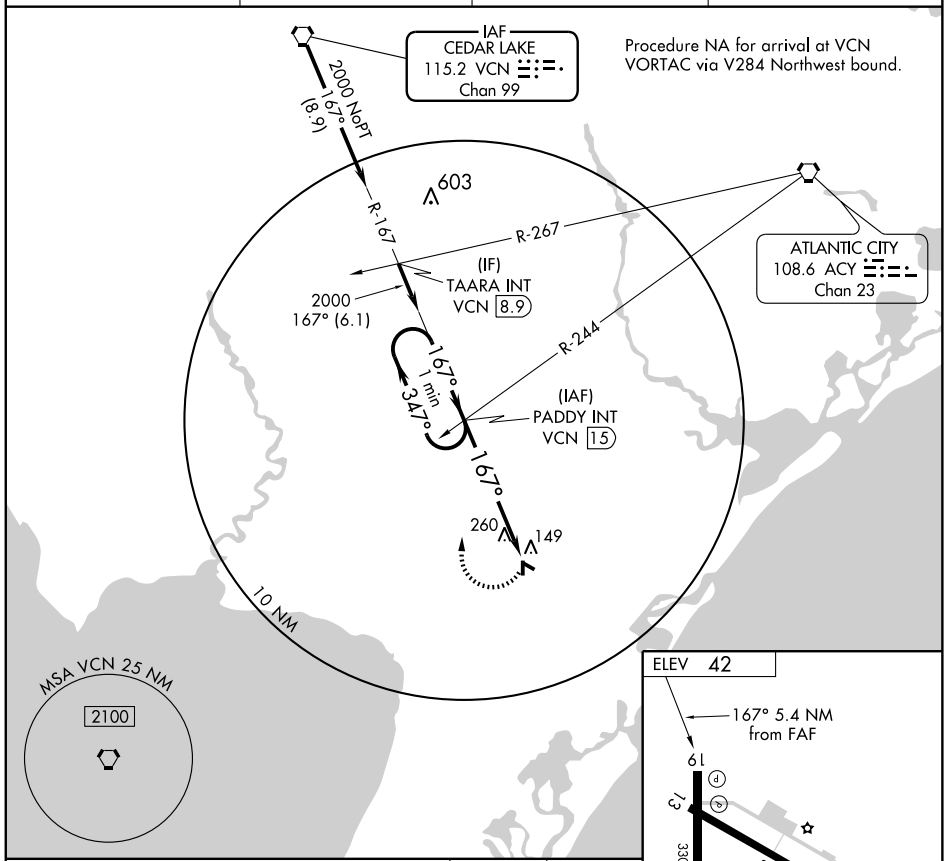
VOR-A

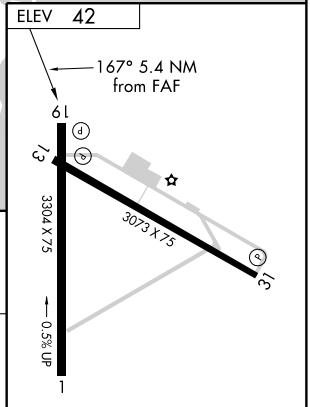
WOODBINE MUNI (OBI)

When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet and Cat. C visibility ¼ mile.

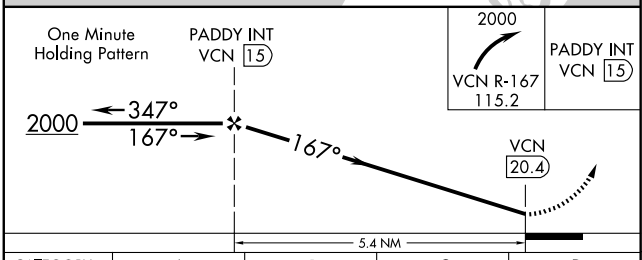
MISSED APPROACH: Climbing right turn to 2000 via VCN VORTAC R-167 to PADDY Int/VCN 15 DME and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L





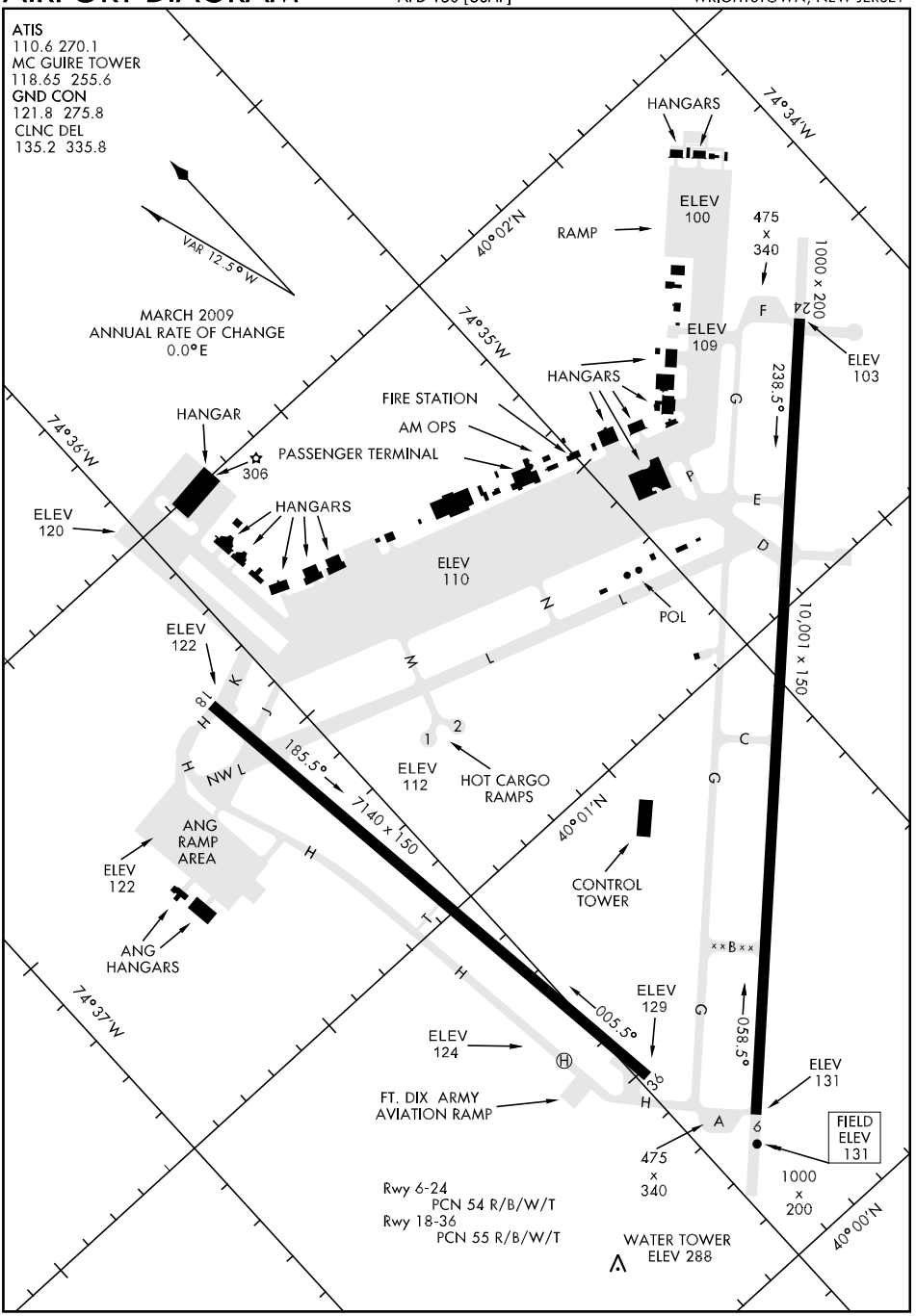
REIL Rwys 19 and 31
MIRL Rwys 1-19 and 13-31 L



CATEGORY	A	B	C	D
CIRCLING	620-1 578 (600-1)	620-1¼ 578 (600-1¼)	620-1½ 578 (600-1½)	NA

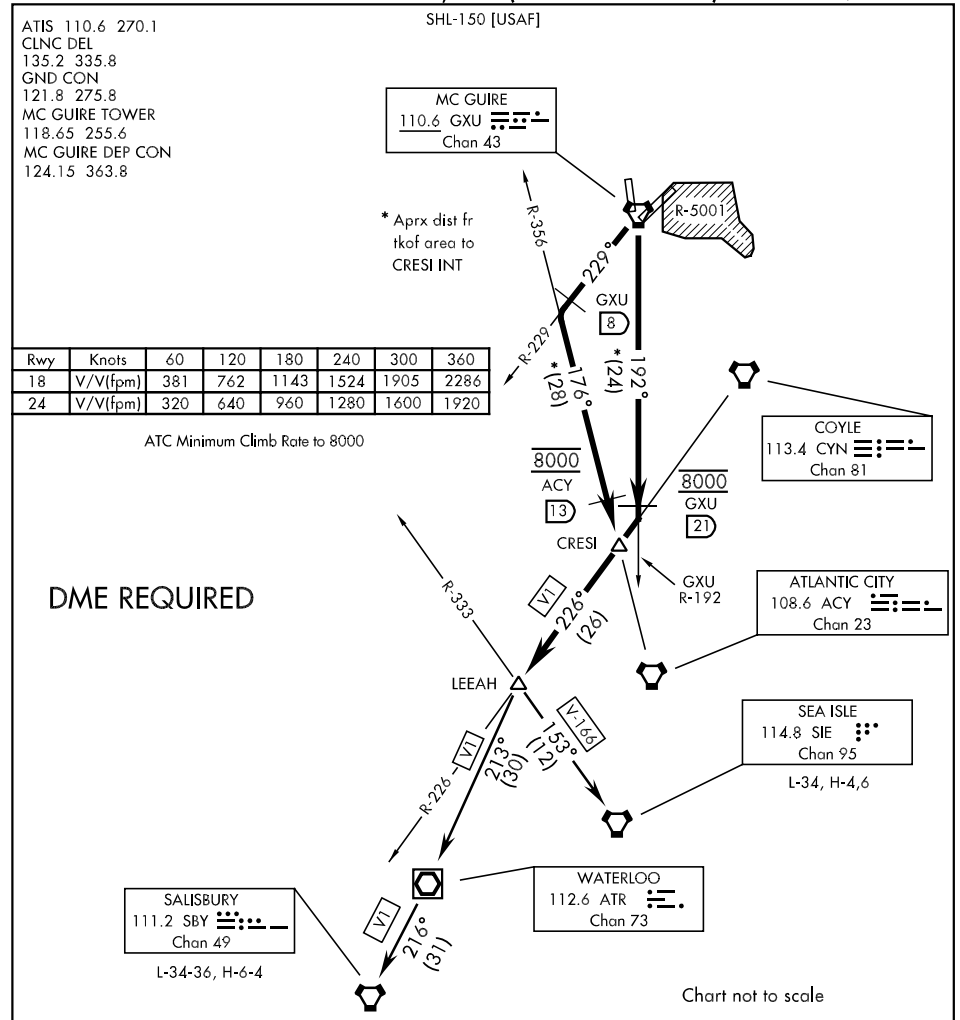
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 14 JAN 2010 to 11 FEB 2010



NE-2, 14 JAN 2010 to 11 FEB 2010

CRESI-THREE DEPARTURE RWY 18, 24 (CRESI 3•LEEAH) WRIGHTSTOWN, NEW JERSEY



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb on GXU VORTAC R-192 and CYN VORTAC R-226 to CRESI. Cross GXU R-192/21 DME at and maintain 8000'. Then ....

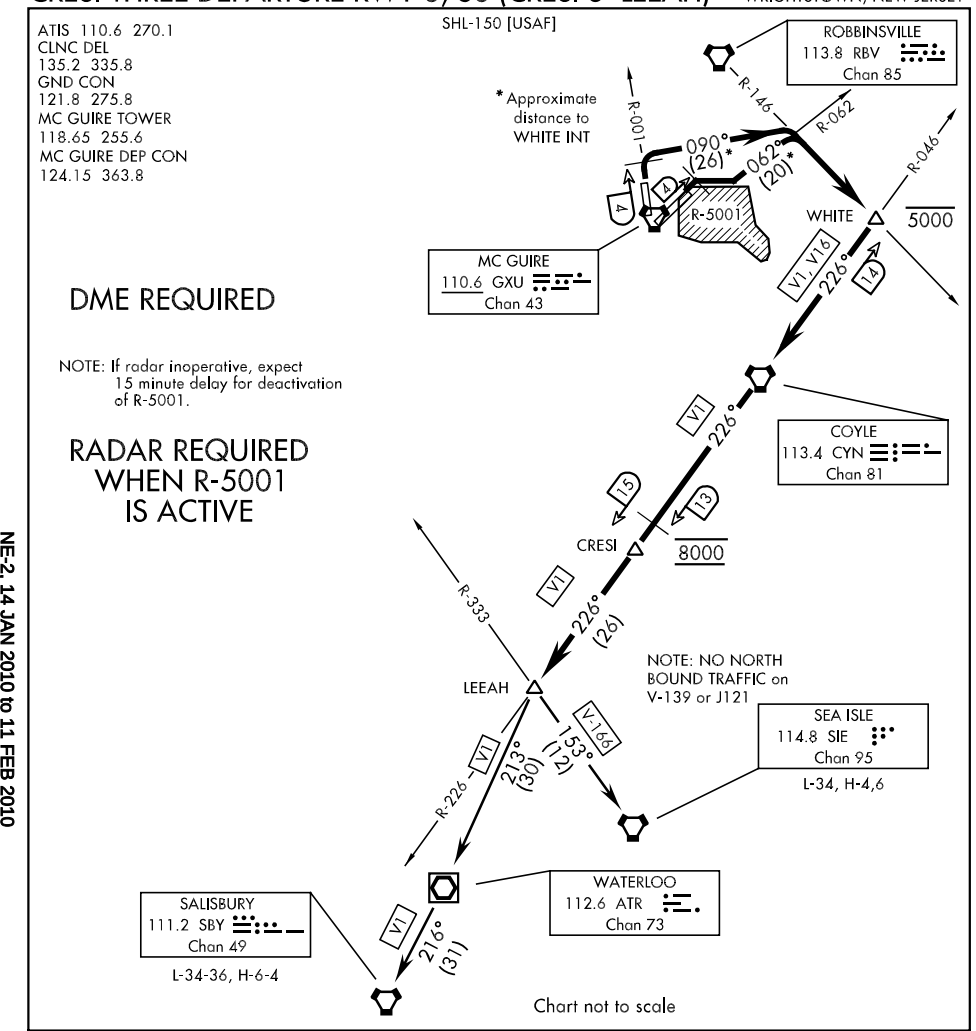
TAKE-OFF RWY 24: Climb on GXU VORTAC R-229. At GXU 8 DME turn left and proceed via ACY VORTAC R-356 to CRESI. Cross ACY R-356/13 DME at and maintain 8000'. Then ....

.... Via V1 to LEEAH.
Then via (transition) or (as assigned route).
NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.
SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.
SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

CRESI-THREE DEPARTURE RWY 18, 24 (CRESI 3•LEEAH) WRIGHTSTOWN, NEW JERSEY

CRESI-THREE DEPARTURE RWY 6, 36 (CRESI 3•LEEAH)

WRIGHTSTOWN, NEW JERSEY

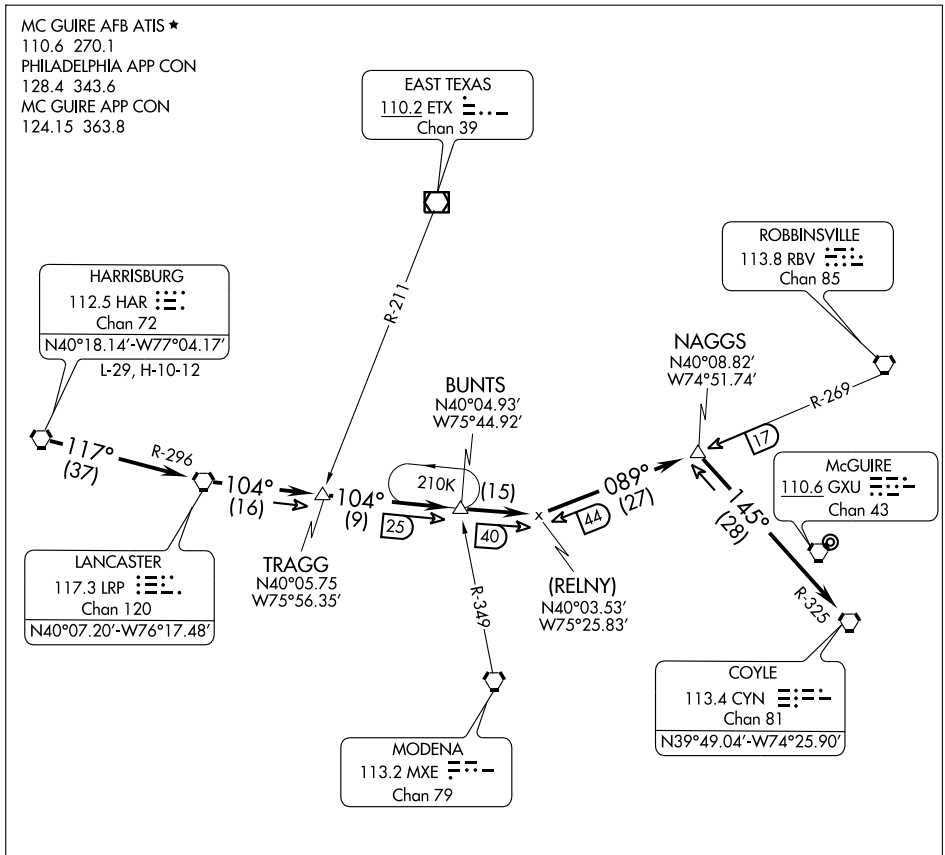


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb on a track of 058°. At GXU VORTAC 4 DME turn right and proceed via GXU R-062 until intercepting the RBV VORTAC R-146 to WHITE INT. Then ....

TAKE-OFF RWY 36: Climb on GXU VORTAC R-001. At GXU 4 DME turn right and track 090° until intercepting the RBV VORTAC R-146 to WHITE INT. Then ....
.... Then via V1 LEEAH. Cross WHITE INT at or below 5000. Cross CYN VORTAC R-226/13 DME at and maintain 8000.
Then via (transition) or (as assigned route).
NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.
SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.
SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

HARRISBURG FIVE ARRIVAL



NOTE: Route depicted beyond Naggs Int is for lost communications or radar outage only.

NOTE: Not for use by fighter type aircraft.

NOTE: Chart not to scale

From over HAR VORTAC via HAR R-117 and LRP R-296 to LRP VORTAC. Thence via LRP R-104 to LRP R-104/40 DME and RBV R-269/44 DME. Thence via RBV R-269 to NAGGS Int. Thence via CYN R-325 to CYN VORTAC. Expect radar vector to final approach 8 DME west of GXU VORTAC. Expect descent below 10,000 after HAR VORTAC.

NE-2, 14 JAN 2010 to 11 FEB 2010

ILS or LOC/DME RWY 6

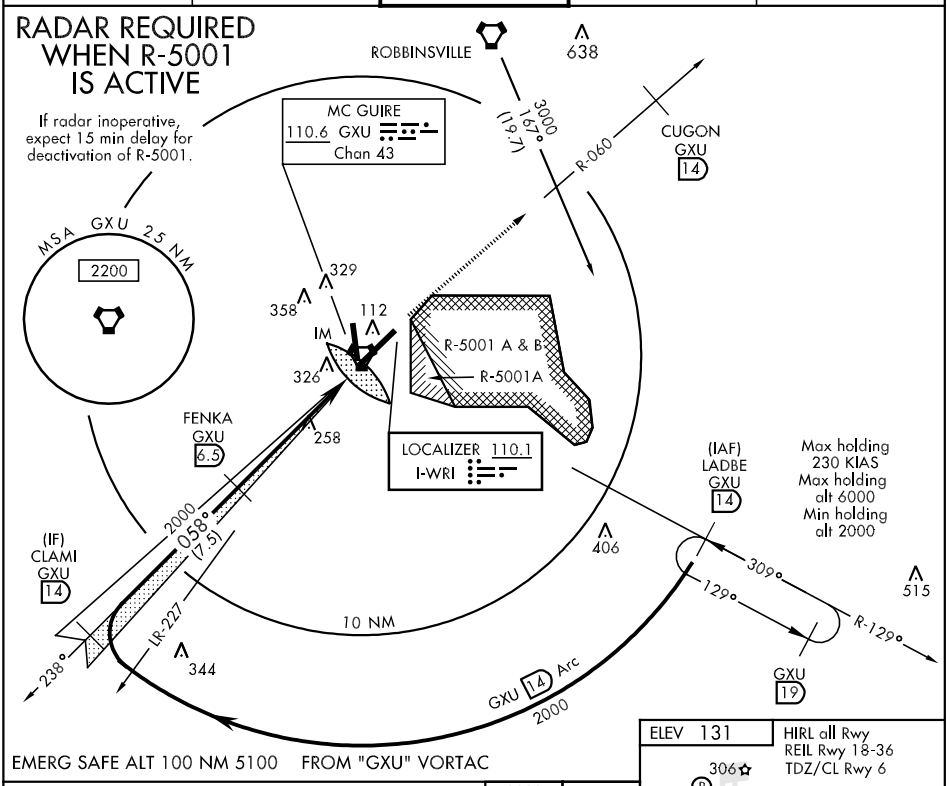
LOC I-WRI	APCH CRS	Rwy ldg 10,001 / TDZE 131 / Arpt Elev 131	AL-150 [USAF]	MC GUIRE AFB (KWRI)
110.1	058°			

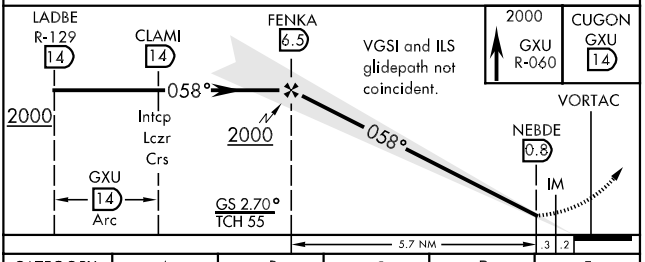
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
*** Circling not authorized E of field.

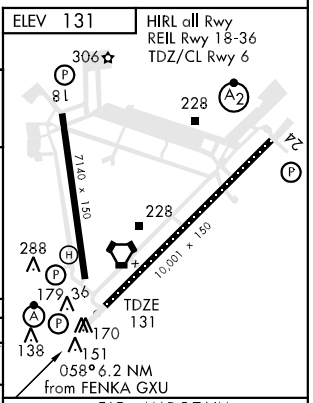
SSALR

MISSED APPROACH: Climbing to 2000, intercept GXU R-060 to GXU R-060/14 DME (CUGON), expect further clearance from ATC

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8







CATEGORY	A	B	C	D	E
S-ILS 6 *	331/18 200 (200-½)		331/24 200 (200-½)		
S-LOC 6 **	560/24 429 (500-½)		560/40 429 (500-¾)	560/50 429 (500-1)	
CIRCLING ***	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

ILS or LOC/DME RWY 24

LOC I-JTQ	APCH CRS	Rwy ldg 10,001 TDZE 116 Arpt Elev 131
110.1	238°	

AL-150 [USAF]

MC GUIRE AFB (KWRI)

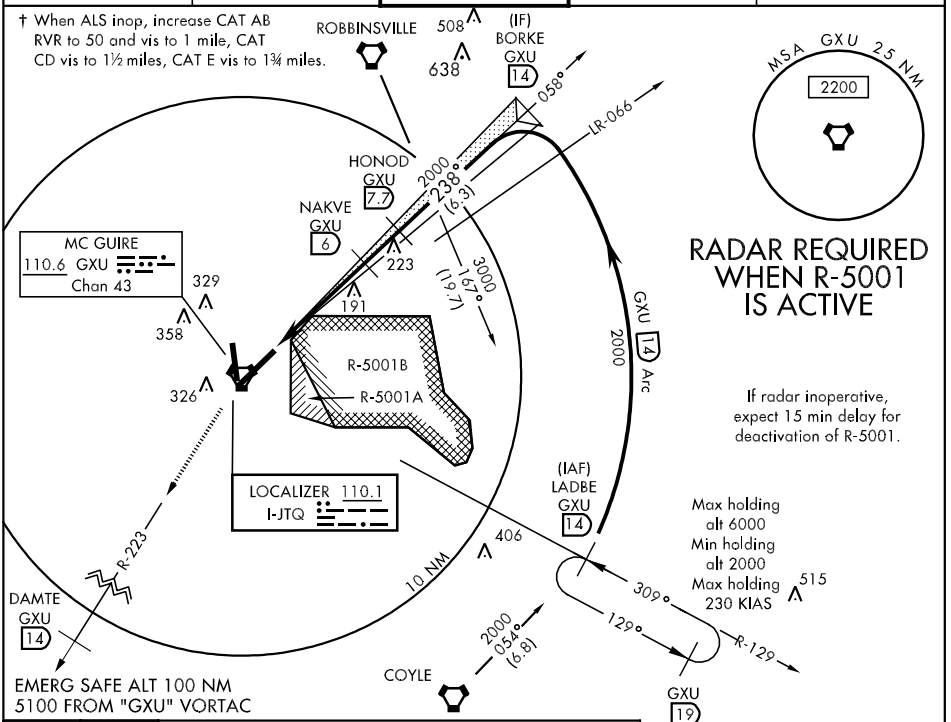
▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
*** Circling not authorized E of field.

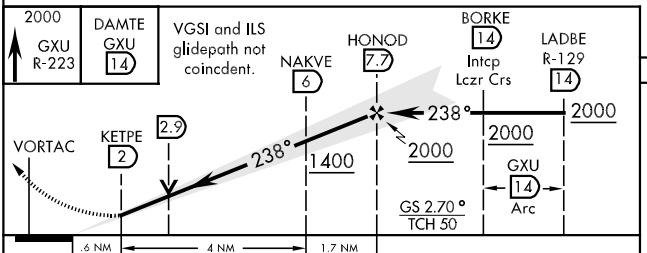
SALS (A2)

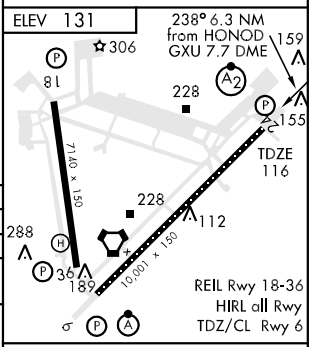
MISSED APPROACH: Climbing to 2000, intercept GXU R-223 to GXU R-223/14 DME (DAMTE), expect further clearance from ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.







CATEGORY	A	B	C	D	E
S-ILS 24 *	378/40 262 (300-¾)				
S-LOC/ DME 24 **	560/40 444 (500-¾)		560/50 444 (500-1)	560/60 444 (500-1¼)	
CIRCLING***	660-1 529 (600-1)		680-1½ 549(600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)
MINIMA WITHOUT LAST STEPDOWN FIX					
S-LOC/ DME 24 †	620/40 504 (500-¾)		620/60 504 (500-1¼)		620-1½ 504 (500-1½)

LOC FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-2, 14 JAN 2010 to 11 FEB 2010

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

RADAR REQUIRED WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

Rwy	Knots	60	120	180	240	300	360
6	V/V(fpm)	346	692	1038	1384	1730	2076
36	V/V(fpm)	444	888	1332	1776	2220	2664

ATC Climb Rate to 5000'

DME REQUIRED

LANCASTER
117.3 LRP
Chan 120

BELLAIRE
117.1 AIR
Chan 118
L-29, H-3-4-6

ROBBINSVILLE
113.8 RBV
Chan 85

MC GUIRE
110.6 GXU
Chan 43

MODENA
113.2 MXE
Chan 79

MARTINSBURG
112.1 MRB
Chan 58
L-29, H-3-4-6

WESTMINSTER
117.9 EMI
Chan 126
L-29-34-36, H-3-4-6

COYLE
113.4 CYN
Chan 81

R-248
J110 LARRI 284° (162)
J110 FLIRT 284° (28)
J110 284° (24)
CYN R-284
PENSY
R-064
R-278 278° (24)
R-269 259°
NAGGS R-079 269° (17)
6000
5000
5000
3
319
005°
456
058°
R-146 326° (16)
7.5
159
5.4
3
R-5001
WHITE
272
250
6.4
R-189
R-310
238°
R-046
046°
130°
3000
6
J6 64 20 248° (62)
R-065
R-340
J48 244° (45)

(Continued on next page)

Chart not to scale

MODENA THREE DEPARTURE (MXE3.MXE)

WRIGHTSTOWN, NEW JERSEY

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then MXE VORTAC R-079 to MXE. Then via (transition) or (route).

BELLAIRE TRANSITION: (MXE3.AIR) Via MXE R-278 and J110 (CYN R-284) to AIR VOR/DME.

MARTINSBURG TRANSITION: (MXE3.MRB) Via MXE R-278, J110 (CYN R-284) and J6 to MRB VORTAC.

WESTMINSTER TRANSITION: (MXE3.EMI) Via MXE R-278 and join J48 to EMI VORTAC.

NE-2, 14 JAN 2010 to 11 FEB 2010

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

RADAR REQUIRED
WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

DME REQUIRED

HAMPTON
113.6 HTO
Chan 83
L-33-34, H-3-6

NANTUCKET
116.2 ACK
Chan 109
L-33, H-3

MC GUIRE
110.6 GXU
Chan 43

ROBBINSVILLE
113.8 RBV
Chan 85

COYLE
113.4 CYN
Chan 81

SEA ISLE
114.8 SIE
Chan 95

DIXIE
GAMBY
MANTA

R-081
R-236
(19)
J62
R-269
089°
(83)
081°
(39)
V139
056°
(64)
005°
090°
058°
R-058
16.5
122°
R-067
31
47
6000
R-5001
Track 058°
159
456
272
250
185°
130°
067°
R-046
R-310
Track 238°
R-059
R-122

Chart not to scale

(Continued on next page)

SHL-150 [USAF]

POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA) WRIGHTSTOWN, NEW JERSEY

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track 058°, at GXU VORTAC 5 DME intercept GXU R-058 to RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track of 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track of 005°, at GXU VORTAC 5 DME turn right and track 090° to intercept RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

Then via (transition) or (assigned route).

HAMPTON TRANSITION: (PTPL4.HTO) Via V139 to HTO VORTAC.

NANTUCKET TRANSITON: (PTPL4.ACK) Via V139 and J62 to ACK VOR/DME.

NE-2, 14 JAN 2010 to 11 FEB 2010

RADAR REQUIRED WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

DME REQUIRED

Rwy	Knots	60	120	180	240	300	360
6	V/V(fpm)	346	692	1038	1384	1730	2076
36	V/V(fpm)	444	888	1332	1776	2220	2664

ATC Climb Rate to 5000'

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

PHILIPSBURG
115.5 PSB
Chan 102
L-30, H-3-6

EAST TEXAS
110.2 ETX
Chan 39
L-30-34, H-3-6

RAVINE
114.6 RAV
Chan 93
L-30, H-3-6

ROBBINSVILLE
113.8 RBV
Chan 85

POTTSTOWN
116.5 PTW
Chan 112

MC GUIRE
110.6 GXU
Chan 43

COYLE
113.4 CYN
Chan 81

NAGGS

WHITE

R-5001

R-118
298°
(67)
(34)
293°
294°
(35)
R-320
J64
V276
R-113
R-114
320°
(18)
V22-408
354°
(22)
(32)
287°
R-269
6000
5000
5000
269°
(17)
R-107
319
500
456
058°
326°
(16)
159
7.5
3
5.4
272
250
6.4
R-310
R-189
046°
238°
130°
3000
B

SHL-150 [USAF]

(Continued on next page)

Chart not to scale

POTTSTOWN TWO DEPARTURE (PTW2.PTW)

WRIGHTSTOWN, NEW JERSEY

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then PTW VORTAC R-107 to PTW. Then via (transition) or (route).

EAST TEXAS TRANSITION: (PTW2.ETX) Via V29/V408 to ETX VORTAC.
PHILIPSBURG TRANSITION: (PTW2.PSB) Via PTW R-320 and J64 to RAV VORTAC, direct PSB VORTAC.
RAVINE TRANSITION: (PTW2.RAV) Via PTW R-320 and V276 to RAV VORTAC.

NE-2, 14 JAN 2010 to 11 FEB 2010

APCH CRS	Rwy ldg	10,001
058°	TDZE	131
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 06

MC GUIRE AFB (KWRI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SALSF (A2)

MISSED APPROACH: Climbing to 2000, proceed direct BORKE, expect further clearance from ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

** Circling not authorized East of field.
DME/DME RNP -0.3 NA.
If radar inoperative, expect 15 min delay for deactivation of R-5001.

638
BORKE

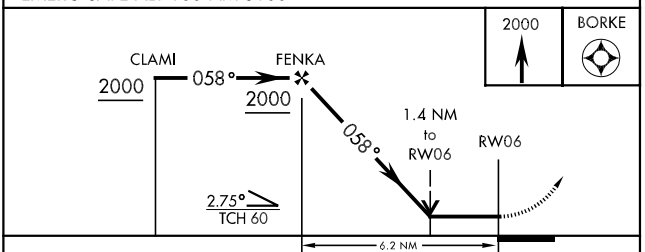
481

RADAR REQUIRED WHEN R-5001 IS ACTIVE

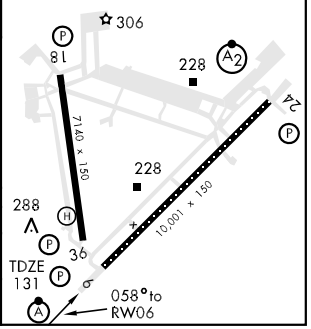
336
234
R-5001 A & B
R-5001A
RW06
058°
(FAF)
FENKA
2000
058°
(7.5)
CLAMI
2000
335°
(6.5)
(IAF)
COLEX
2000

MSA RW06 2.5 NM
2200

EMERG SAFE ALT 100 NM 5100



ELEV 131
REIL Rwy 18-36
HIRL all Rwys
TDZL/CL Rwy 6



CATEGORY	A	B	C	D	E
LNAV MDA*	600/24	469 (500-½)	600/40 469 (500-¾)	600/50 469 (500-1)	600/60 469 (500-1¼)
CIRCLING**	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 14 JAN 2010 to 11 FEB 2010

APCH CRS	Rwy ldg	7140
185°	TDZE	123
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 18

MC GUIRE AFB (KWRI)

▼ * Circling not authorized E of field.

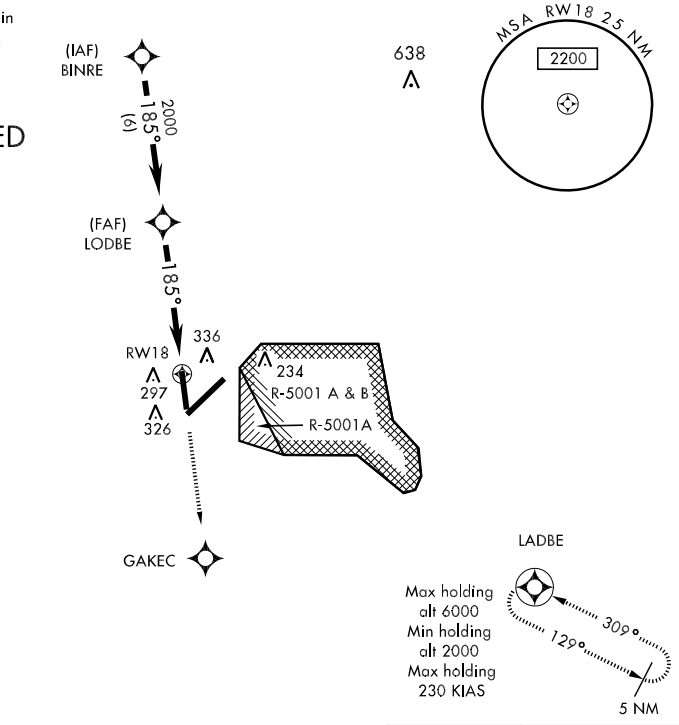
MISSED APPROACH: Climbing to 2000 proceed direct GAKEC then turn left direct LADBE and hold.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

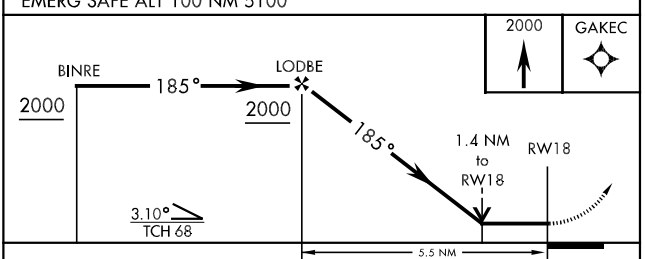
DME/DME RNP -0.3 NA.

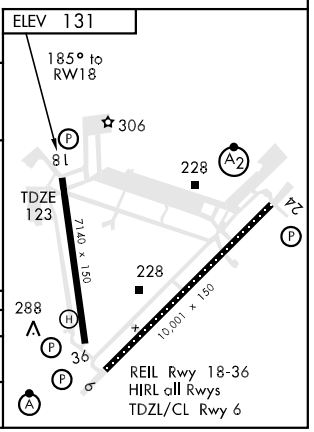
If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE



EMERG SAFE ALT 100 NM 5100





CATEGORY	A	B	C	D	E
LNAV MDA	620-1	497 (500-1)	620-1¼ 497 (500-1¼)	620-1½ 497 (500-1½)	620-1¾ 497 (500-1¾)
CIRCLING *	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

APCH CRS	Rwy ldg	TDZE	Arpt Elev
238°	10,001	116	131

AL-150 [USAF]

RNAV (GPS) RWY 24

MC GUIRE AFB (KWRI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SALSF (A2)

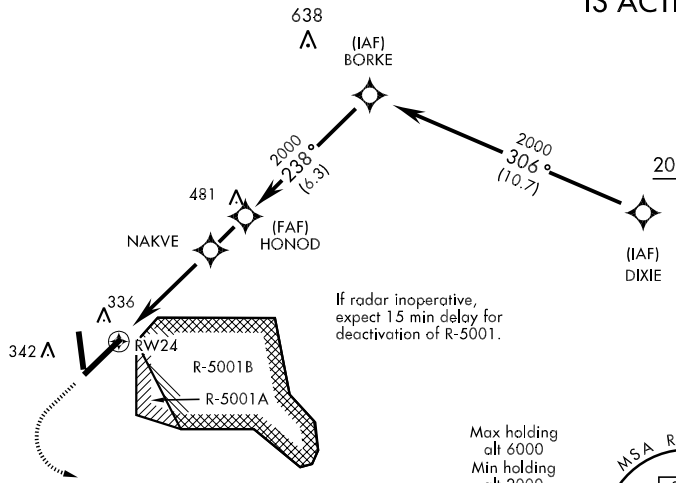
MISSED APPROACH: Climb to 2000, turn left direct LADBE and hold as published.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

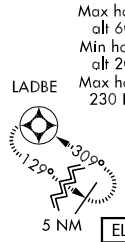
** Circling not authorized East of field.

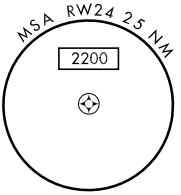
DME/DME RNP - 0.3 NA.

RADAR REQUIRED WHEN R-5001 IS ACTIVE

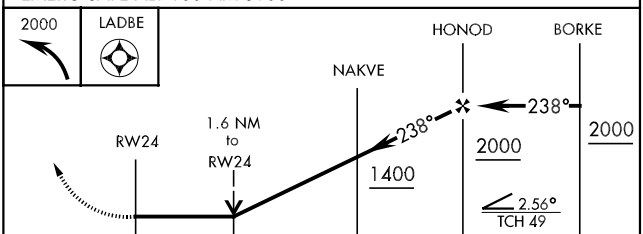


CAUTION: Turns prior to MAP, greater than 30° of bank at the MAP, or not correcting for winds will place acft in R-5001.



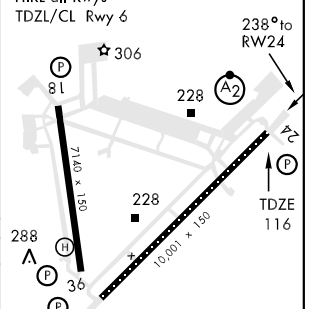


EMERG SAFE ALT 100 NM 5100



ELEV 131

REIL Rwy 18-36
HIRL all Rwys
TDZL/CL Rwy 6



CATEGORY	A	B	C	D	E
LNAV MDA*	600/40 484 (500-¾)		600/50 484 (500-1)	600-60 484 (500-1¼)	600-1 ½ 484 (500-1½)
CIRCLING**	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

APCH CRS	Rwy ldg	7140
185°	TDZE	123
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 36

MC GUIRE AFB (KWRI)

▼ * Circling not authorized E of field.

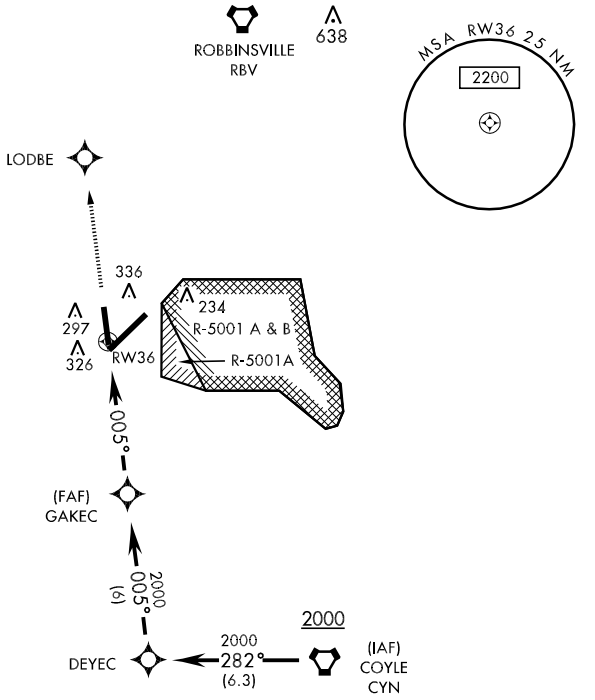
MISSED APPROACH: Climbing to 2000 proceed direct LODBE then turn right direct RBV VORTAC. Expect clearance from ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

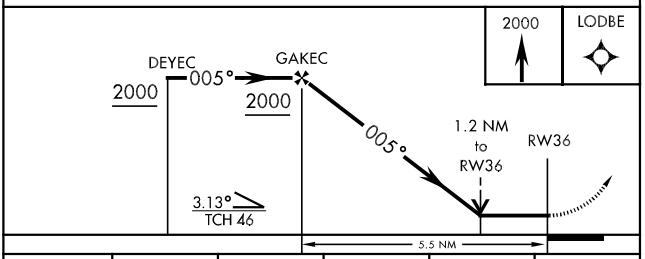
DME/DME RNP -0.3 NA.

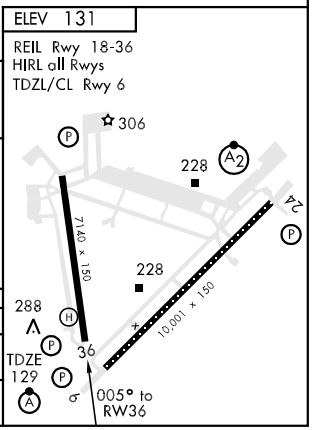
If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE



EMERG SAFE ALT 100 NM 5100

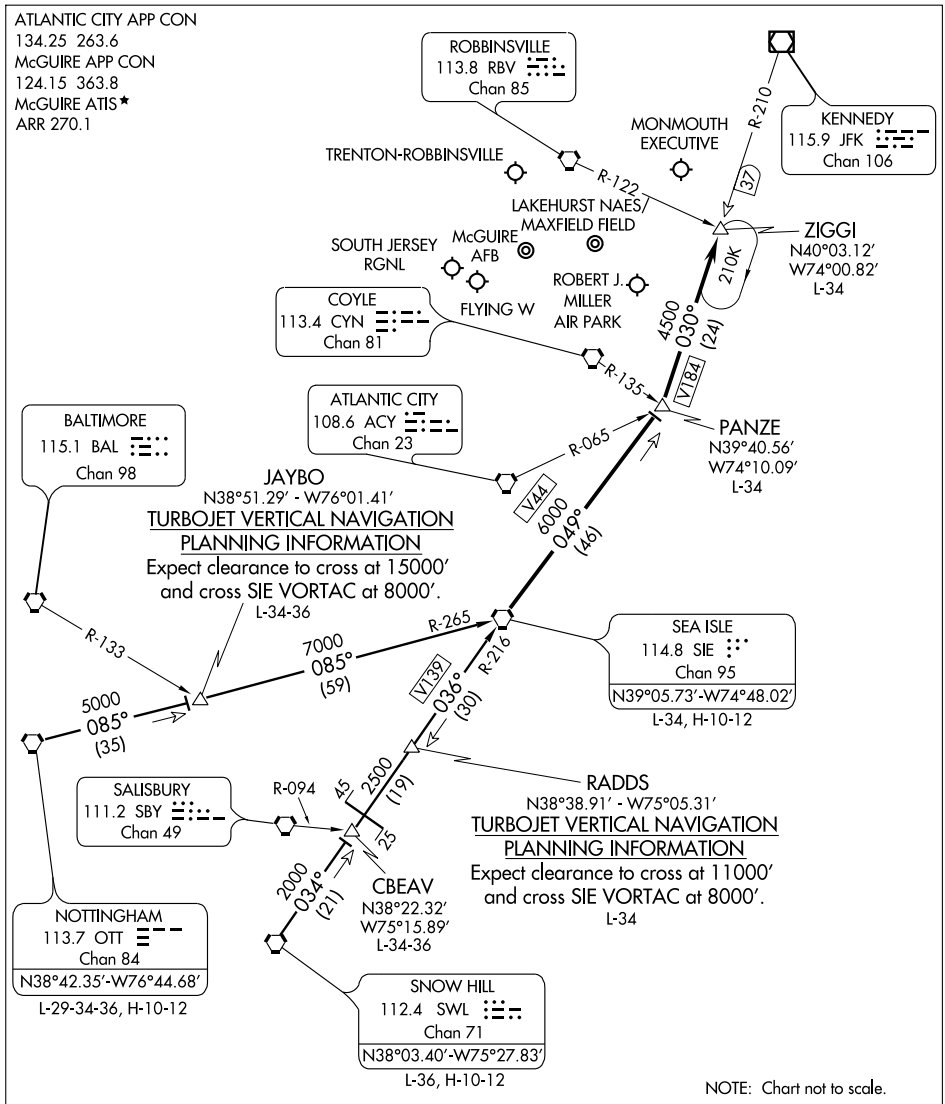




CATEGORY	A	B	C	D	E
LNAV MDA	560-1	431 (500-1)	560-1¼ 431 (500-1¼)	560-1½ 431 (500-1½)	
CIRCLING *	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VOR/DME or TACAN RWY 6

VORTAC GXU 110.6 Chan 43	APCH CRS 043°	Rwy ldg 10,001 TDZE 131 Arpt Elev 131

AL-150 [USAF]

MC GUIRE AFB (KWRI)

▼* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SSALR (A)

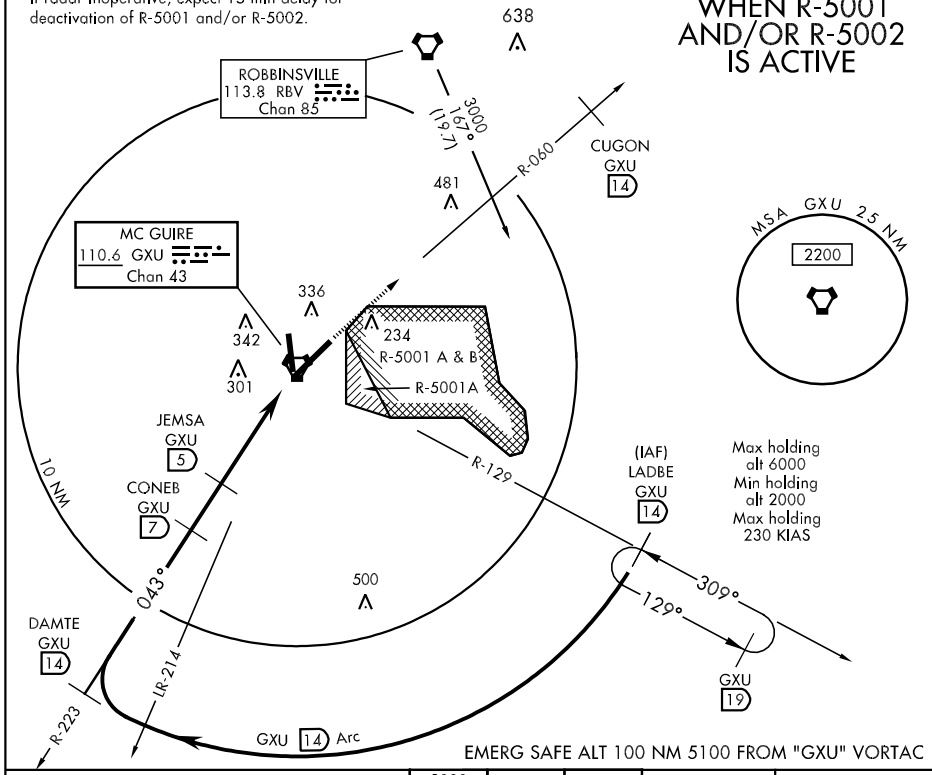
MISSED APPROACH: Climbing to 2000, proceed direct GXU VORTAC then outbound R-060 to CUGON. EFC with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

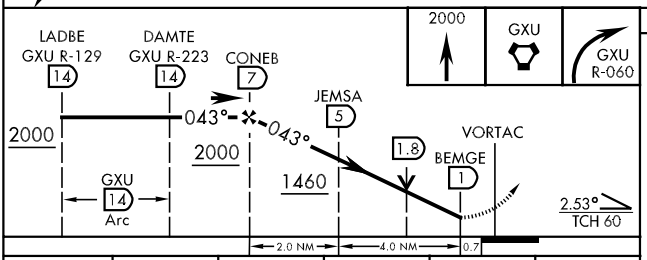
**Circling not authorized E of field.

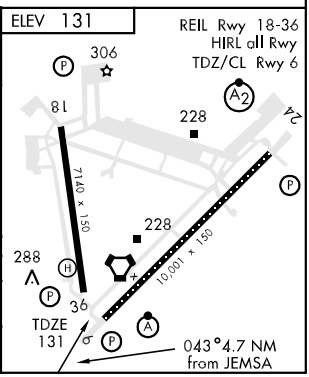
If radar inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

RADAR REQUIRED WHEN R-5001 AND/OR R-5002 IS ACTIVE



EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC





CATEGORY	A	B	C	D	E
S-6 *	620/40	489	(500-¾)	620/50 489 (500-1)	620/60 489 (500-1¼)
CIRCLING **	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

VOR/DME or TACAN RWY 6

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME or TACAN RWY 18

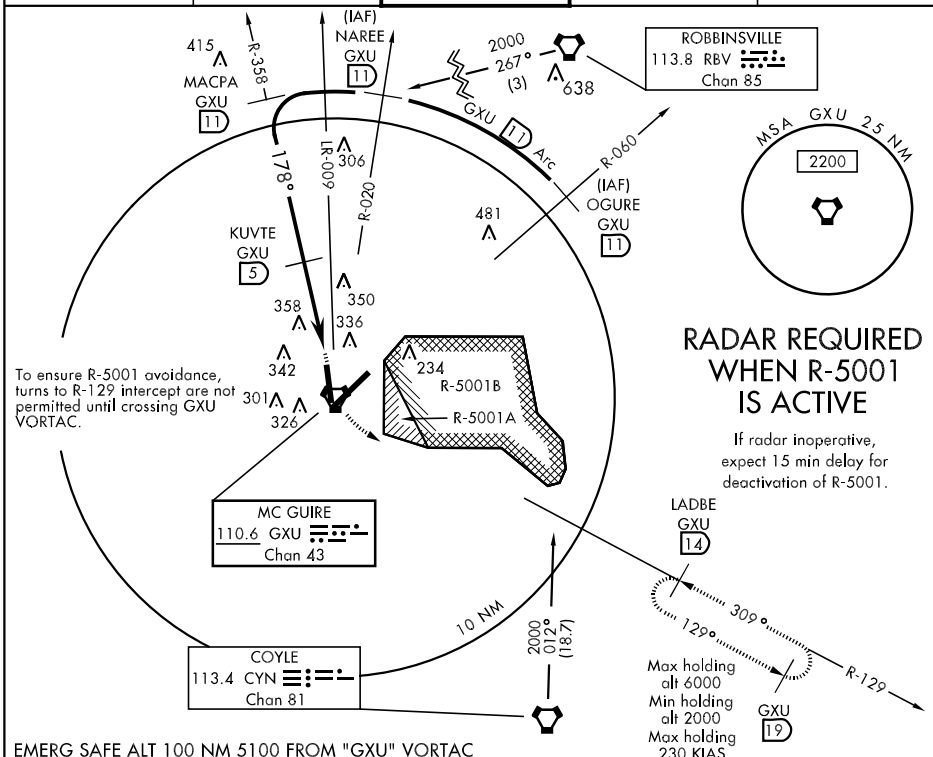
VORTAC GXU 110.6 Chan 43	APCH CRS 178°	Rwy Idg 7140 TDZE 123 Arpt Elev 131

AL-150 [USAF] MC GUIRE AFB (KWRI)

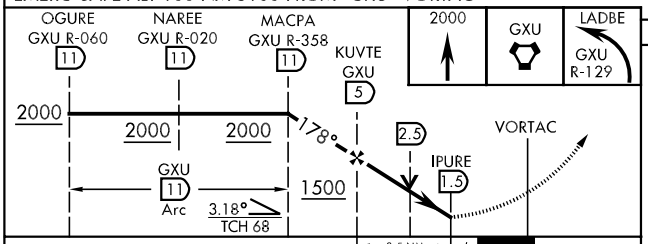
▼ * Circling not authorized E of field.

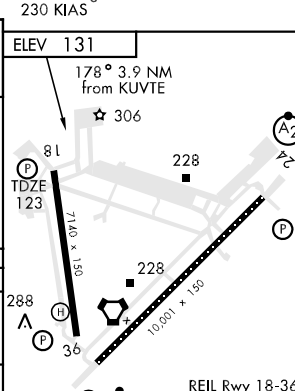
MISSED APPROACH: Climbing to 2000, proceed direct GXU then outbound GXU R-129 to LADBE (GXU R-129/14) and hold.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8



EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC





CATEGORY	A	B	C	D	E
S-18	640-1 517 (600-1)		640-1½ 517 (600-1½)	640-1¾ 517 (600-1¾)	
CIRCLING *	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069 (1100-3)

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME or TACAN RWY 24

VORTAC GXU 110.6 Chan 43	APCH CRS 240°	Rwy ldg 10,001 TDZE 116 Arpt Elev 131

AL-150 [USAF]

MC GUIRE AFB (KWRI)

▼* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SALS (A2)

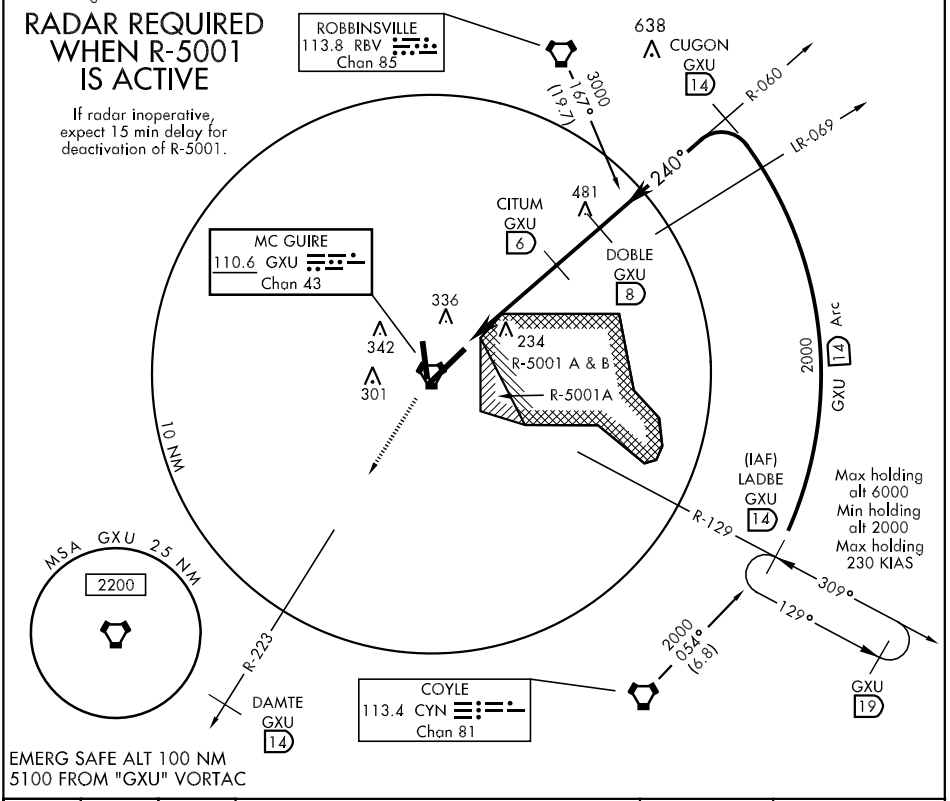
MISSED APPROACH: Climbing to 2000 proceed direct GXU then outbound GXU R-223 to DAMTE. Expect further clearance with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

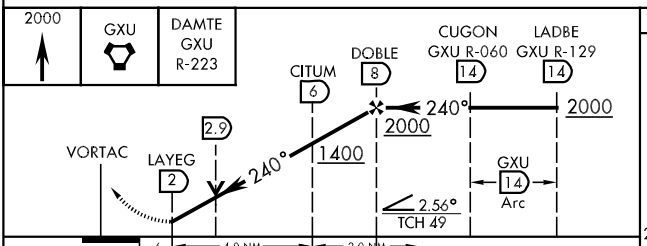
** Circling not authorized E of field.

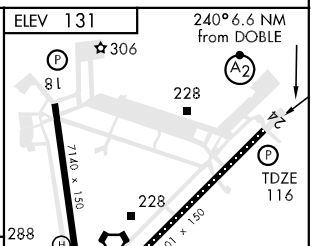
RADAR REQUIRED WHEN R-5001 IS ACTIVE

If radar inoperative, expect 15 min delay for deactivation of R-5001.



EMERG SAFE ALT 100 NM
5100 FROM "GXU" VORTAC





CATEGORY	A	B	C	D	E
S-24 *	580/40	464 (500-¾)	580/50 464 (500-1)	580/60 464 (500-1¼)	580-1½ 464 (500-1½)
CIRCLING **	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

VOR/DME or TACAN RWY 36

VORTAC GXU 110.6 Chan 43	APCH CRS 020°	Rwy ldg 7140 TDZE 129 Arpt Elev 131

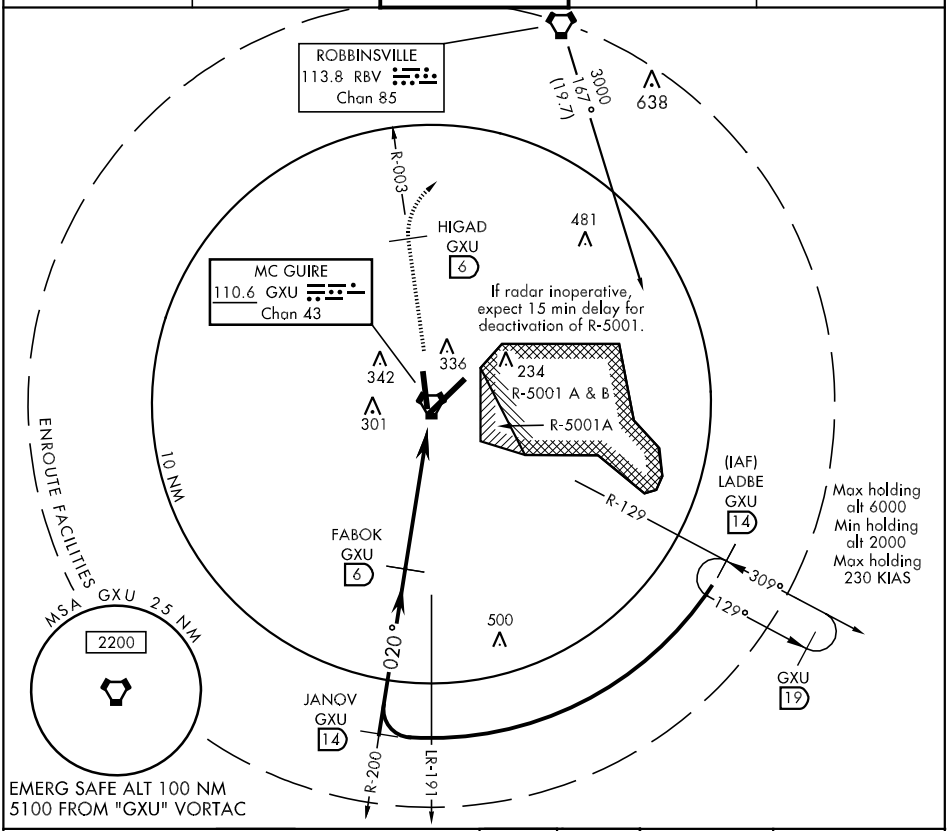
AL-150 [USAF]

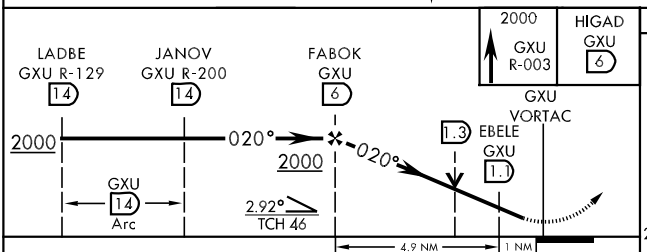
MC GUIRE AFB (KWRI)

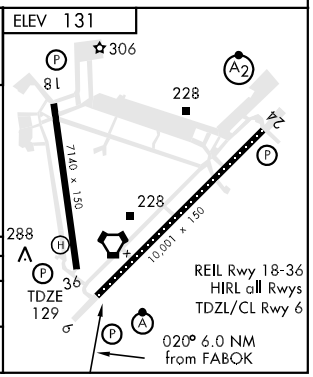
▼ * Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000, intercept GXU R-003 to HIGAD (GXU 6DME) then turn right direct RBV. EFC with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8







CATEGORY	A	B	C	D	E
S-36	560-1¼	431 (500-1¼)		560-1½	431 (500-1½)
CIRCLING *	660-1¼	529 (600-1¼)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ANDOVER, NJ
AEROFLEX-ANDOVER ..... **RNAV (GPS) Rwy 3**
VOR-A
NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ
ATLANTIC CITY INTL ..... **ILS or LOC Rwy 13[1]**
ILS or LOC/DME Rwy 31[1]
RADAR-1[2]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 22[2]
VOR Rwy 4[2]
VOR Rwy 13[2]
VOR Rwy 31[2]
[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

BINGHAMTON, NY
GREATER BINGHAMTON/
EDWIN A. LINK FIELD..... **ILS Rwy 16**
ILS Rwy 34
NA when control tower closed.

CALDWELL, NJ
ESSEX COUNTY ..... **LOC Rwy 22[1]**
RNAV (GPS) Rwy 22[2]
Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[1]NA when control tower closed.
[2]NA when local weather not available.

CORTLAND, NY
CORTLAND COUNTY-
CHASE FIELD ..... **VOR or GPS-A**
Categories A,B, 1100-2,Categories C,D, 1100-3.

NAME — ALTERNATE MINIMUMS

DANSVILLE, NY
DANSVILLE MUNI ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
NA when local weather not available.
Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.

DUNKIRK, NY
CHAUTAUQUA COUNTY/
DUNKIRK ..... **VOR Rwy 6**
VOR Rwy 24
Category D, 900-2¾.

ELMIRA, NY
ELMIRA/CORNING RGNL ..... **ILS Rwy 6**
ILS or LOC Rwy 24
NA when control tower closed.
Categories A,B, 1200-2; Categories C,D, 1200-3.

FARMINGDALE, NY
REPUBLIC ..... **ILS Rwy 14**
NA when control tower closed.

FULTON, NY
OSWEGO COUNTY ..... **RNAV (GPS) Rwy 24**
VOR Rwy 33
NA when local weather not available.

ISLIP, NY
LONG ISLAND
MAC ARTHUR ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[1]
NDB Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

ITHACA, NY

ITHACA
TOMPKINS RGNL ..... **ILS or LOCRwy 32**[12]
VOR or GPS Rwy 14[34]
VOR or GPS Rwy 32[35]

[1]Categories A,B, 1000-2; Categories C,D, 1000-3.
[2]NA when control tower closed.
[3]NA when control tower closed, except for operators with approved weather reporting service.
[4]Category D, 800-2¼.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/
JAMESTOWN ..... **ILS OR LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS
FIELD ..... **RNAV (GPS) Y Rwy 5**
RNAV (GPS) Z Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR-A

Category D, 800-2¼. NA when local weather not available.

MILLVILLE, NJ

MILLVILLE MUNI ..... **VOR-A**

NA when local weather not available.

MORRISTOWN, NJ

MORRISTOWN MUNI ..... **ILS or LOC Rwy 23**[12]
NDB Rwy 5[13]
NDB or GPS Rwy 23[14]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

NEW YORK, NY

JOHN F.
KENNEDY INTL ..... **ILS or LOC Rwy 22L**[1]
ILS Rwy 22R[1]
ILS Rwy 4L[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 13L[1]
ILS or LOC Rwy 31L[1]
ILS or LOC Rwy 31R[1]
VOR or GPS Rwy 13L/R,1000-3

[1]ILS, 700-2.

NAME ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LA GUARDIA ..... **ILS or LOC Rwy 4**[1]
ILS or LOC Rwy 13[3]
ILS or LOC Rwy 22[2]
LDA-A[4]
LOC Rwy 31[4]
RNAV (GPS)-B[4]
RNAV (GPS) Y Rwy 4[4]
RNAV (GPS) Rwy 13[5]
RNAV (GPS) Y Rwy 22[4]
RNAV (GPS) Rwy 31[4]
VOR/DME-G[4]
VOR/DME-H[4]
VOR-F[6]
VOR Rwy 4[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½.
LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

NEWARK, NJ

NEWARK LIBERTY INTL ..... **ILS Rwy 4L**[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 11[1]
ILS Rwy 22L[1]
ILS or LOC Rwy 22R[1]
RNAV (GPS) Rwy 4L[2]
RNAV (GPS) Y Rwy 4R[2]
RNAV (GPS) Z Rwy 22L[2]
RNAV (GPS) Rwy 22R[2]
VOR/DME Rwy 22L[3]
VOR/DME Rwy 22R[3]
VOR Rwy 11[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.

NEWBURGH, NY

STEWART INTL ..... **ILS or LOC Rwy 9**[1]
ILS Rwy 27[1]
VOR Rwy 27[2]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENN YAN, NY

PENN YAN ..... **RNAV (GPS) Rwy 1**
Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6**[1]
RNAV (GPS) Rwy 24[2]
VOR-A[1]
VOR/DME Rwy 6[1]
VOR/DME Rwy 24[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4**[1]
ILS or LOC Rwy 22[1]
ILS or LOC Rwy 28[2]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 28[4]
VOR Rwy 4[3]
VOR/DME Rwy 4[3]
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.
Category D, 800-2½.

SARANAC LAKE, NY

ADIRONDACK RGNL ..... **VOR/DME Rwy 5**[1]
VOR or GPS Rwy 9[2]
[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ..... **ILS Rwy 4**[1]
NDB Rwy 22
NA when control tower closed.
[1]Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6
NA when local weather not available.

SUSSEX, NJ

SUSSEX ..... **RNAV (GPS) Rwy 3**[1]
VOR-A[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK INTL ..... **ILS or LOC Rwy 10**[1]
VOR or TACAN Rwy 33[2]
[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

TETERBORO, NJ

TETERBORO ..... **ILS Rwy 6**[1]
ILS RWY 19[1]
RNAV (GPS) Y Rwy 6[3]
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-A[2]
VOR/DME-B[2]
VOR/DME Rwy 6[3]
VOR Rwy 24[4]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

TRENTON, NJ

TRENTON MERCER ..... **ILS Rwy 6**
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24
NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ..... **ILS or LOC Rwy 7**[1]
RNAV (GPS) Rwy 7[23]
[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

WELLSVILLE, NY

WELLSVILLE MUNI ARPT,
TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR-A[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTY **ILS or LOC Rwy 16**[1]
ILS or LOC Rwy 34[1]
NDB Rwy 16[12]
RNAV (GPS) Rwy 34[3]
VOR/DME-A[1]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WILDWOOD, NJ

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

ATLANTIC CITY INTL

RADAR- 124.6 327.125

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
S-13		AB	**480**/24	405	(500-½)	C	**480**/40	405	(500-¾)
		DE	**480**/50	405	(500-1)				
S-4		AB	**480**-1	412	(500-1)	CD	**480**-1¼	412	(500-1¼)
		E	**480**-1½	412	(500-1½)				
S-31		AB	**480**-1	417	(500-1)	CD	**480**-1¼	417	(500-1¼)
		E	**480**-1½	417	(500-1½)				
S-22		AB	**600**-1	532	(600-1)	C	**600**-1½	532	(600-1½)
		D	**600**-1¾	532	(600-1¾)	E	**600**-2	532	(600-2)
CIRCLING		AB	**560**-1	485	(500-1)	C	**560**-1½	485	(500-1½)
		D	**640**-2	565	(600-2)	E	**760**-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 09155 USAF)

ELEV **131**

RADAR(E) - 120.0 269.025

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	24[2][3]	2.8°/45/905	ABCDE	**378**/40	262	(300-¾)
	6[1][3]	2.7°/53/1270	ABCDE	**331**/24	200	(200-½)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR.
[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.
[2]When ALS inop, increase RVR to 50 and vis to 1 mile.
[3]Rwy 6 and 24, VGSI and PAR glidepaths not coincident.

WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 ELEV 690

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	3[23]	3.0°/54/1038	ABCDE	**885**-½	200	(200-½)
	21[23]	3.0°/58/1106	ABCDE	**877**-½	200	(200-½)
	33[4]	3.0°/49/938	AB	**938**-¾	250	(300-¾)
			CDE	**938**-1	250	(300-1)
RADAR-2						
ASR	21[5]		AB	**1020**-½	343	(400-½)
			CDE	**1020**-¾	343	(400-¾)
	15[6]		AB	**1100**-½	413	(500-½)
			CD	**1100**-¾	413	(500-¾)
			E	**1100**-1	413	(500-1)
	33[4]		AB	**1140**-1	452	(500-1)
			C	**1140**-1¼	452	(500-1¼)
			DE	**1140**-1½	452	(500-1½)
	3[7]		AB	**1240**-½	555	(600-½)
			C	**1240**-1	555	(600-1)
			D	**1240**-1¼	555	(600-1¼)
			E	**1240**-1½	555	(600-1½)
CIR[8]	All Rwy		AB	**1240**-1	552	(600-1)
			C	**1240**-1½	552	(600-1½)
			D	**1240**-2	552	(600-2)
			E	**1520**-3	832	(900-3)

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, NY

AKRON

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME	TAKE-OFF MINIMUMS

ALBION, NY

PINE HILL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL

NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY
GENESEE COUNTY AIRPORT
NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ
MONMOUTH EXECUTIVE
TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

BERLIN, NJ
CAMDEN COUNTY
TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

BINGHAMTON, NY
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
ORIG 08157 (FAA)
NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ
BLAIRSTOWN
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.
DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared.
Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY
LEDGEDALE AIRPARK (7G0)
ORIG 09015 (FAA)
NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY
BUFFALO AIRFIELD (9G0)
AMDT 1 08325 (FAA)
NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL
NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

CALDWELL, NJ
ESSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.
DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY
CANANDAIGUA
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY
CORTLAND COUNTY-CHASE FIELD
TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.
DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ
CROSS KEYS (17N)
AMDT 1 09351
NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY

DANSVILLE MUNI (DSV)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RESNICK

TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/ 1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES

TAKE-OFF MINIMUMS: **Rwy 3**, 700-2. **Rwy 21**, 1100-2.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1700, then climbing left turn direct CFB VORTAC until passing 2500 before proceeding on course. **Rwy 21,** climb runway heading to 1900, then climbing right turn direct CFB VORTAC until passing 2700 before proceeding on course.

NOTE: **Rwy 3,** trees and terrain 646' above runway 1.5 NM from departure end of runway, 3000' left of centerline. **Rwy 21,** trees and terrain 735' above runway 1.4 NM from departure end of runway, 2625' left of centerline. Trees and terrain 1035' above runway 2.9 NM from departure end of runway, 5950' left of centerline.

FARMINGDALE, NY
REPUBLIC (FRG)
AMDT 5A 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1or std. with a min. climb of 280' per NM to 300. **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 300. **Rwy 32,** 300-2 or std. w/ min. climb of 220' per NM to 400.
DEPARTURE PROCEDURE: **Rwys 1, 32,** climb runway heading to 800 before proceeding on course.
NOTE: **Rwy 19,** 102' sign at departure end of runway, 510' right of centerline. **Rwy 32,** tank 8214' from departure end of runway, 1120' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY
ELIZABETH FIELD
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.
NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY
OSWEGO COUNTY
TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.
NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

GLENS FALLS, NY
FLOYD BENNETT MEMORIAL
TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY
HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.
NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ
HAMMONTON MUNI (N81)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.
NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY
HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190º to 2100 before turning right.

NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR

TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

AMDT 4 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins RGNL airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14,** Trees beginning 569' from departure end of runway, 527' right of centerline, up to 100' AGL/1599' MSL. Trees beginning 1831' from departure end of runway, 767' left of centerline, up to 100' AGL/1780' MSL. Transmission pole and towers beginning 1952' from departure end of runway, 330' right of centerline, up to 52' AGL/1151' MSL. Tower 2.46 NM from departure end of runway, 4420' left of centerline, up to 100' AGL/1620' MSL. **Rwy 32,** Trees beginning 338' from departure end of runway, 380' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 1265' from departure end of runway, 462' left of centerline, up to 100' AGL/1179' MSL.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/JAMESTOWN

NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY

FULTON COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

NOTE: **Rwy 10,** 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28,** 60' AGL trees 700' from departure end of runway, 125' left of centerline.

KINGSTON, NY

KINGSTON-ULSTER

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.

DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY

LAKE PLACID

TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ

LAKEWOOD

TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY

LE ROY (5G0)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ

LINCOLN PARK

TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

LINDEN, NJ

LINDEN

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LOCKPORT, NY

NORTH BUFFALO SUBURBAN

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

NOTE: **Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ

FLYING W

TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

MALONE, NY

MALONE-DUFORT

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

MANVILLE, NJ

CENTRAL JERSEY RGNL

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.

NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY

MASSENA INTL-RICHARDS FIELD (MSS)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.

NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NJ . . . . . ORIG, 09043

TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY

RANDALL

TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY

SKY ACRES

TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ

MILLVILLE MUNI

NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY

MONTAUK

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

MONTGOMERY, NY

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY

SULLIVAN COUNTY INTL

DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/ 67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/ 26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min climb of 383' per NM to 800. **Rwy 4R,** std. w/ min. climb of 373' per NM to 800. **Rwy 11,** std. w/ min. climb of 240' per NM to 2000. **Rwy 22R,** 300-1¾ or std. w/ min. climb of 203' per NM to 300, or alternavtively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later thatn 1200' prior to departure end of runway. **Rwy 29,** 400-2 or std. w/ min climb of 444' per NM to 500.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from departure end of runway, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from departure end of runway, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from departure end of runway, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from departure end of runway, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** terrain, sign, tree, road, fence, building, and multiple poles beginning 82' from departure end of runway, 2' left of centerline, up to 49' AGL/68' MSL. Pole and multiple signs beginning 6' from departure end of runway, 158' right of centerline, up to 31' AGL/50' MSL. **Rwy 22L,** pole 8' from departure end of runway, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from departure end of runway, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from departure end of runway, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** poles, trees, multiple signs and buildings beginning 209' from departure end of runway, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from departure end of runway, 66' right of centerline, up to 273' AGL/358' MSL. Building 6020' from departure end of runway, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from departure end of runway, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH, NY

STEWART INTL (SWF)
AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min.of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south.**Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course.**Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL

TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON

TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.

NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

PEDRICKTOWN, NJ

SPITFIRE AERODROME

TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

PENN YAN, NY

PENN YAN

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSTOWN, NJ

ALEXANDRIA

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15,33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY

GREATER ROCHESTER INTL (ROC)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY

GRIFFISS INTL (RME)

ORIG 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 146° to 1000 before turning left. **Rwy 33,** climb heading 326° to 1400 before turning right.

NOTE: **Rwy 15,** trees beginning 2306' from departure end of runway, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY

ADIRONDACK RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 33' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY

SCHENECTADY COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY

BROOKHAVEN

TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.

NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

SIDNEY, NY

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climbo f 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1. **Rwy 6**, 1200-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

TETERBORO, NJ

TETERBORO (TEB)

AMDT6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92'AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY

TICONDEROGA MUNI

TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ

ROBERT J. MILLER AIR PARK

NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ

TRENTON MERCER

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENTOWN, NJ

RED LION (N73)
AMDT 1 09071 (FAA)

NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ

KROELINGER

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.

NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY

WHITFORDS

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD

DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY . . . . . AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)
AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

WILDWOOD, NJ

CAPE MAY COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

WOODBINE, NJ

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

WURTSBORO, NY

WURTSBORO-SULLIVAN COUNTY

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

APP CRS	Rwy Idg	3268
071°	TDZE	838
	Apt Elev	840

RNAV (GPS) RWY 7
AKRON (9G3)

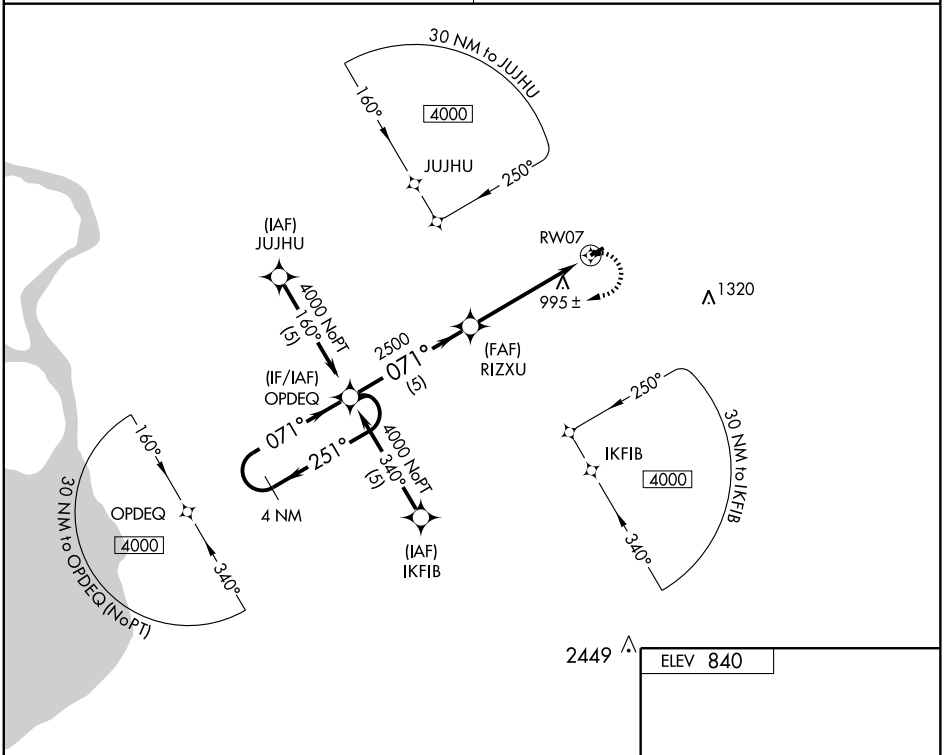
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Buffalo altimeter setting.

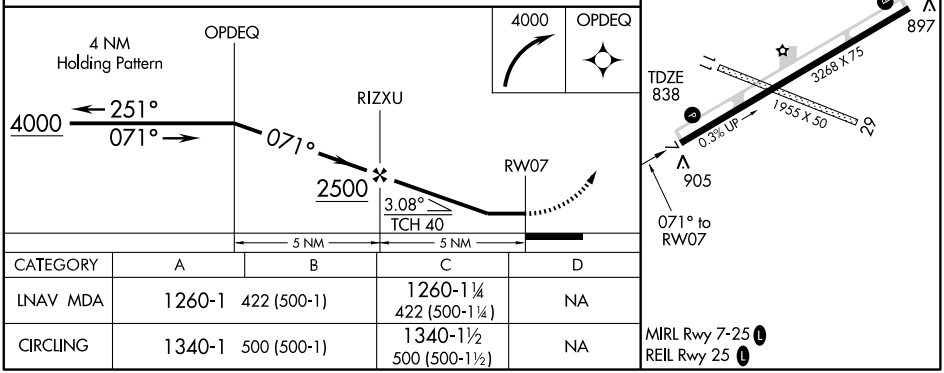
NA

MISSED APPROACH: Climbing right turn to 4000 direct OPDEQ WP and hold.

BUFFALO APP CON
126.15 263.125

UNICOM
122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1260-1	422 (500-1)	1260-1¼ 422 (500-1¼)	NA
CIRCLING	1340-1	500 (500-1)	1340-1½ 500 (500-1½)	NA

MIRL Rwy 7-25 L
REIL Rwy 25 L

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 25

AKRON (9G3)

APP CRS	Rwy Idg	3268
251°	TDZE	840
	Apt Elev	840

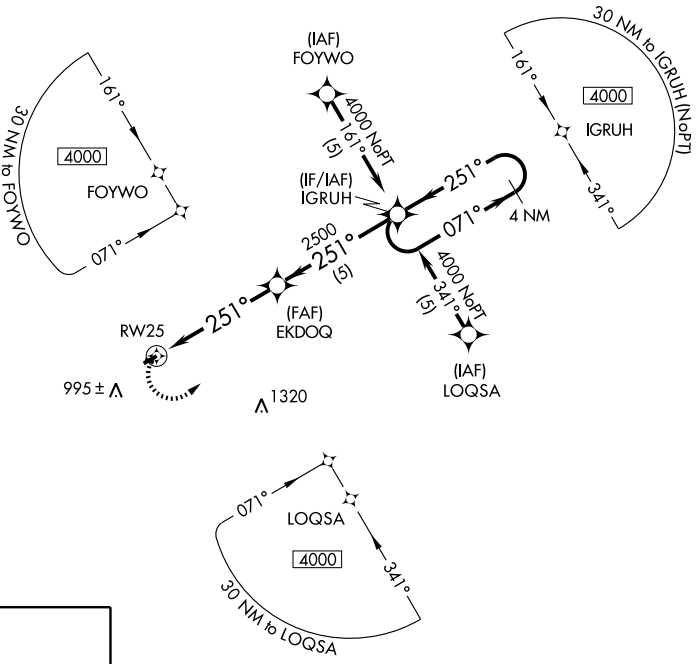
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Buffalo altimeter setting.

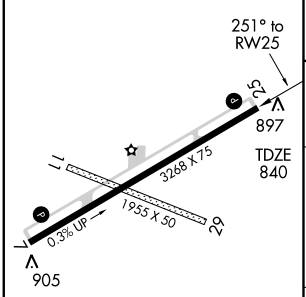
NA

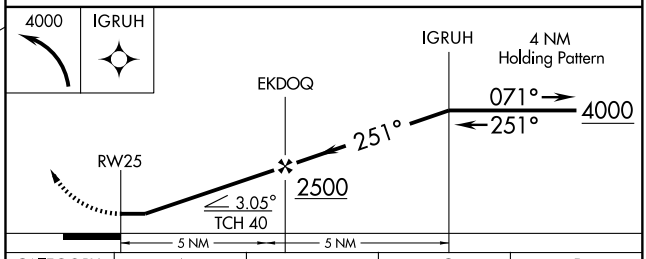
MISSED APPROACH: Climbing left turn to 4000 direct IGRUH WP and hold.

BUFFALO APP CON
126.15 263.125

UNICOM
122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1	460 (500-1)	1300-1¼ 460 (500-1¼)	NA
CIRCLING	1340-1	500 (500-1)	1340-1½ 500 (500-1½)	NA

MIRL Rwy 7-25 L
REIL Rwy 25 L

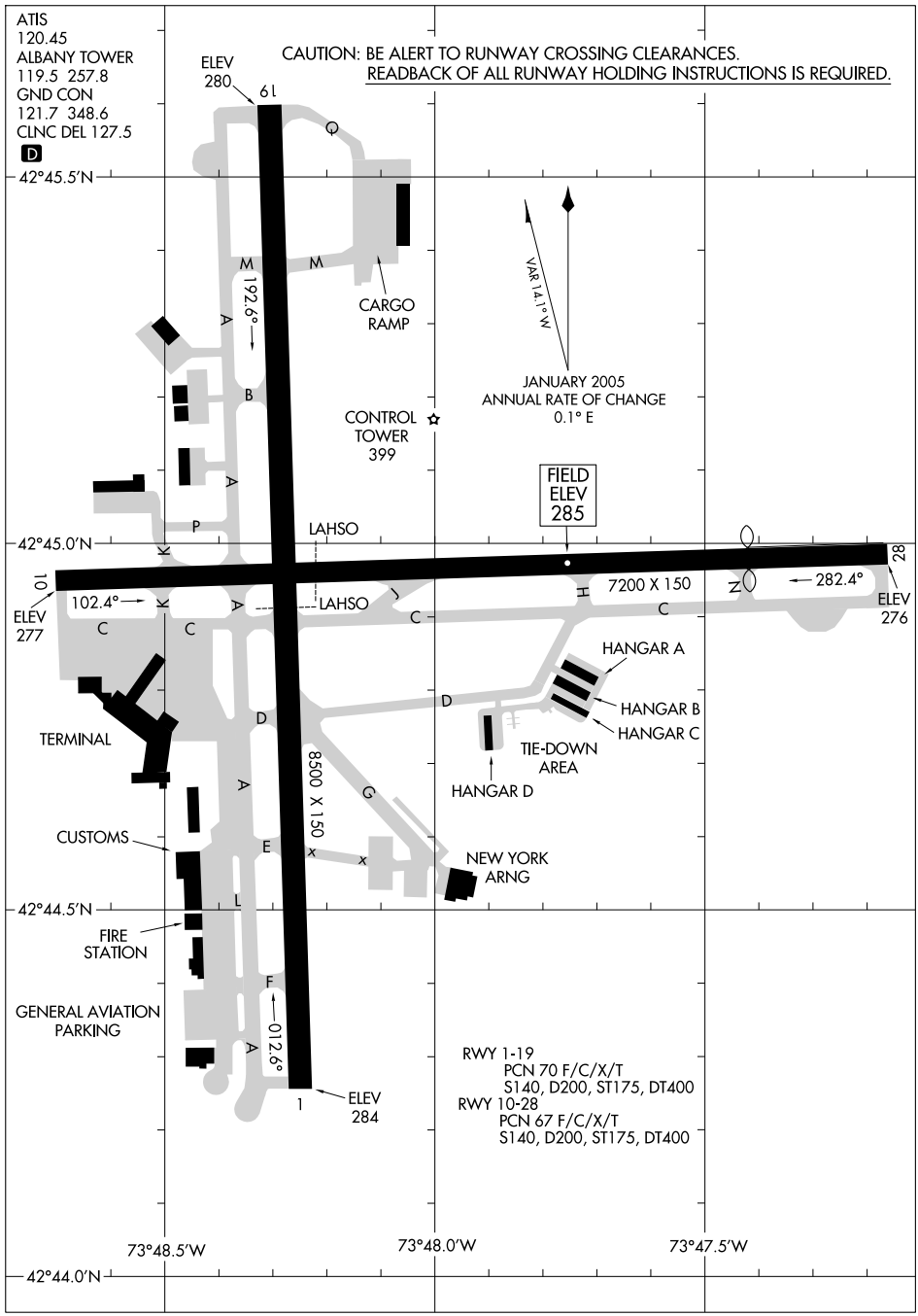
NE-2. 14 JAN 2010 to 11 FEB 2010

09183

AIRPORT DIAGRAM

AL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK

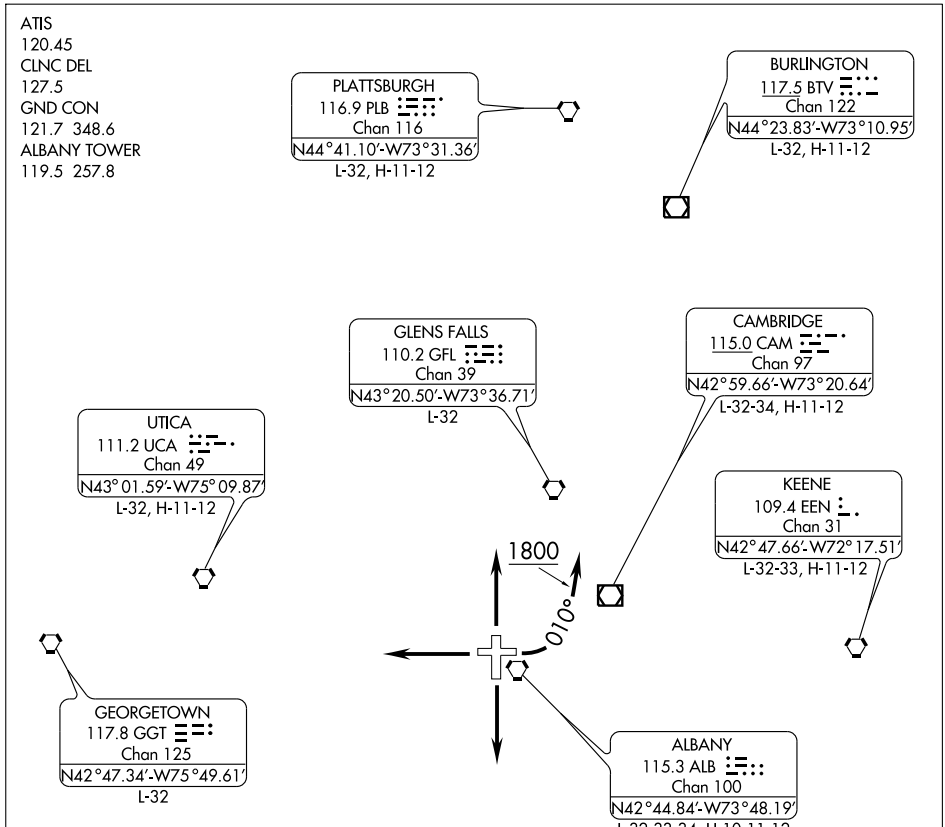


NE-2, 14 JAN 2010 to 11 FEB 2010

ALBANY THREE DEPARTURE

SL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK



NOTE: Turbojets filed over SYR, SAX, JFK, CMK, requesting flight levels, expect a vector to the ALB R-343/25 DME. Expect on course leaving 14,000'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Expect vectors to filed route or depicted fix. Expect clearance to requested altitude/flight level 10 minutes after departure.
TAKE-OFF RUNWAY 10: Left climbing turn to 1800' on heading 010° before proceeding on course or when directed by ATC climb to 1800' on heading 115° before proceeding on course.
ALL OTHER RUNWAYS: Climb runway heading.

LOC/DME I-DEJ	APP CRS	Rwy Idg	8500
109.5	011°	TDZE	285
Chan 32		Apt Elev	285

COPTER ILS or LOC/DME RWY 1

ALBANY INTL (ALB)

NA

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via ALB VORTAC R-097 to WARUV Int/ALB 10 DME and hold, continue climb-in-hold to 5000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

ALTERNATE MISSED APCH FIX
R-340
160°
340°
CAMBRIDGE CAM
115.0
Chan 97

LOCALIZER 109.5
I-DEJ
Chan 32

115.0 CAM Chan 97
R-231
097°
277°
WARUV INT
ALB 10

723
476
455
640
526
R-097
693
463
1688
1660
2500 to DOTCA
192° (5)
ALBANY
115.3 ALB
Chan 100
411
855
(IAF)
DOTCA
ALB 5
2280
DELMY
I-DEJ 8.2
467
2123
1935
115.0 CAM Chan 97
R-221
ALB R-175
2500
011° (4.3)
(IF)
MUJIK
I-DEJ 12.5
10 NM
146°
326°
(IAF)
CIRRU INT
ALB 16
(IYIYO)
191°
2600 NoPT to MUJIK
282° (4.5)
and 011° (3.8)

MSA ALB 25 NM
3600
270°
4700
360°

DME REQUIRED

ELEV 285
D
6L
357±
359±
8500 X 150
TWR
399
398±
302±
7200 X 150
10
28
362
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28
TDZE 285
380
384±
011° 6.7 NM from FAF

800
5000
WARUV
ALB R-097
115.3
I-DEJ
2.9
I-DEJ
1.6
DOTCA
ALB 5
Remain within 10 NM
DELMY
I-DEJ 8.2
191°
2500
011°
2500
2500
Use I-DEJ DME when on the localizer course.
GS 3.00°
TCH 55
1.3
5.3 NM

FAF to MAP 6.7 NM					
Knots	45	60	75	90	105
Min:Sec	8:56	6:42	5:22	4:28	3:50

CATEGORY	COPTER
H-ILS 1	485/12 200 (200-¼)
H-LOC 1	760/12 475 (500-¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6780
101°	TDZE	280
	Apt Elev	285

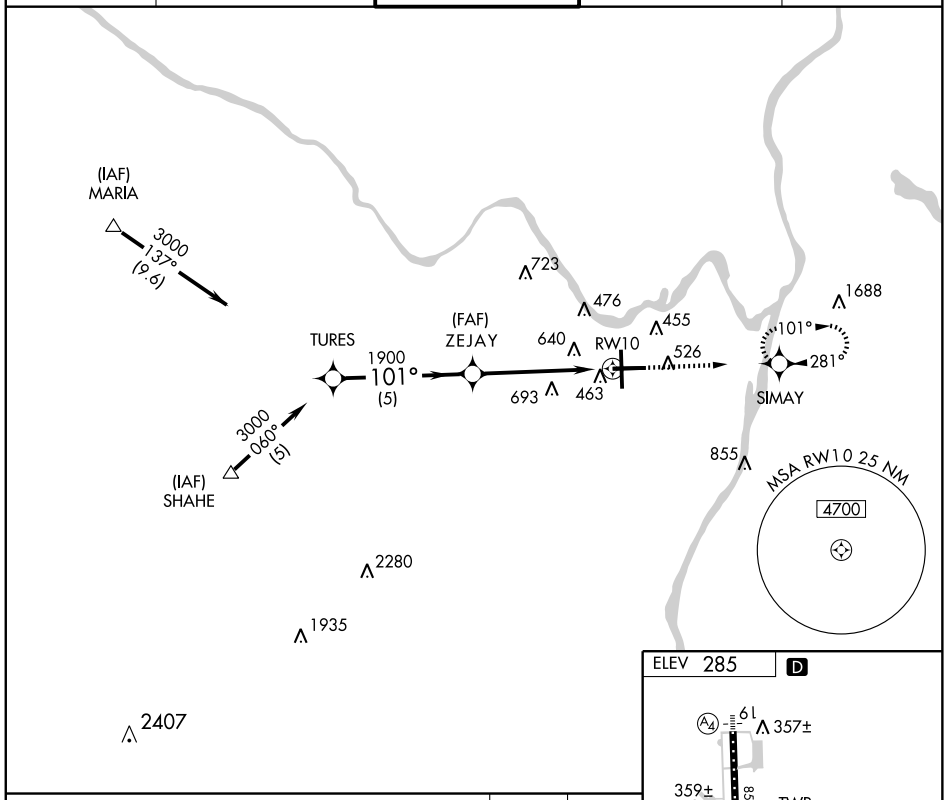
GPS RWY 10
ALBANY INTL (ALB)

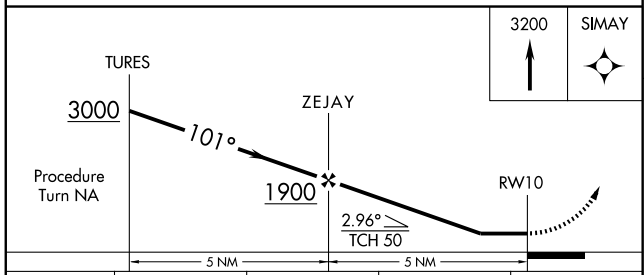
NA

Circling NA West of Rwy 1-19.

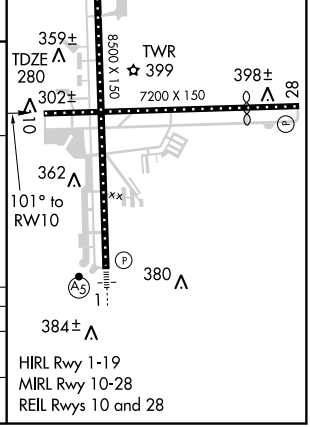
MISSED APPROACH: Climb to 3200 direct SIMAY WP and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50





CATEGORY	A	B	C	D
S-10	920-1 640 (700-1)		920-1¾ 640 (700-1¾)	920-2 640 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)



NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5998
281°	TDZE	285
	Apt Elev	285

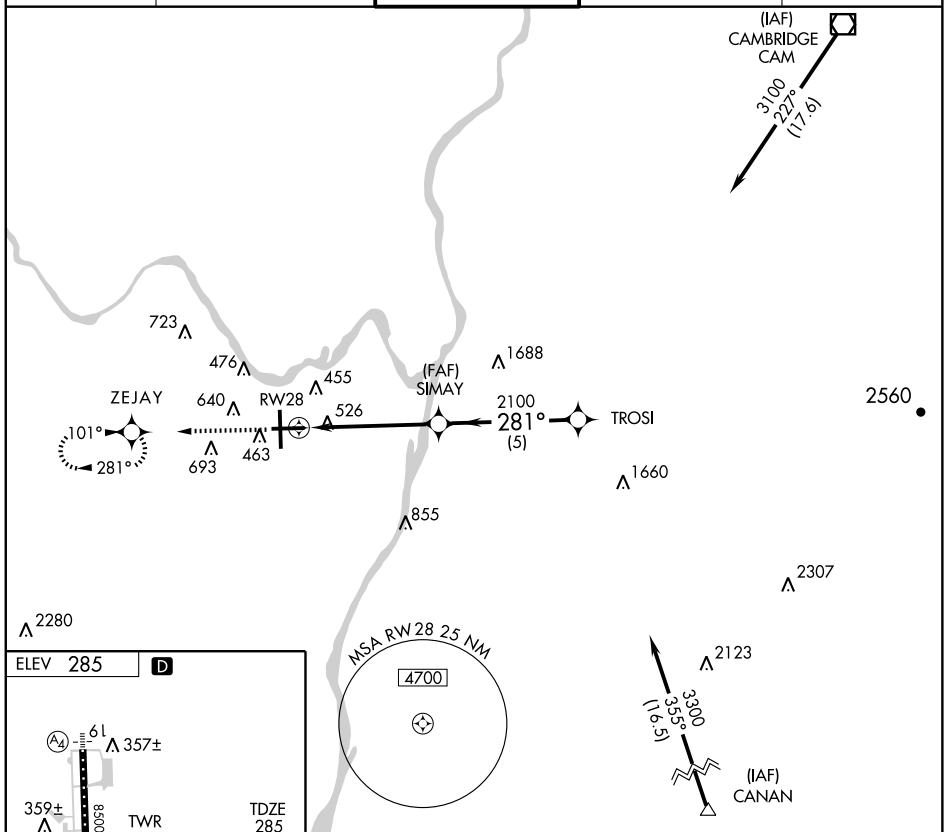
GPS RWY 28
ALBANY INTL (ALB)

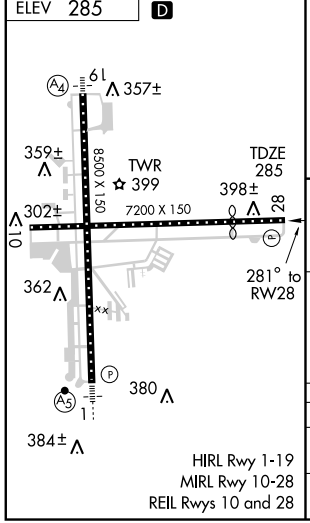
NA

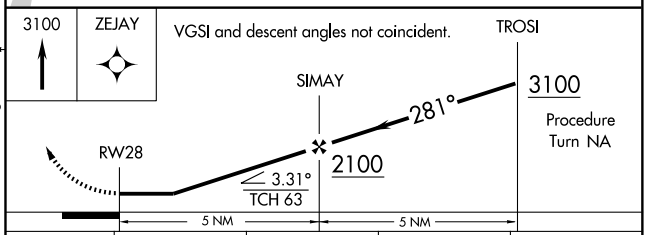
Circling NA West of Rwy 1-19

MISSED APPROACH: Climb to 3100 direct ZEJAY WP and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50







CATEGORY	A	B	C	D
S-28	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DEJ	APP CRS	Rwy Idg	8500
109.5	011°	TDZE	285
Chan 32		Apt Elev	285

ILS or LOC RWY 1

ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via CAM VOR/DME R-251 to CAM VOR/DME and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

DME or RADAR REQUIRED

LOCALIZER 109.5
I-DEJ
Chan 32

ALBANY
115.3 ALB
Chan 100

115.0 CAM
Chan 97

R-251

MISSED APCH FIX

CAMBRIDGE
CAM
115.0
Chan 97

R-340
160°
340°
R-251

476 455 640 526 463 380 693 411± 1688 1660 855 2280 2123 1935

FLEIG
I-DEJ 6.4
RADAR

011° (6.1) 1900

R-175

R-221

(IF/IAF)
MUJIK
I-DEJ 12.5
RADAR

1 min
191°
011°

10 NM

(IYIYO)

(IAF)
CIRRU
ALB 16

191°

3000 NoPT to MUJIK
282° (4.5)
and LOC (3.8)

MSA ALB 25 NM
3600
270°
4700
360°

ELEV 285 D

61
357±
359±
TWR
399
8500 X 150
398±
302±
7200 X 150
28
10
362
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28
TDZE
285
380
384±
011° 4.8 NM
from FAF

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800 | 5000 CAM R-251 | CAM 115.0

FLEIG
I-DEJ 6.4
RADAR

MUJIK
I-DEJ 12.5
RADAR

One Minute Holding Pattern

I-DEJ 2.8
I-DEJ 1.6
1900
011°
191°
011°
3000
GS 3.00°
TCH 55
1900
Use I-DEJ DME when on the localizer course.

1.2 3.6 NM 6.1 NM

CATEGORY	A	B	C	D
S-ILS 1	*485/24 200 (200-½)			
S-LOC 1	720/24 435 (500-½)		720/40 435 (500-¾)	720/50 435 (500-1)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ALB	APP CRS	Rwy Idg	8500
109.5	191°	TDZE	280
Chan 32		Apt Elev	285

ILS or LOC RWY 19

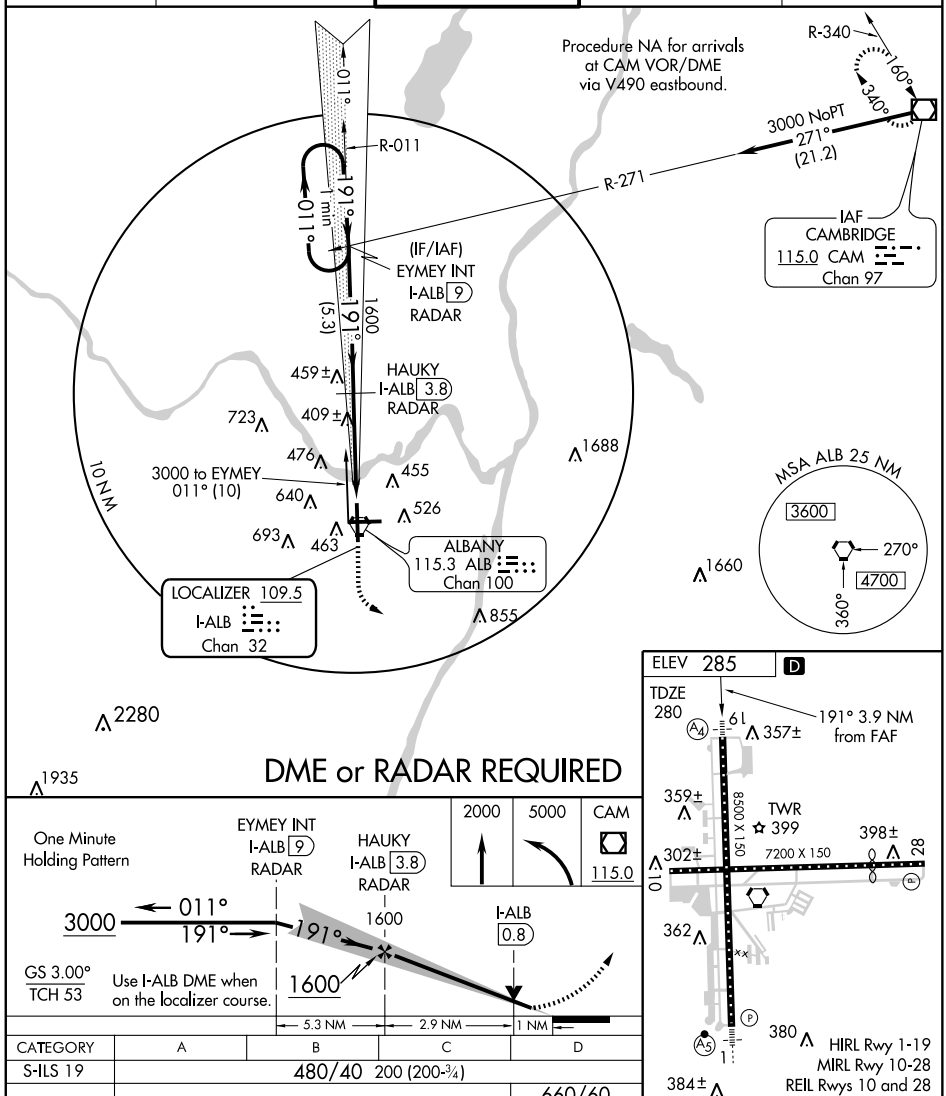
ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.

MALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50



CATEGORY	A	B	C	D
S-ILS 19	480/40 200 (200-¾)			
S-LOC 19	660/40 380 (400-¾)			660/60 380 (400-1¼)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8500
CH 97402	011°	TDZE	285
W01A		Apt Elev	285

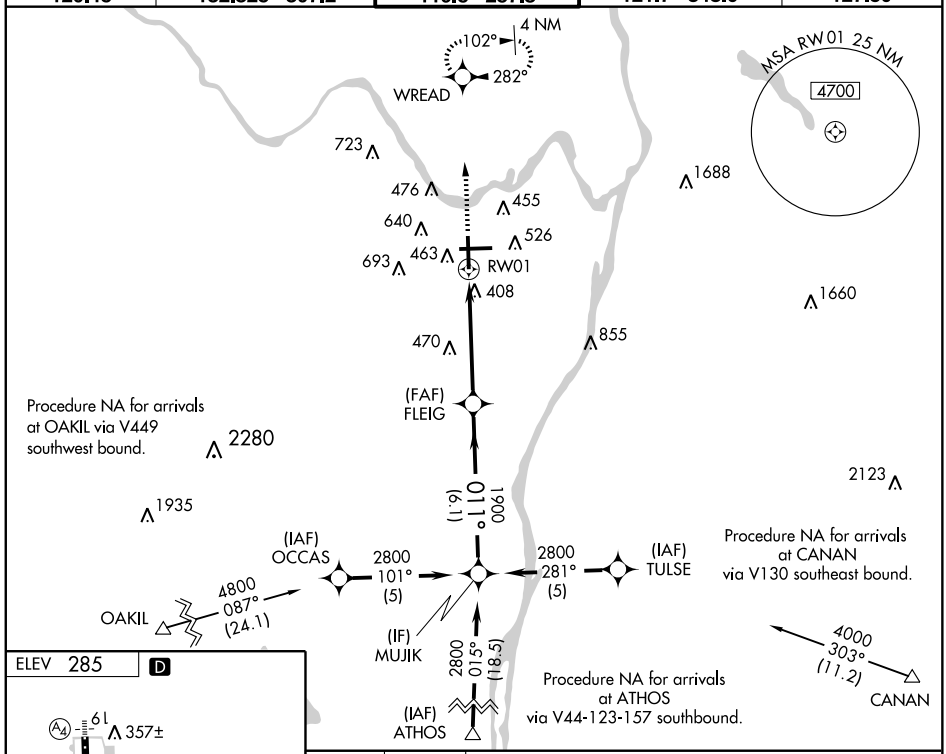
RNAV (GPS) RWY 1
ALBANY INTL (ALB)

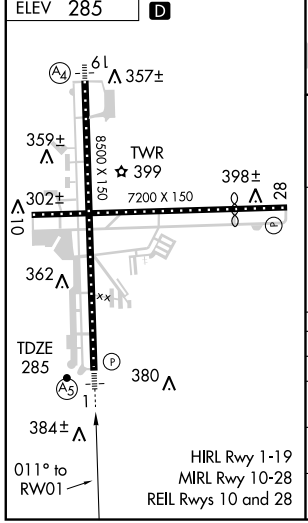
Circling NA west of Rwy 1-19. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.

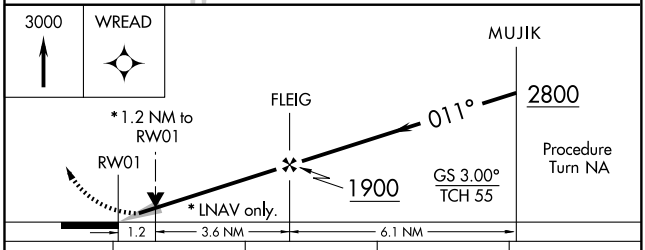
MALSR

MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50







CATEGORY	A	B	C	D
LPV DA	535/24 250 (300-½)			
LNAV/VNAV DA	818/60 533 (600-1¼)			
LNAV MDA	720/24 435 (500-½)		720/40 435 (500-¾)	720/50 435 (500-1)
CIRCLING	840-1¾ 555 (600-1¾)			840-2 555 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8500
CH 56302	191°	TDZE	280
W19A		Apt Elev	285

RNAV (GPS) RWY 19

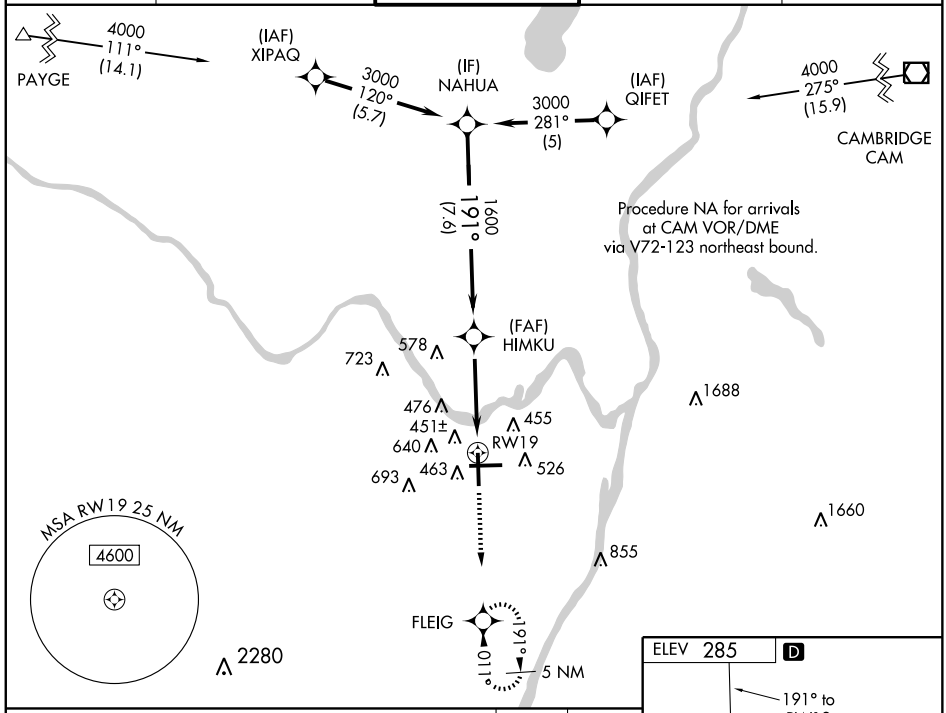
ALBANY INTL (ALB)

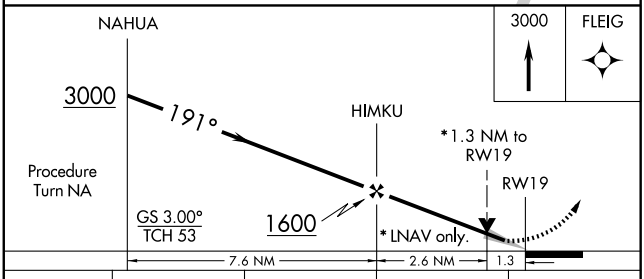
Circling NA west of Rwy 1-19. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALS

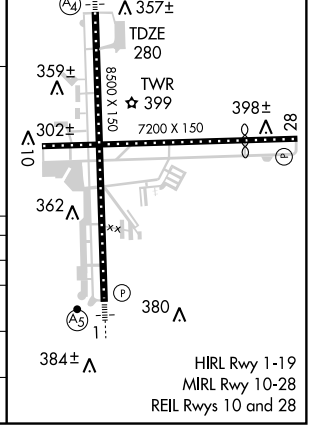
MISSED APPROACH: Climb to 3000 direct FLEIG and hold, continue climb-in-hold to 3000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50





CATEGORY	A	B	C	D
LPV DA	530/40 250 (300-¾)			
LNAV/VNAV DA	777-1¾ 497 (500-1¾)			
LNAV MDA	760/40 480 (500-¾)		760/60 480 (500-1¼)	760-1½ 480 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)



NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC ALB	APP CRS	Rwy Idg	5998
115.3	275°	TDZE	285
Chan 100		Apt Elev	285

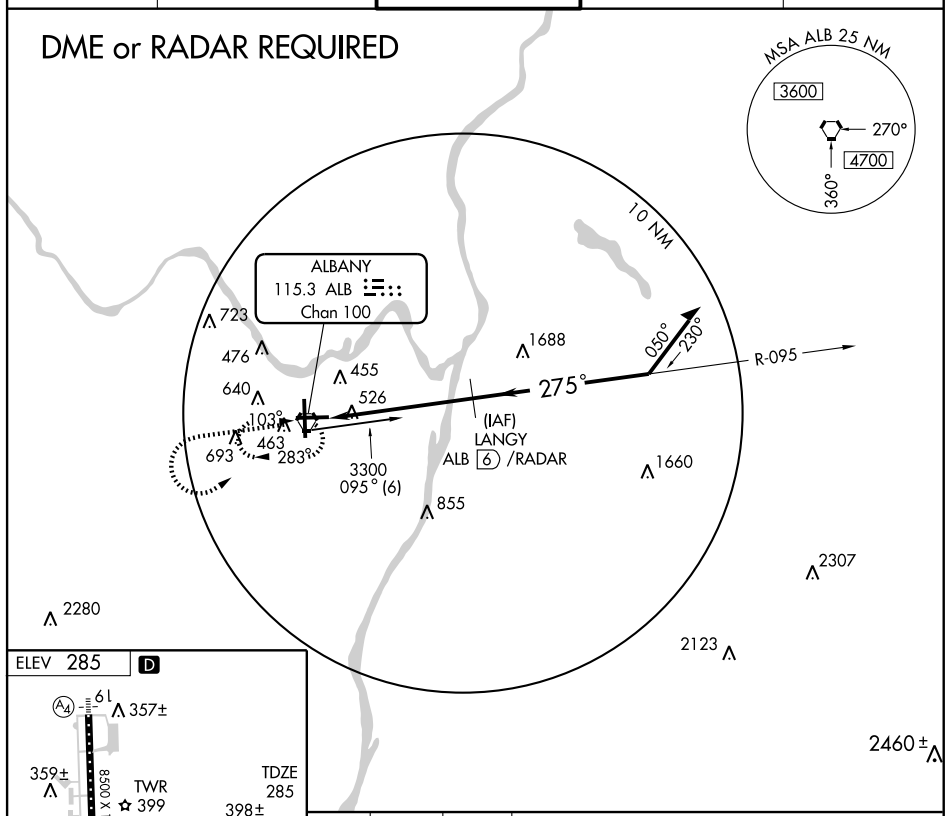
VOR RWY 28
ALBANY INTL (ALB)

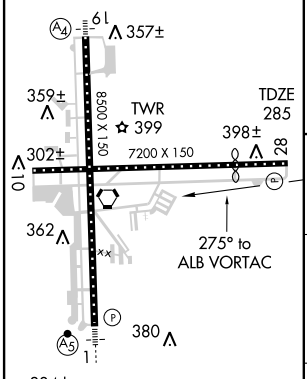
Circling NA West of Rwy 1-19.

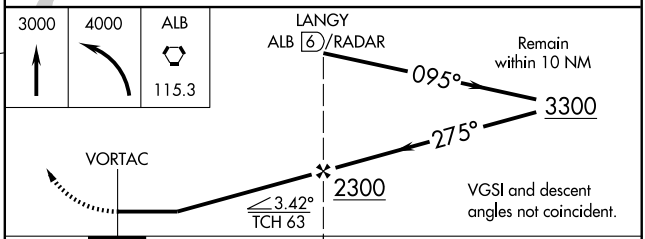
MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct ALB VORTAC and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-28	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

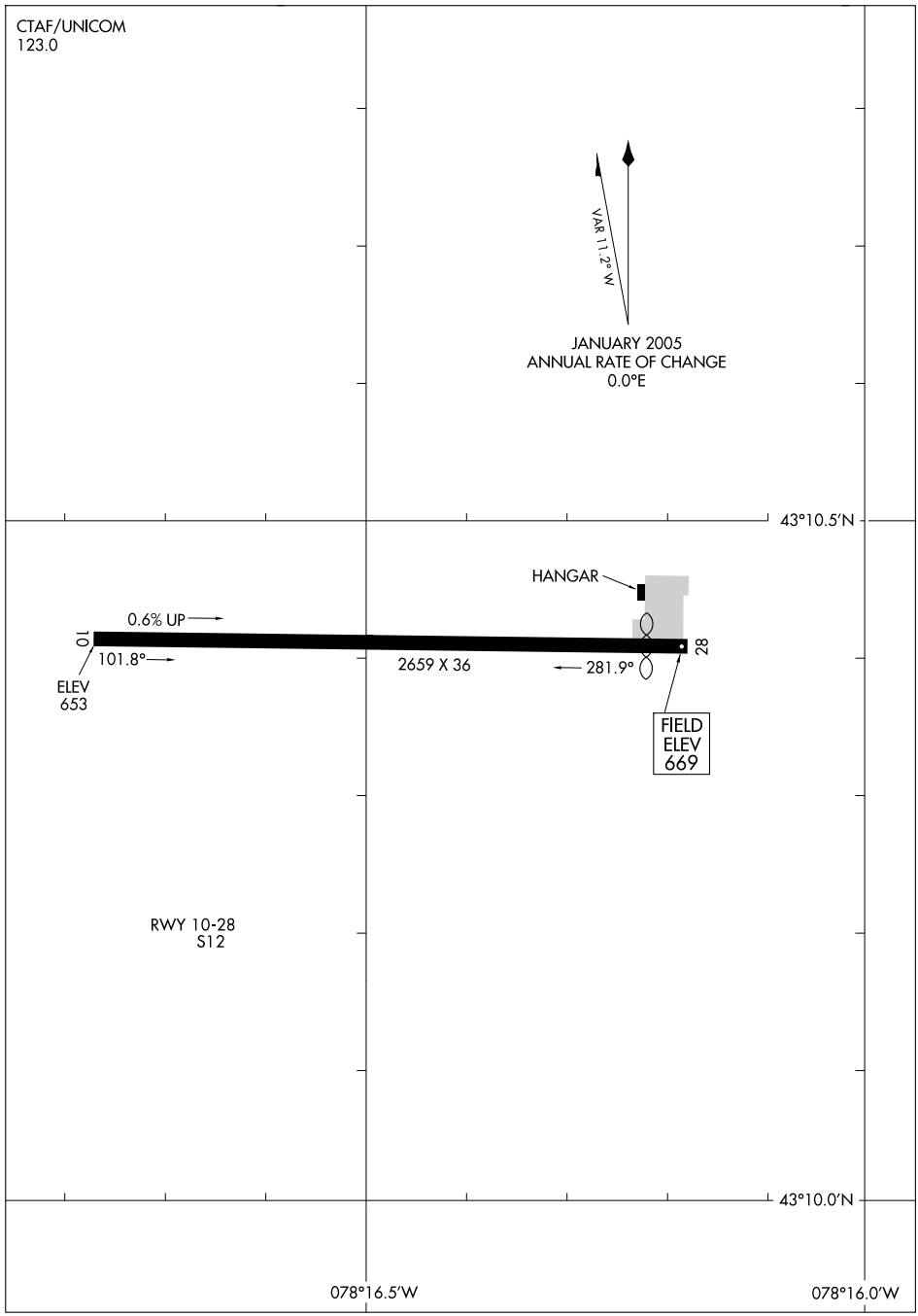
NE-2, 14 JAN 2010 to 11 FEB 2010

09071

AIRPORT DIAGRAM

AL-6495 (FAA)

ALBION/PINE HILL (9G6)
ALBION, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
059°	TDZE	N/A
	Apt Elev	669

RNAV (GPS) -B

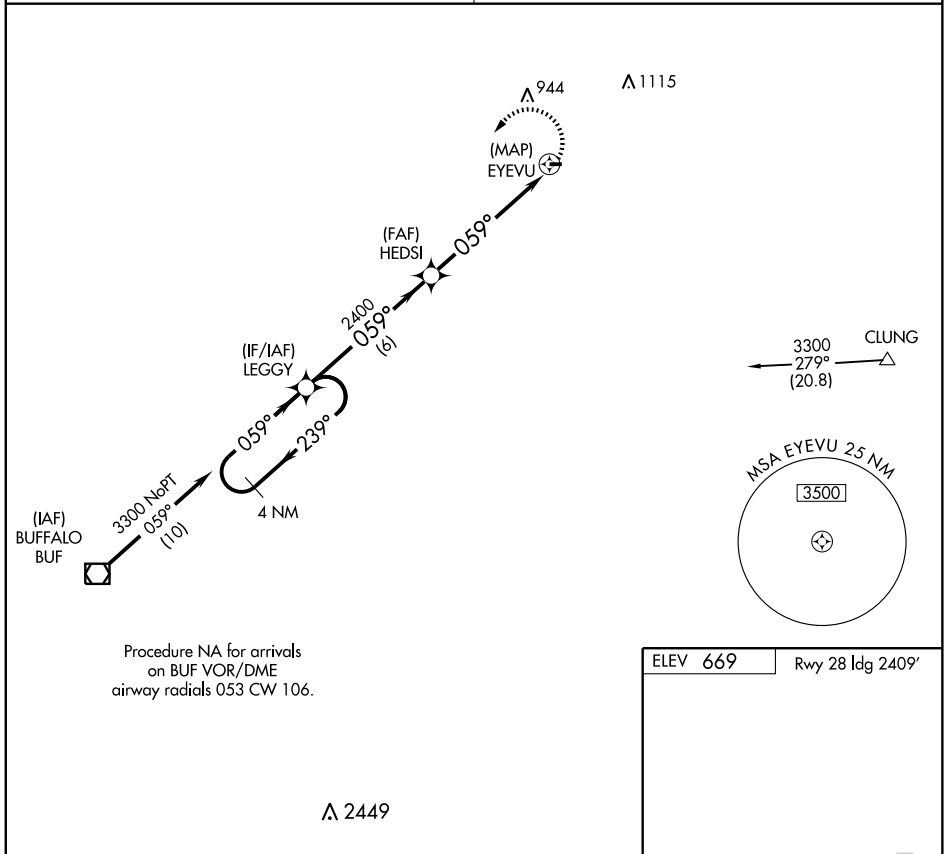
ALBION/ PINE HILL (9G6)

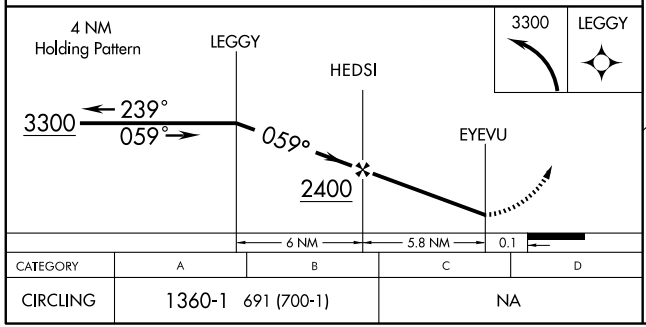
NA

DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.

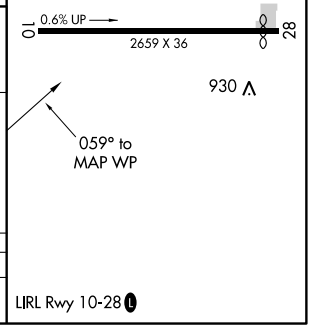
MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.

BUFFALO APP CON	UNICOM
126.15 263.125	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1360-1	691 (700-1)	NA	



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-GVQ	APP CRS	Rwy Idg	5500
108.9	282°	TDZE	911
		Apt Elev	913

ILS or LOC RWY 28

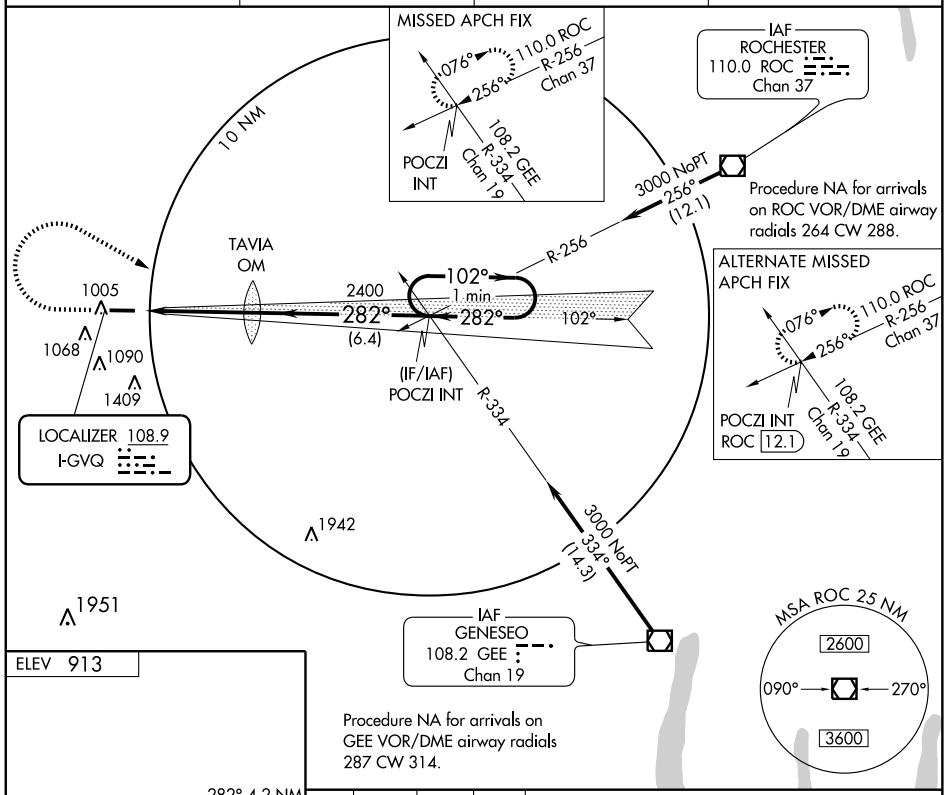
BATAVIA/GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase S-LOC 28 Cats C/D and Circling Cat D visibility ¼ mile.

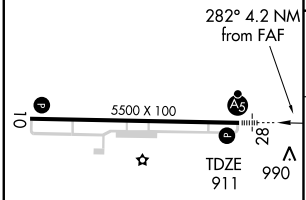
MALSR

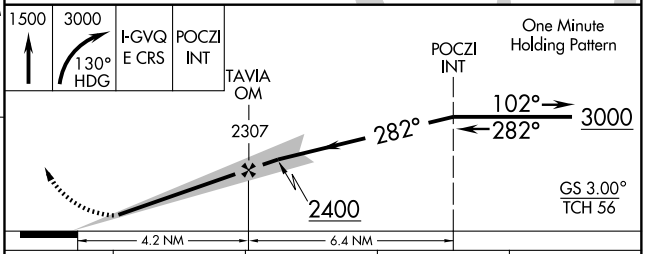
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L



ELEV 913





REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 28	1111-½ 200 (200-½)			
S-LOC 28	1260-½ 349 (400-½)			1260-¾ 349 (400-¾)
CIRCLING	1380-1 467 (500-1)		1380-1½ 467 (500-1½)	1480-2 567 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86311 W28A	APP CRS 282°	Rwy Idg 5500 TDZE 911 Apt Elev 913

RNAV (GPS) RWY 28

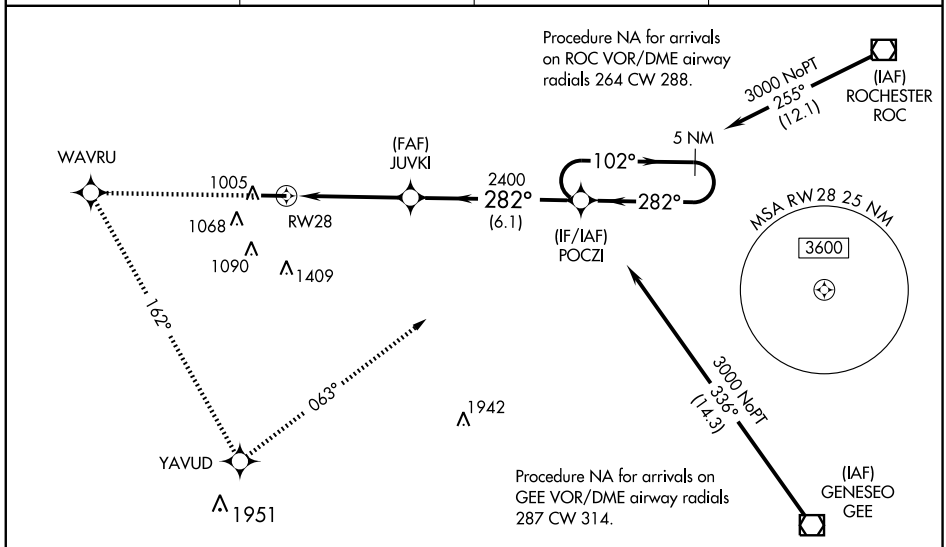
BATAVIA/GENESEE COUNTY (GVQ)

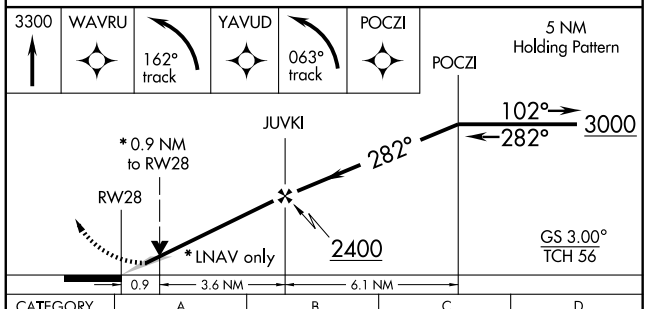
T NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

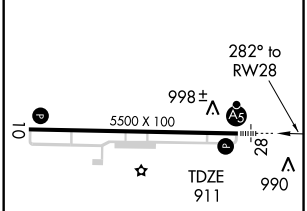
MALSR (A5)

MISSED APPROACH: Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1161-½ 250 (300-½)			
LNAV/VNAV DA	1364-1 453 (500-1)			
LNAV MDA	1260-½ 349 (400-½)			1260-1 349 (400-1)
CIRCLING	1380-1 467 (500-1)		1380-1½ 467 (500-1½)	1480-2 567 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2 Chan 19	311°	TDZE	N/A
		Apt Elev	913

VOR/DME-A

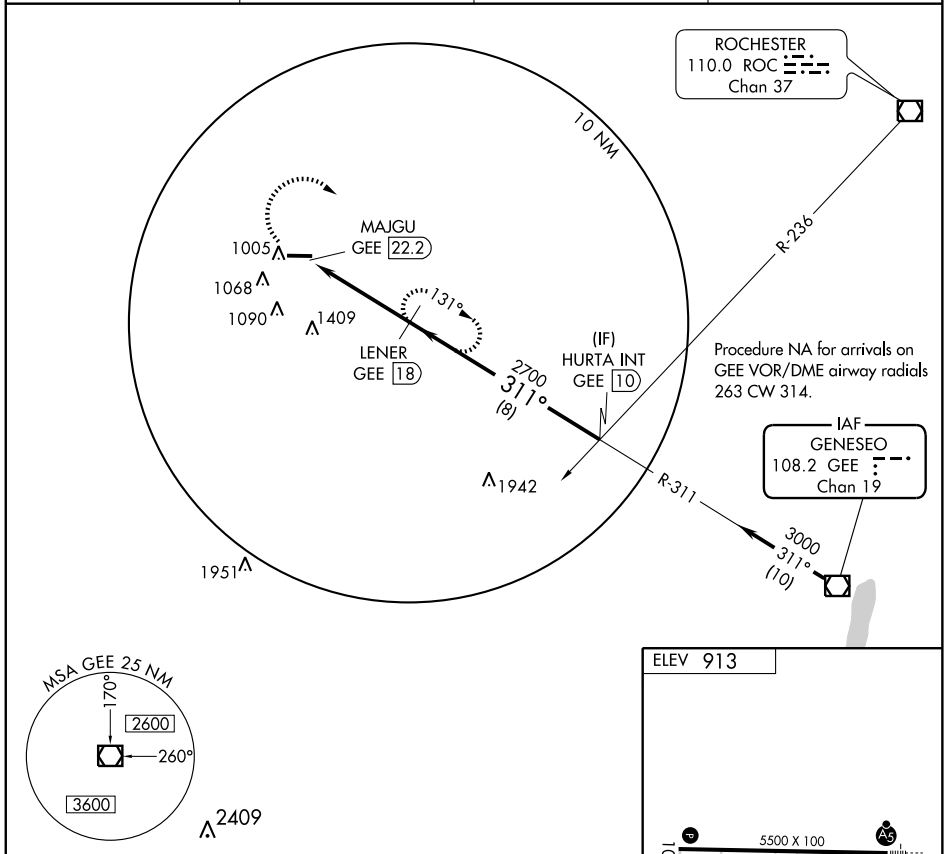
BATAVIA/GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility ½ mile.

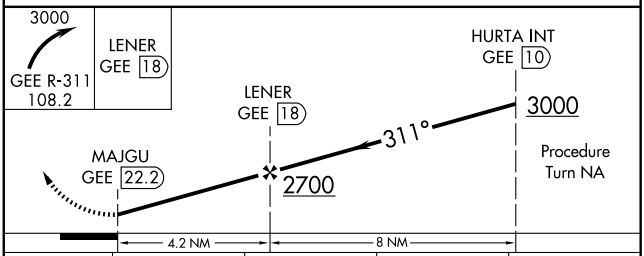
NA

MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

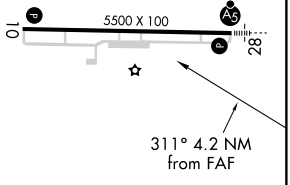
AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L



2409



ELEV 913



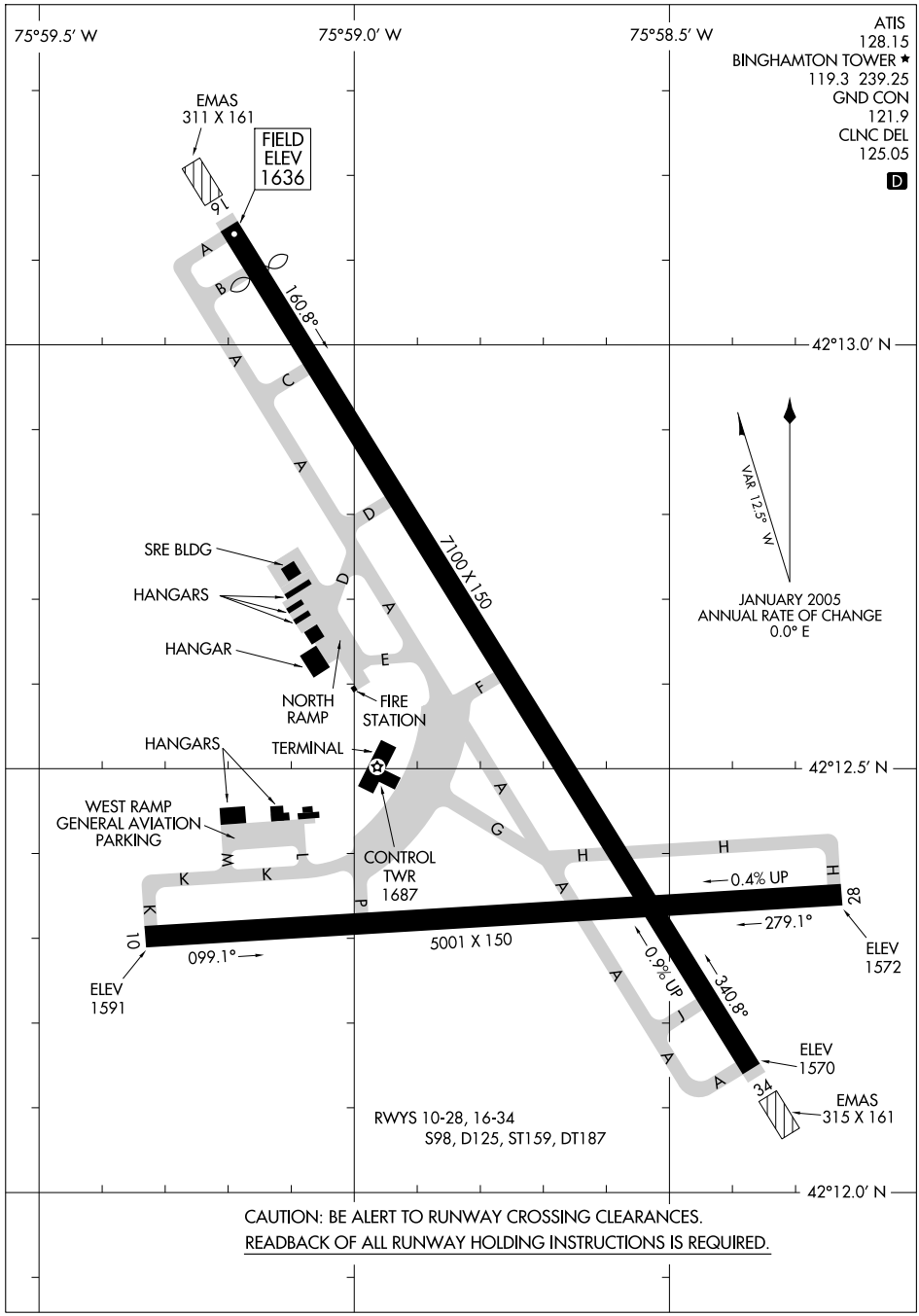
CATEGORY	A	B	C	D
CIRCLING	1620-1 707 (800-1)	1620-1¼ 707 (800-1¼)	1620-2 707 (800-2)	1620-2¼ 707 (800-2¼)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

NE-2, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
AL-20 (FAA)
BINGHAMTON, NEW YORK



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-AAJ	APP CRS	Rwy Idg	6700
110.3	158°	TDZE	1634
		Apt Elev	1636

BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

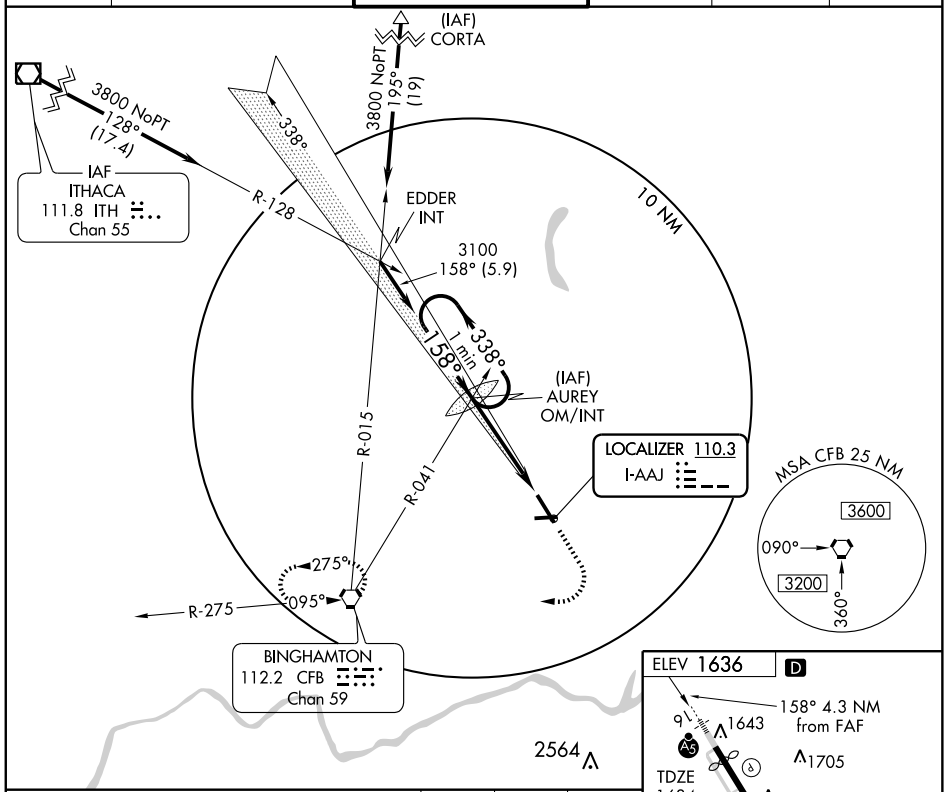
ILS RWY 16

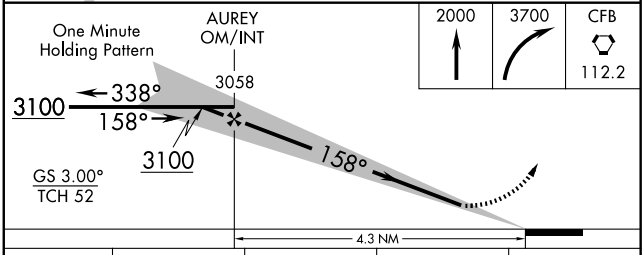
For inoperative MALSR, increase S-LOC 16 Cat. D visibility to 1 mile.

MALSR

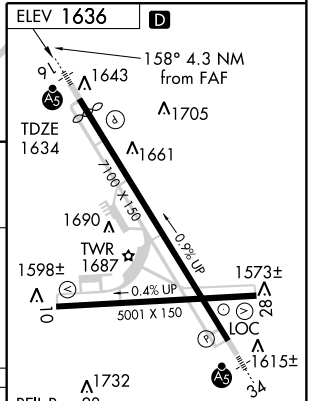
MISSED APPROACH: Climb to 2000, then climbing right turn to 3700 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95





2000	3700	CFB
		112.2



CATEGORY	A	B	C	D
S-ILS 16	1884-½ 250 (300-½)			
S-LOC 16	1920-½ 286 (300-½)			1920-¾ 286 (300-¾)
CIRCLING	2100-1 464 (500-1)		2100-1½ 464 (500-1½)	2200-2 564 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-BGM	APP CRS	Rwy Idg	7100
110.3	340°	TDZE	1597
		Apt Elev	1636

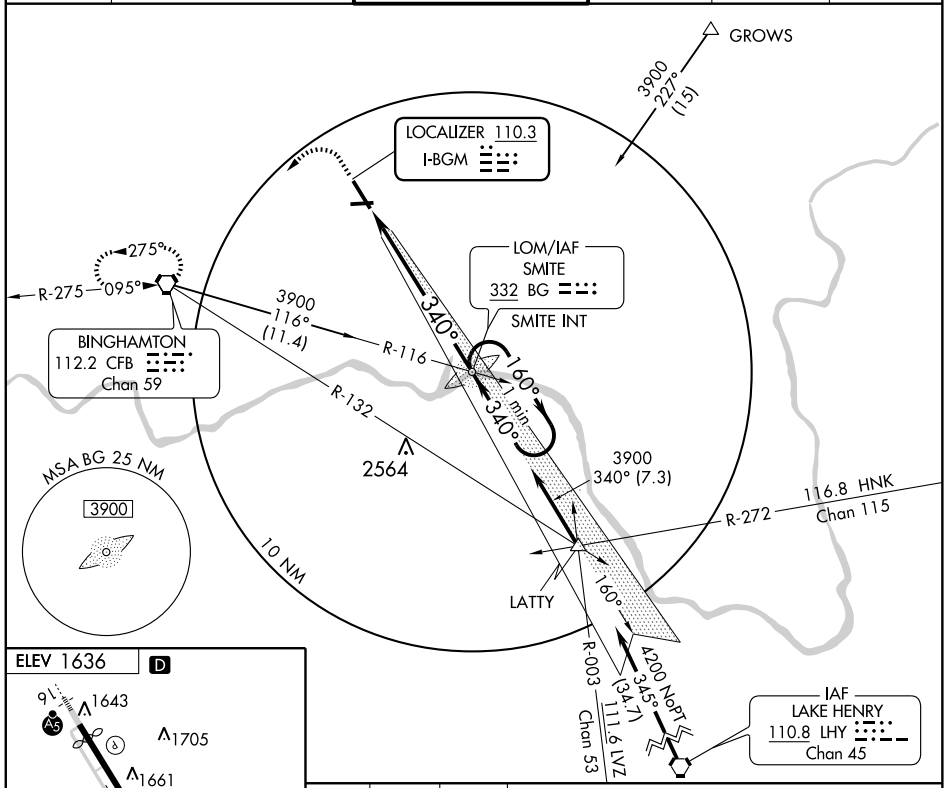
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

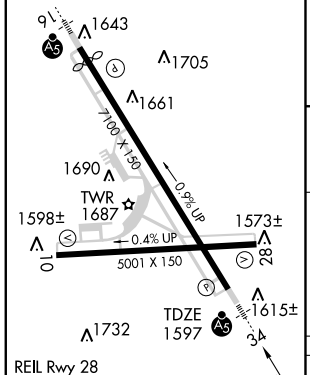
ILS RWY 34

MALSR

MISSED APPROACH: Climb to 2200, then climbing left turn to 3900 direct CFB VORTAC and hold.

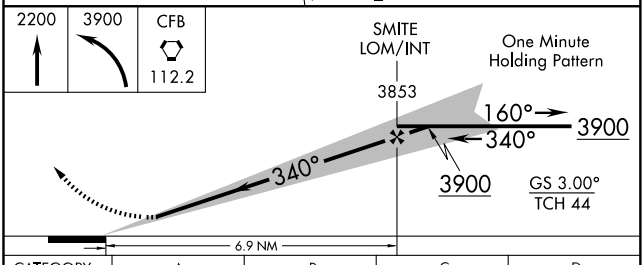
ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95





FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-ILS 34	1797/24 200 (200-½)			
S-LOC 34	1960/24 363 (400-½)			1960/40 363 (400-¾)
CIRCLING	2100-1 464 (500-1)		2100-1½ 464 (500-1½)	2200-2 564 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6700
160°	TDZE	1634
	Apt Elev	1636

RNAV (GPS) RWY 16

BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

T
NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -18° C (0° F).
When VGSI inop, circling Rwy 34 NA at night.
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 4000 direct WUSOB WP and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95

Procedure NA for arrivals at VILCU on V252 northwest bound and V428 southwest bound.

VILCU 4400 111° (19.4)

(IAF) UYOGA 3900 250° (5)

SOCOP

(IAF) TODOY 3900 070° (5)

3100 160° (6)

(FAF) REPIE

RW16 1799±

GROWS 4400 305° (15.2)

Procedure NA for arrivals at GROWS on V72 eastbound.

MSA RW16 25 NM 3600

2564

WUSOB 160° 340° 4 NM

ELEV 1636 D

160° to RW16

9 1643

TDZE 1634

1705

1661

7100 X 150

1690

TWR 1687

0.9% UP

1598±

0.4% UP

1573±

10 28

5001 X 150

1615±

34

1732

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

4000 WUSOB

SOCOP 3900 160° REPIE 3100

Procedure Turn NA

GS 3.00° TCH 52

*1.2 NM to RW16

RW16

*LNAV only

6 NM 3.2 NM 1.2

CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	2000-1¼ 366 (400-1¼)			
LNAV MDA	2060-1 426 (500-1)		2060-1¼ 426 (500-1¼)	
CIRCLING	2100-1¼ 464 (500-1¼)		2100-1½ 464 (500-1½)	2200-2 564 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
279°	TDZE	1587
	Apt Elev	1636

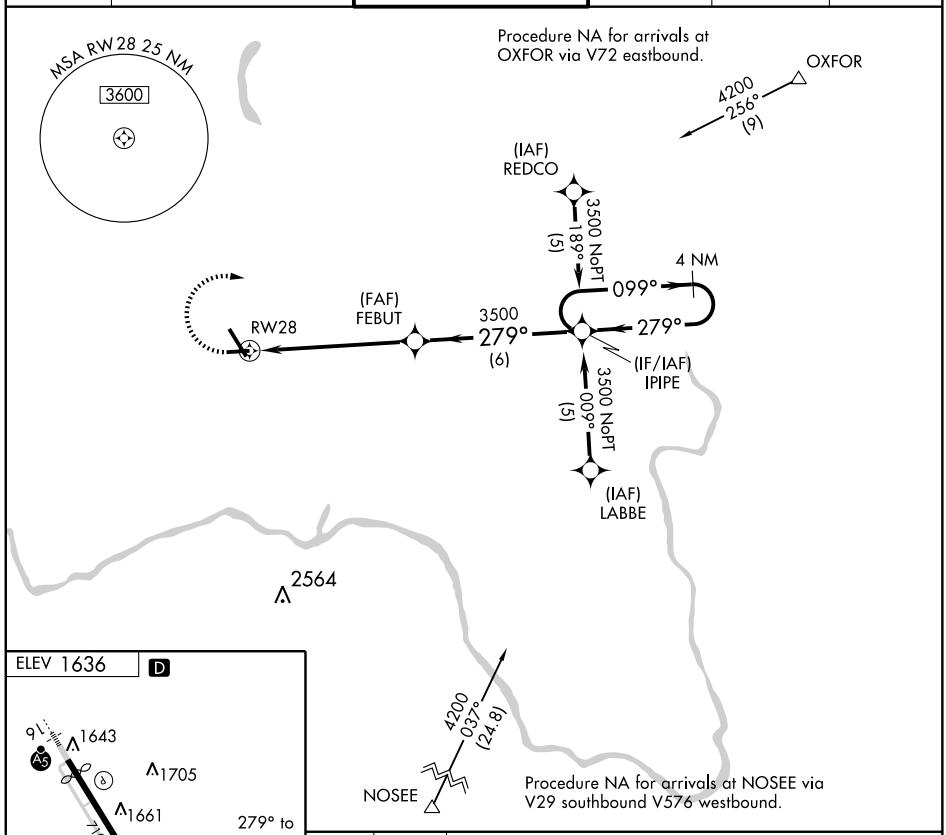
RNAV (GPS) RWY 28

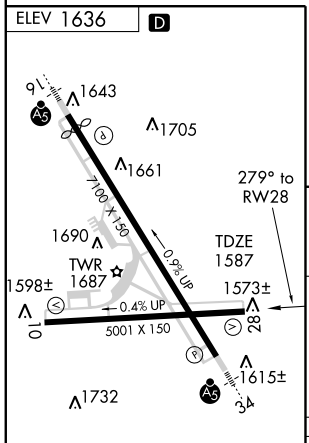
BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

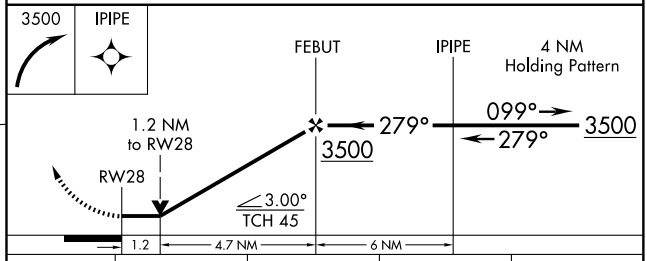
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 34 NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct IPIPE WP and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

CATEGORY	A	B	C	D
LNAV MDA	2000-1	413 (400-1)	2000-1¼	413 (400-1¼)
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7100
340°	TDZE	1597
	Apt Elev	1636

RNAV (GPS) RWY 34

BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 34 procedure NA at night. Inoperative table does not apply to Cat. A/B. For inoperative MALSR, increase LNAV MDA Cat. C/D visibilty to RVR 6000.

NA

MALSR

MISSED APPROACH: Climb to 3900 direct SOCOP WP and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95

4 NM 160° 340° SOCOP

Procedure NA for arrivals at OXFOR on V72 northeast bound and V273 northwest bound.

OXFOR 4500 223° (19.3)

RW34 1759±

(FAF) WALUB

3200 340° (6)

(IAF) ZUNGA 4000 250° (5)

2564

4000 070° (5) WUSOB

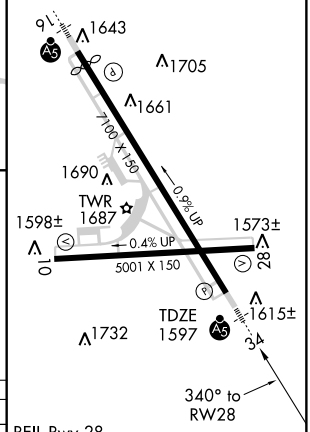
(IAF) YUTUG

Procedure NA for arrivals at TWIIN on V423 southwest bound.

TWIIN 4500 069° (27.7)

MSA RW34 25 NM 3600

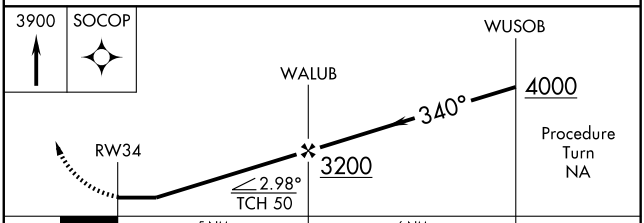
ELEV 1636 D



REIL Rwy 28

MIRL Rwy 10-28 L

HIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	2020/50		423 (400-1)	
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC CFB	APP CRS	Rwy Idg	5001
112.2	260°	TDZE	1587
Chan 59		Apt Elev	1636

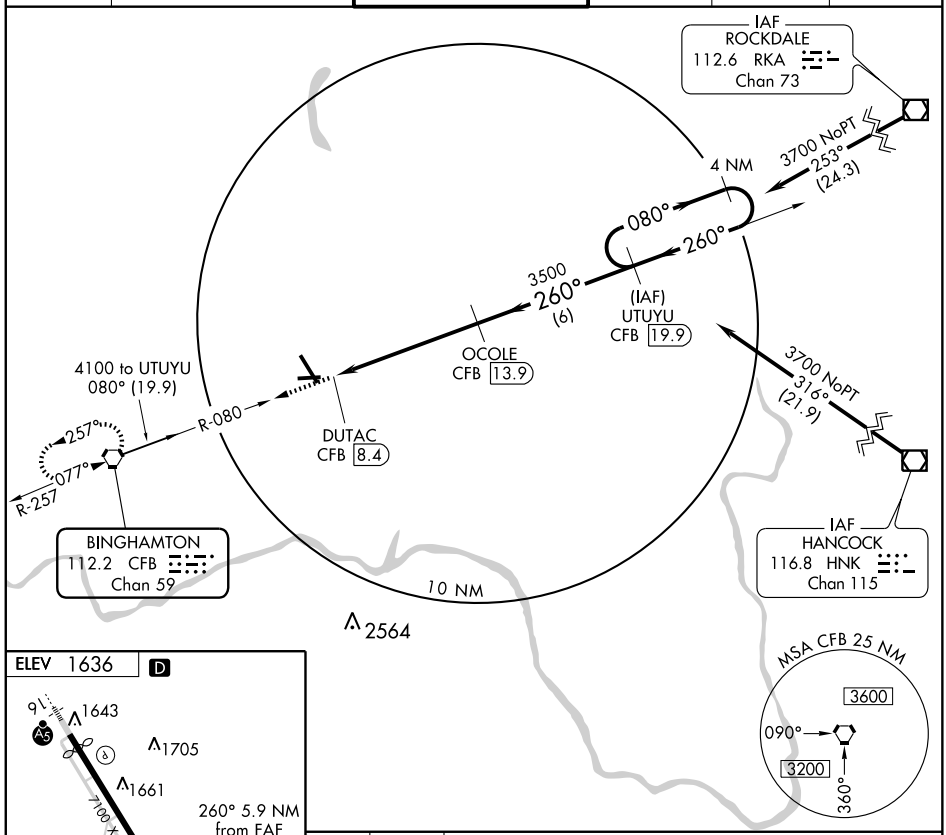
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

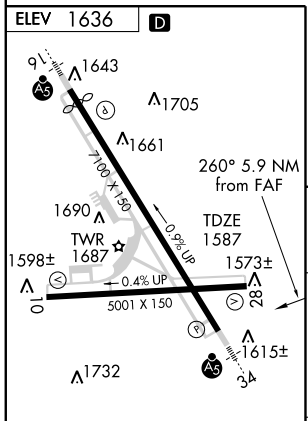
VOR/DME RWY 28

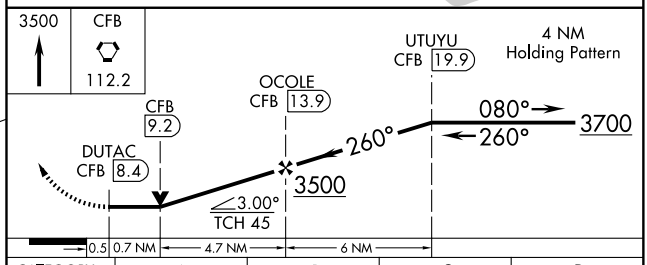
Procedure NA for arrival on HNK VOR/DME airway radials 313 CW 344.
Procedure NA for arrivals via V72 Eastbound.

MISSED APPROACH: Climb to 3500 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
S-28	2000-1	413 (400-1)	2000-1¼	413 (400-1¼)
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

NE-2. 14 JAN 2010 to 11 FEB 2010

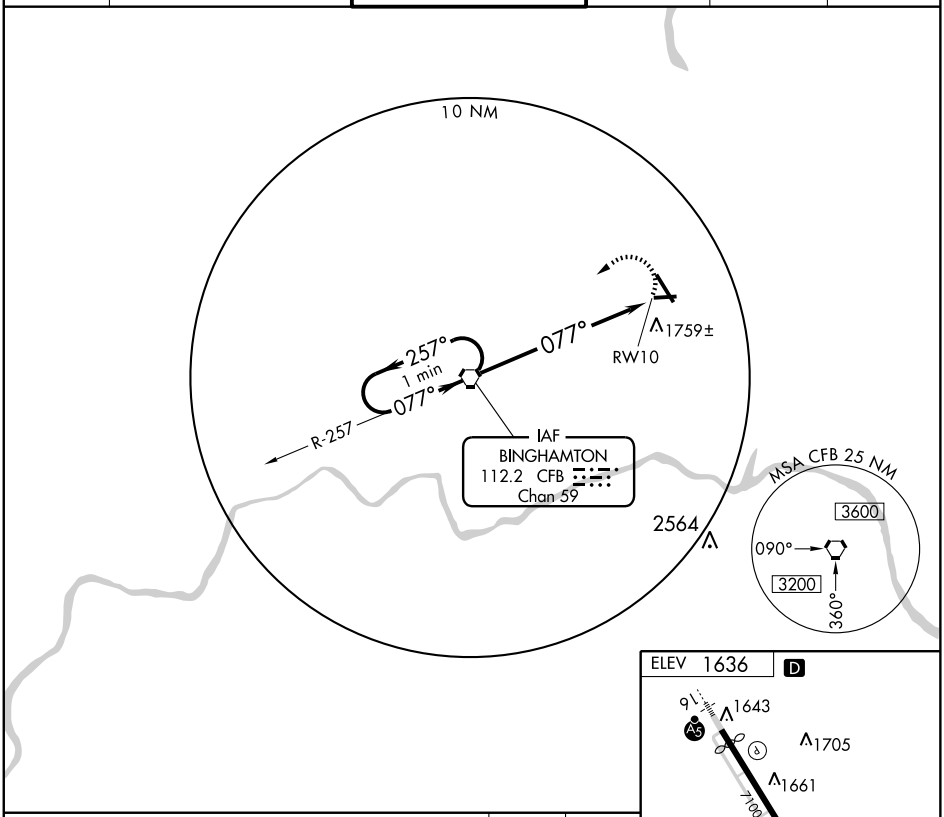
VORTAC CFB	APP CRS	Rwy Idg	5001
112.2	077°	TDZE	1591
Chan 59		Apt Elev	1636

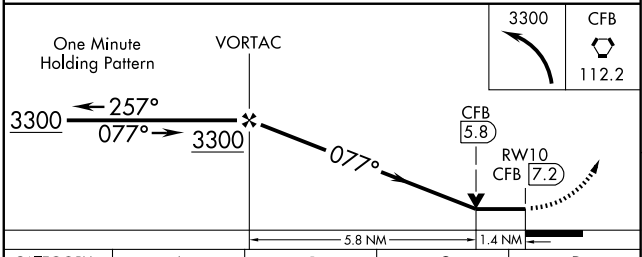
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

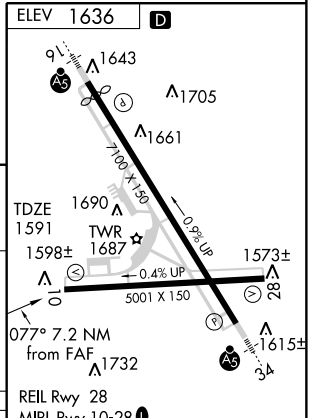
VOR or GPS RWY 10

MISSED APPROACH: Climbing left turn to 3300 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
S-10	2080-1	489 (500-1)	2080-1¼ 489 (500-1¼)	2080-1½ 489 (500-1½)
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4204
282°	TDZE	666
	Apt Elev	666

RNAV (GPS) RWY 28

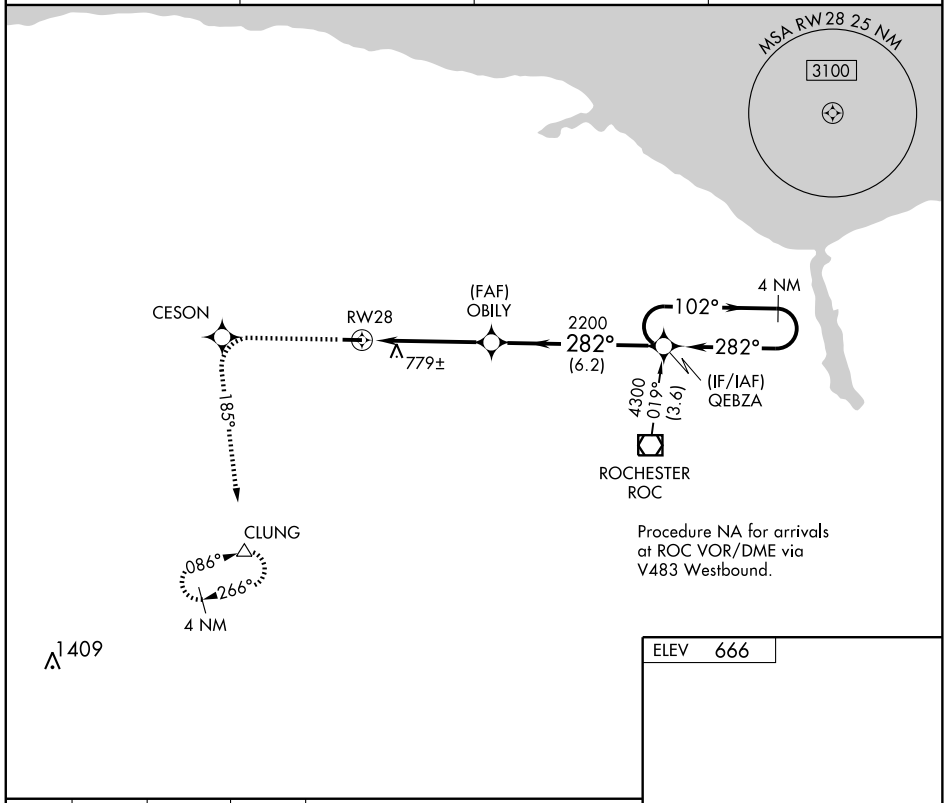
BROCKPORT / LEDGEDALE AIRPARK (7G0)

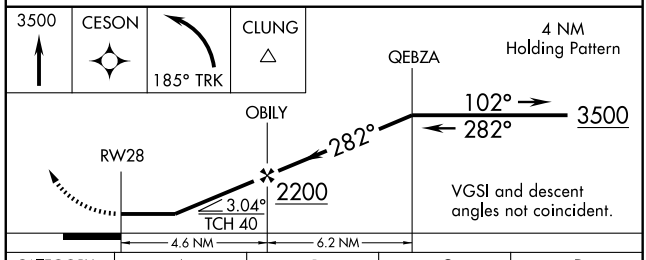
DME/DME RNP-0.3 NA.
Use Rochester altimeter setting; when not received, use Buffalo altimeter setting and increase all MDAs 60 feet and LNAV Cat. D visibility ¼ mile.

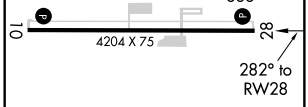
NA

MISSED APPROACH: Climb to 3500 direct CESON and left turn via 185° track to CLUNG and hold.

ROCHESTER ASOS	ROCHESTER APP CON	CTAF	UNICOM
124.825	123.7 322.3	122.7	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1080-1	414 (500-1)	1080-1¼	414 (500-1¼)
CIRCLING	1160-1	494 (500-1)	1160-1½ 494 (500-1½)	1220-2 554 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2668
239°	TDZE	670
	Apt Elev	670

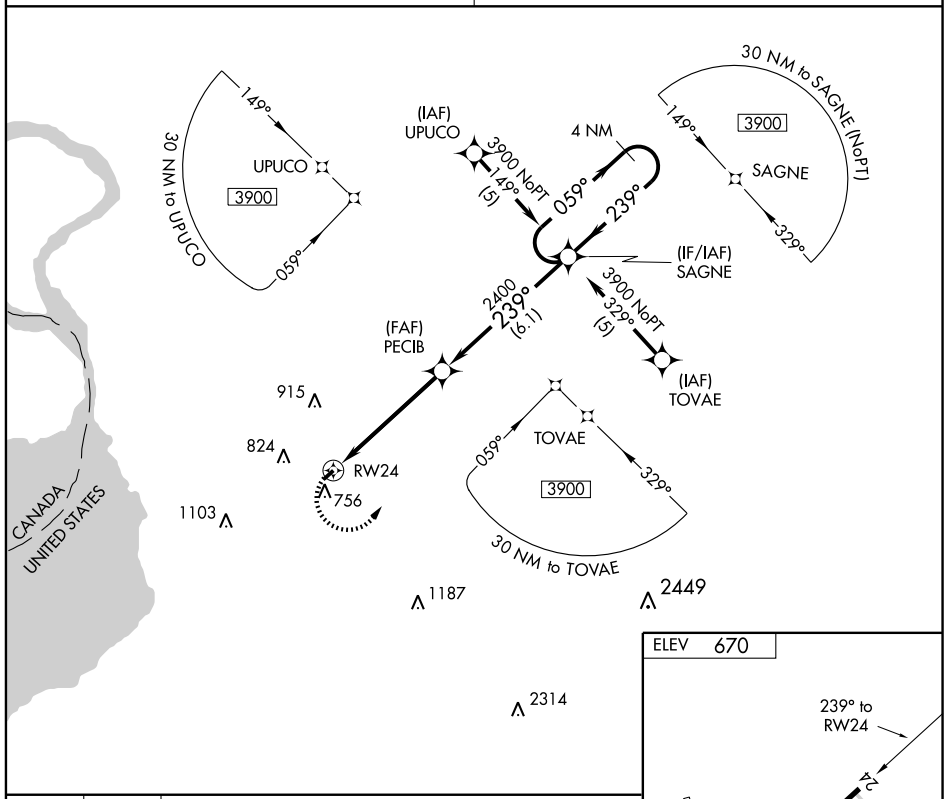
RNAV (GPS) RWY 24

BUFFALO AIRFIELD (9G∅)

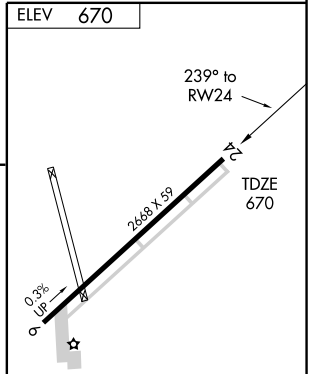
Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls altimeter setting and increase all MDA 60 feet. Procedure NA at night after 0200 local except by prior arrangement for Rwy lights. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3900 direct SAGNE and hold, continue climb-in hold to 3900.

BUFFALO APP CON	UNICOM
126.15 263.125	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1180-1	510 (600-1)	1180-1½ 510 (600-1½)	NA
CIRCLING	1180-1	510 (600-1)	1180-1½ 510 (600-1½)	NA



MIRL Rwy 6-24 L

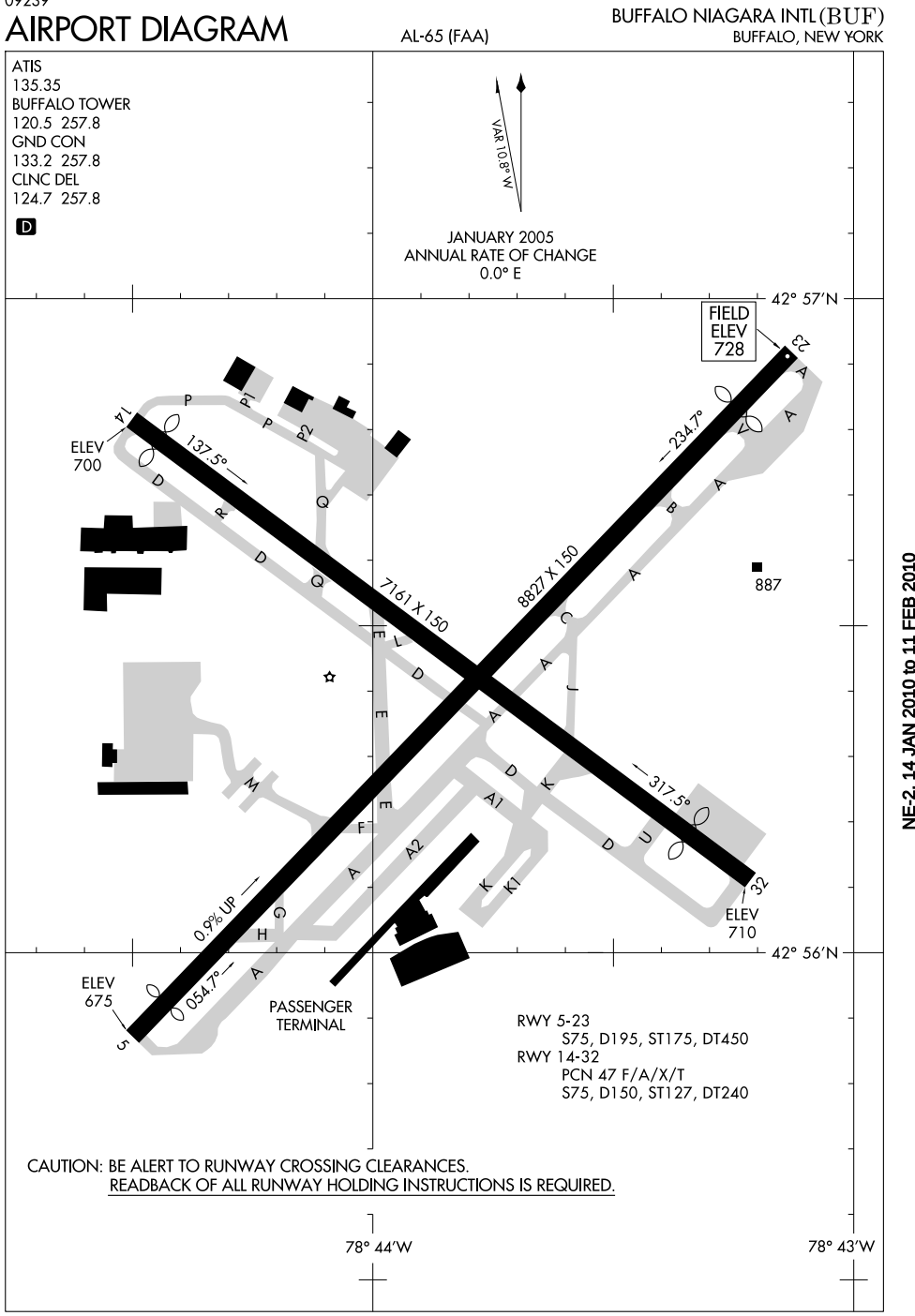
NE-2, 14 JAN 2010 to 11 FEB 2010

09239

AIRPORT DIAGRAM

AL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

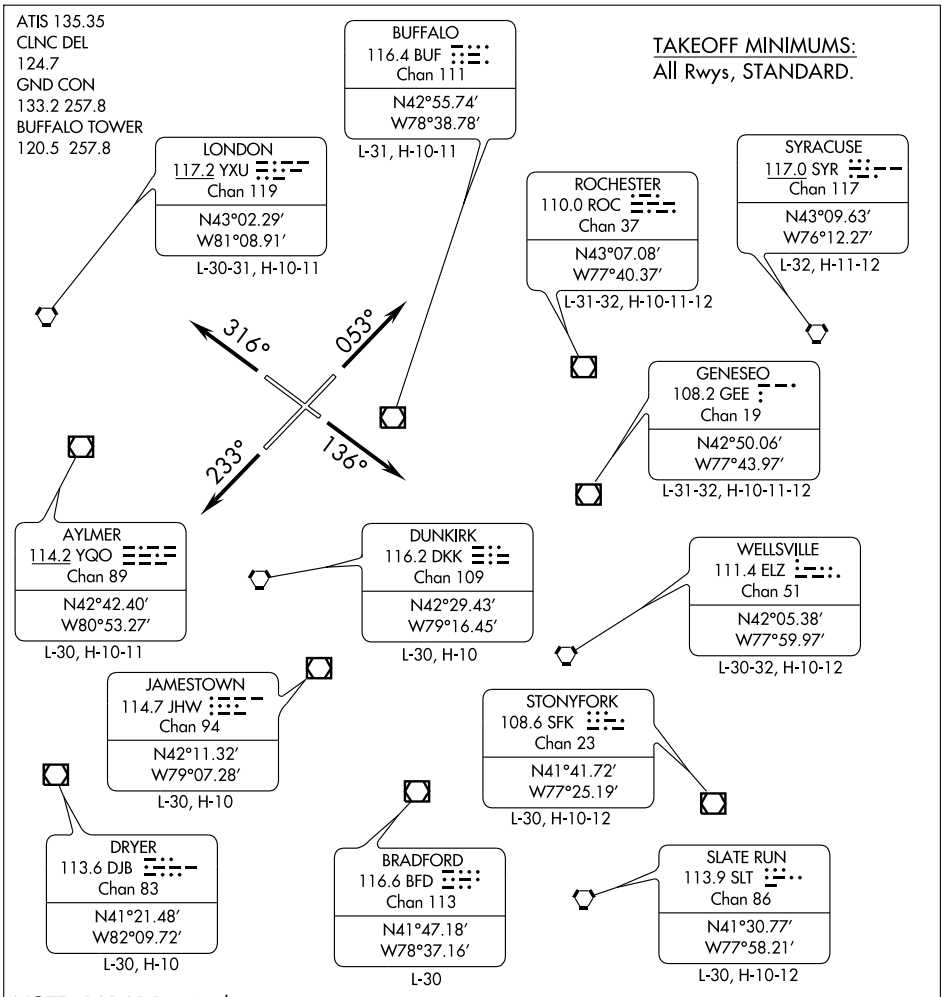


NE-2, 14 JAN 2010 to 11 FEB 2010

BUFFALO THREE DEPARTURE

SL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK



NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TURBOJET AIRCRAFT:

TAKE-OFF RUNWAY 5: Climb via heading 053° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 14: Climb via heading 136° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 23: Climb via heading 233° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 32: Climb via heading 316° until leaving 2000, thence. . . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . . .

. . . .Expect vectors to filed route or depicted fix. Maintain 10,000′ or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.

NE-2, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLE NOTES

Rwy 5: Tree 648′ from DER, 662′ left of centerline, 65′ AGL/751′ MSL.
Trees beginning 697′ from DER, 385′ right of centerline, up to 100′ AGL/787′ MSL.

Rwy 23: Trees, Poles, Bldg, and Pump beginning 6′ from DER, 290′ left of centerline, up to 40′ AGL/721′ MSL.
Tree 3317′ from DER, 916′ right of centerline, 68′ AGL/759′ MSL.

Rwy 32: Multiple Trees and a Bush beginning 141′ from DER, 66′ left of centerline, up to 67′ AGL/756′ MSL.
Multiple Trees beginning 43′ from DER, 90′ right of centerline, up to 66′ AGL/752′ MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BNQ	APP CRS	Rwy Idg	6121
109.95	316°	TDZE	714
Chan 36 (Y)		Apt Elev	728

ILS or LOC/DME RWY 32

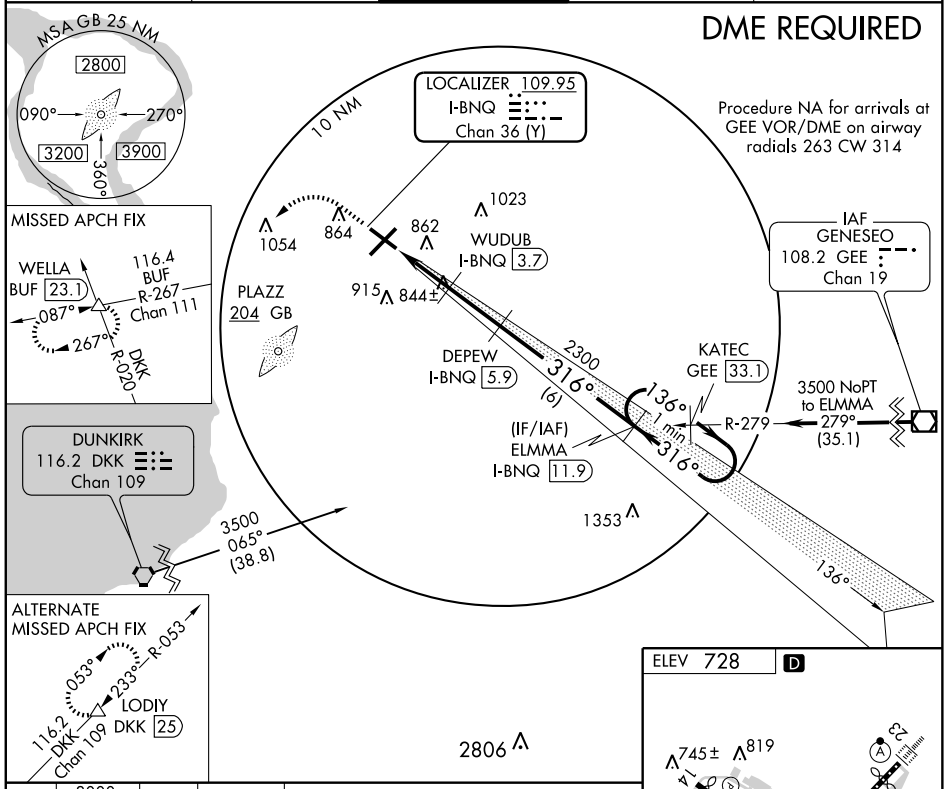
BUFFALO NIAGARA INTL (BUF)

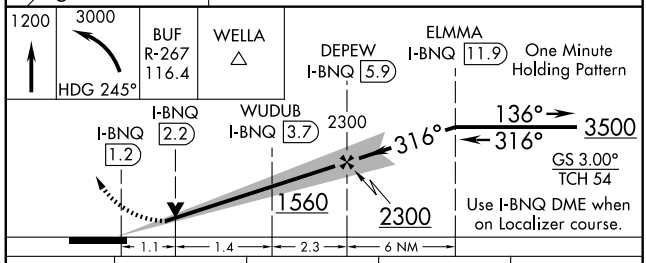
MALSR

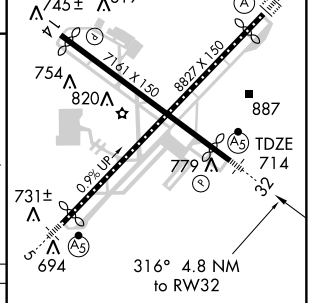
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8

DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 32	938-½ 224 (300-½)			
S-LOC 32	1100-½ 386 (400-½)			1100-¾ 386 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-GBI	APP CRS	Rwy Idg	7757
108.5	053°	TDZE	706
		Apt Elev	728

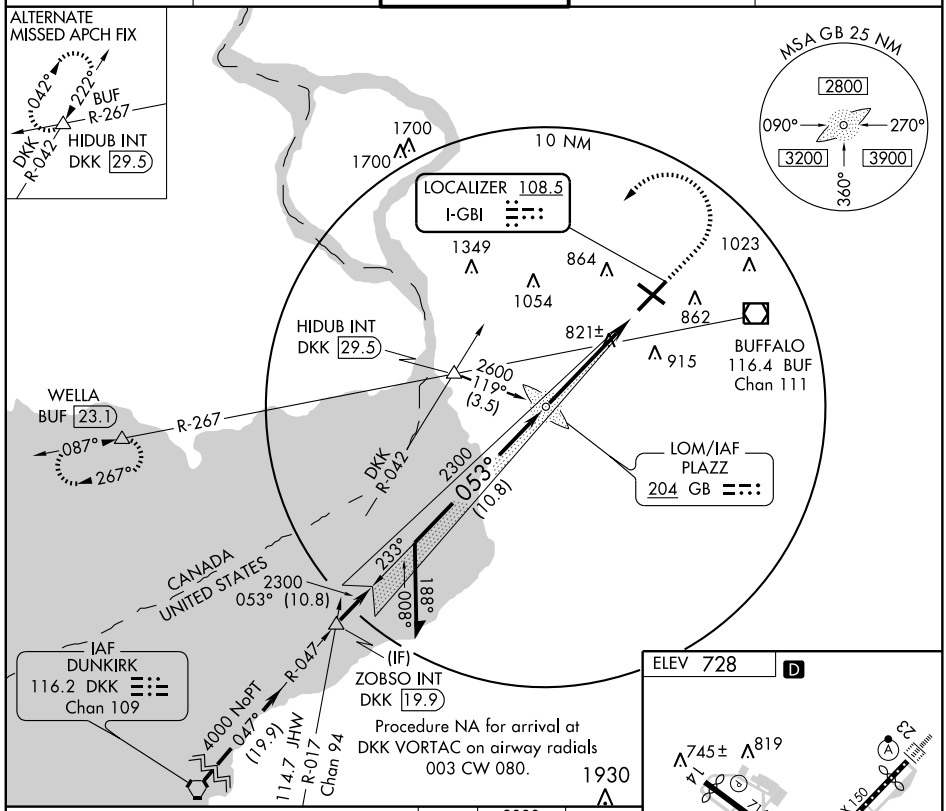
ILS or LOC RWY 5

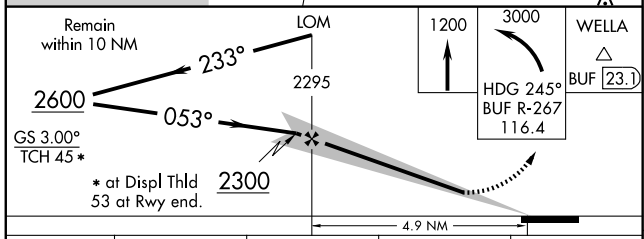
BUFFALO NIAGARA INTL (BUF)

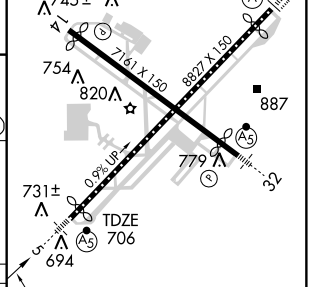
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
S- ILS 5	906/18 200 (200-½)			
S- LOC 5	1080/24 374 (400-½)			1080/40 374 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-BUF	APP CRS	Rwy Idg	8102
111.3	233°	TDZE	728
		Apt Elev	728

ILS or LOC RWY 23

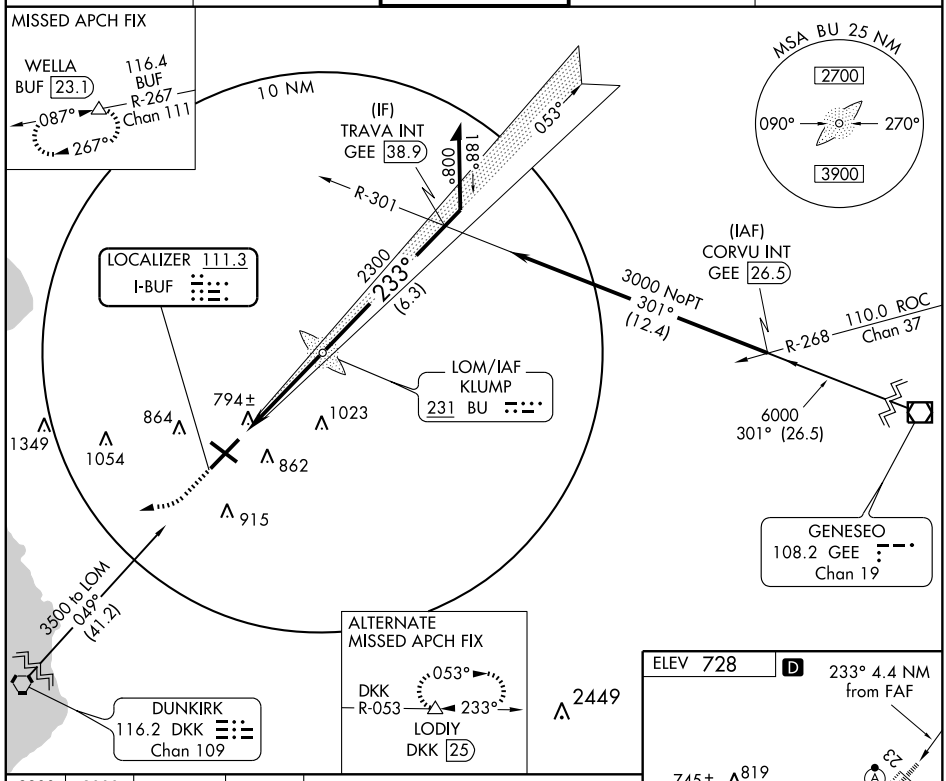
BUFFALO NIAGARA INTL (BUF)

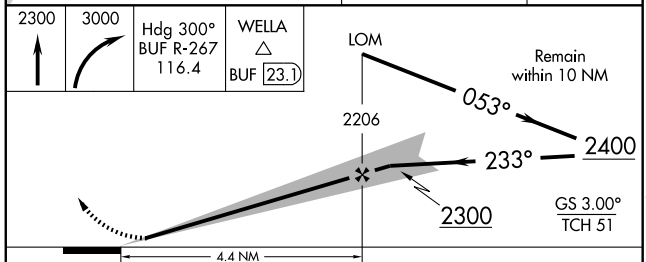
For inoperative ALSF, increase S-LOC 23 Cat D visibility to RVR 5000.

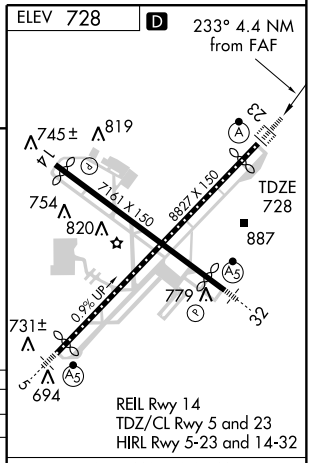
ALSF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 via heading 300° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
S-ILS 23	928/18 200 (200-½)			
S-LOC 23	1060/24 332 (400-½)			1060/40 332 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7757
CH 70311	053°	TDZE	706
W05A		Apt Elev	728

RNAV (GPS) RWY 5

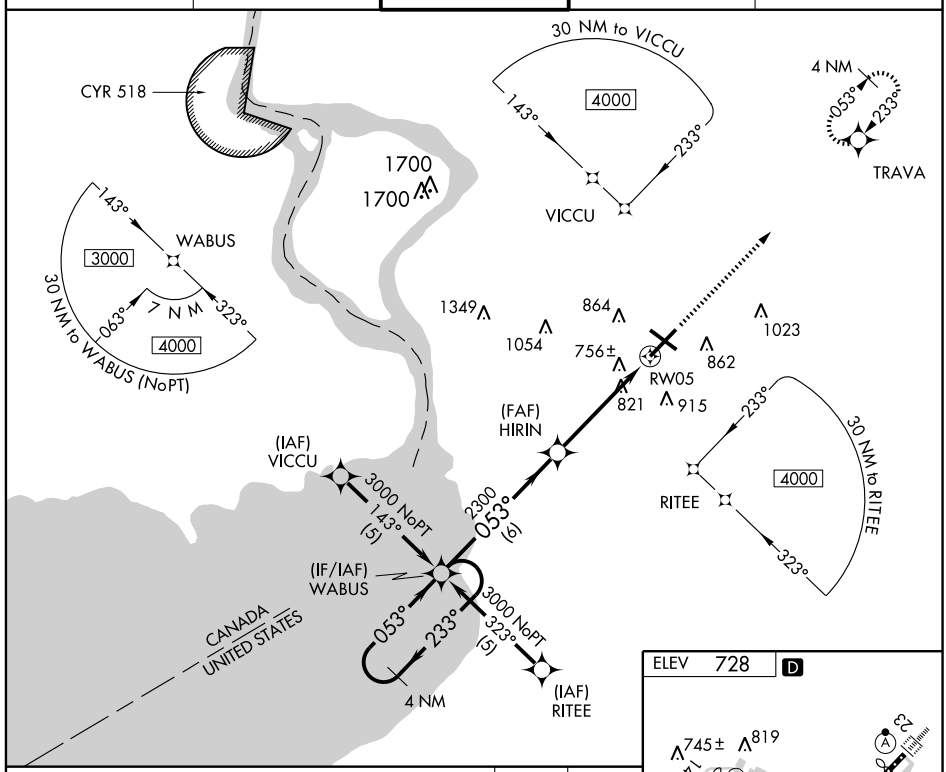
BUFFALO NIAGARA INTL (BUF)

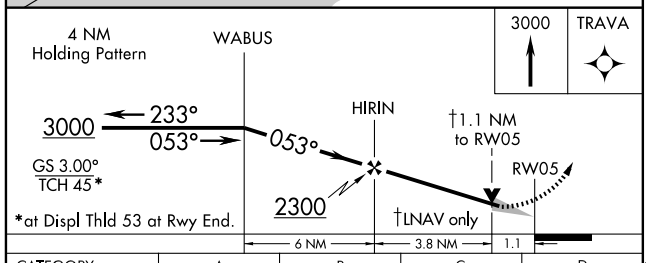
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000.

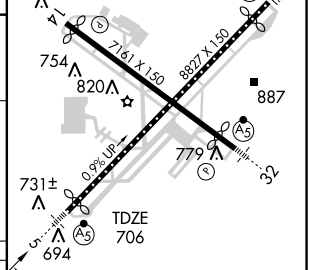
MALSR

MISSED APPROACH: Climb to 3000 direct TRAVA and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
LPV DA	973/24 267 (300-½)			
LNAV/VNAV DA	1026/40 320 (400-¾)			
LNAV MDA	1080/24 374 (400-½)			1080/50 374 (400-1)
CIRCLING	1200-1¼ 472 (500-1¼)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6121
136°	TDZE	711
	Apt Elev	728

RNAV (GPS) RWY 14

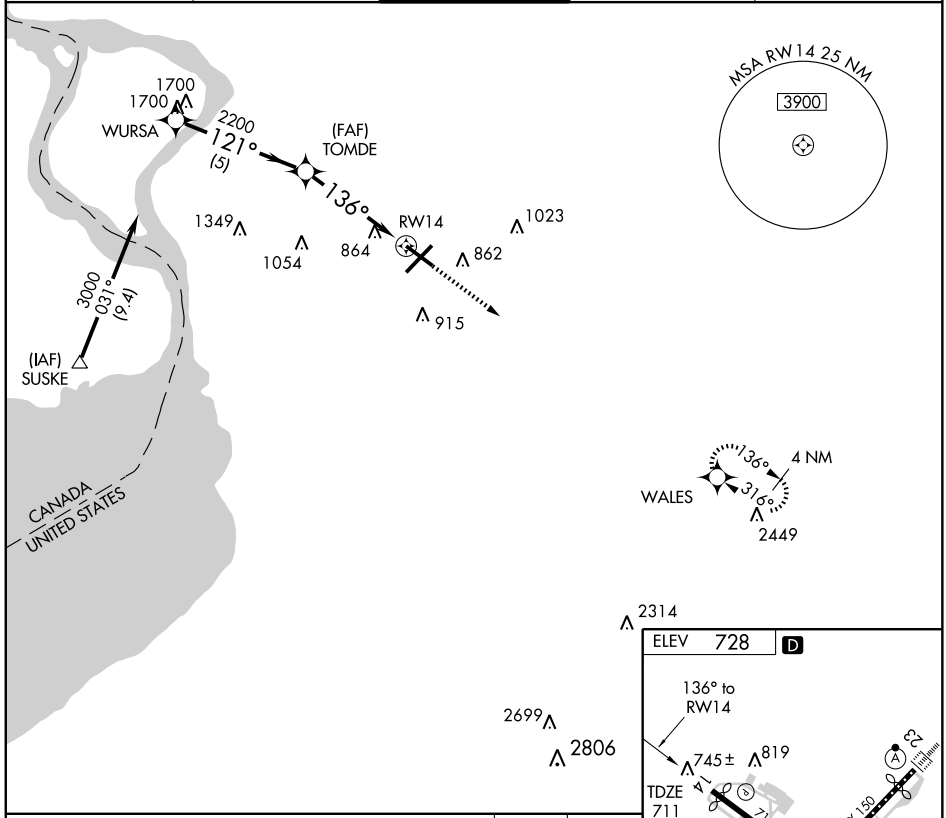
BUFFALO NIAGARA INTL (BUF)

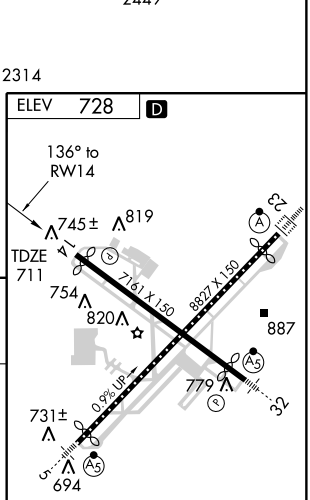
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
No Arrival at SUSKE on V2-43 westbound.

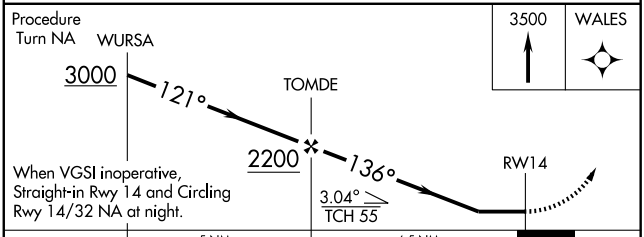
NA

MISSED APPROACH: Climb to 3500 direct WALES WP and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
LNAV MDA	1120-1	409 (400-1)	1120-1¼	409 (400-1¼)
CIRCLING	1200-1	472 (500-1)	1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8102
CH 77511	233°	TDZE	728
W23A		Apt Elev	728

RNAV (GPS) RWY 23

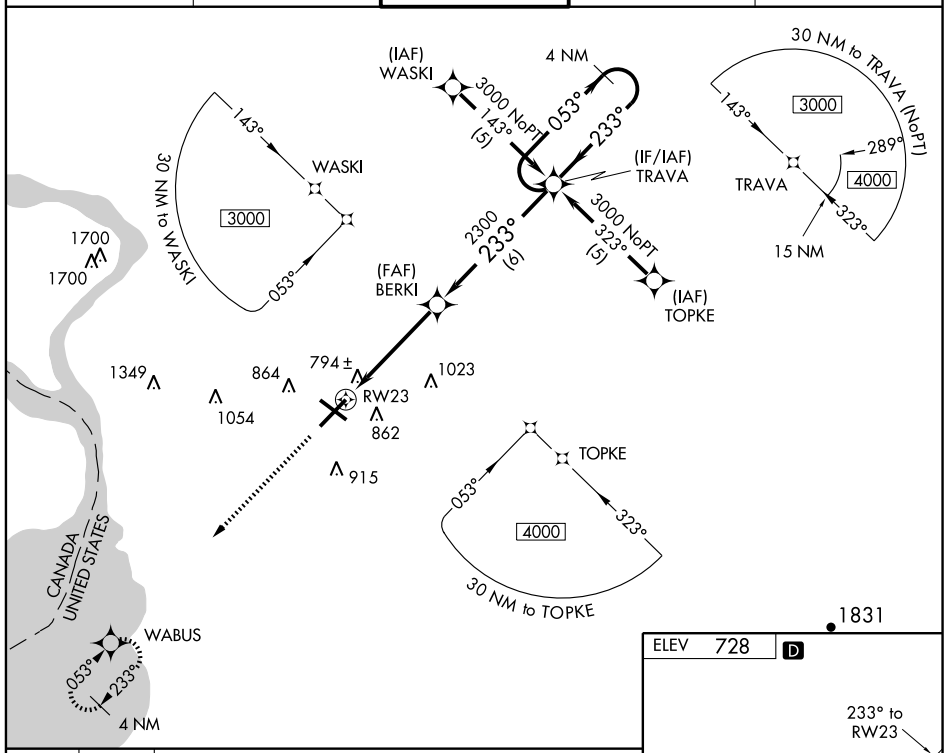
BUFFALO NIAGARA INTL (BUF)

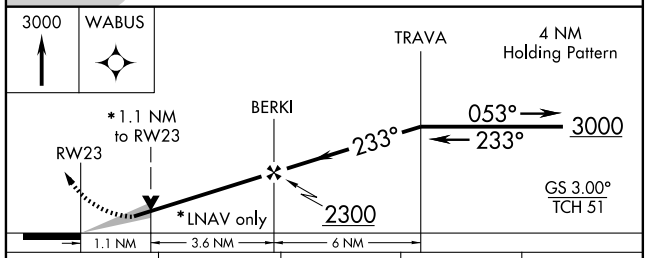
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative ALSF increase LPV all Cats visibility to RVR 5000 and increase LNAV Cat D visibility to RVR 6000.

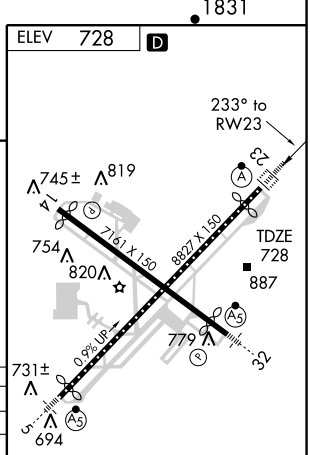
ALSF-2

MISSED APPROACH: Climb to 3000 direct WABUS and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
LPV DA		978/24	250 (300-½)	
LNAV/VNAV DA		1099/40	371 (400-¾)	
LNAV MDA	1140/24 412 (500-½)		1140/40 412 (500-¾)	1140/50 412 (500-1)
CIRCLING	1200-1¼ 472 (500-1¼)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 81811 W32A	APP CRS 316°	Rwy Idg 6121 / TDZE 714 / Apt Elev 728

RNAV (GPS) RWY 32

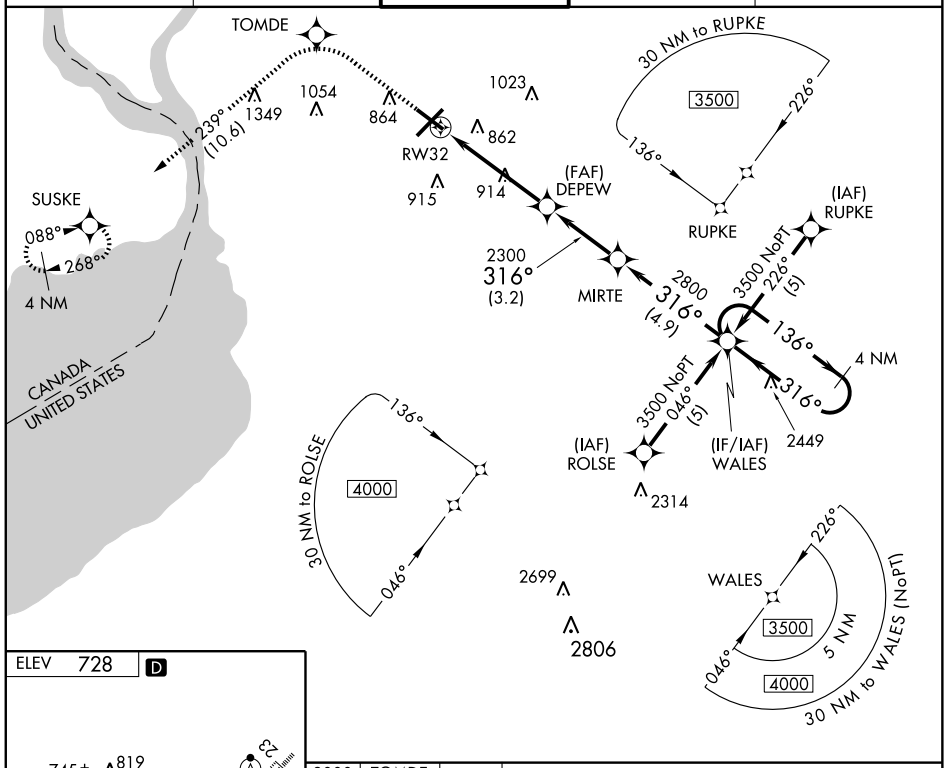
BUFFALO NIAGARA INTL (BUF)

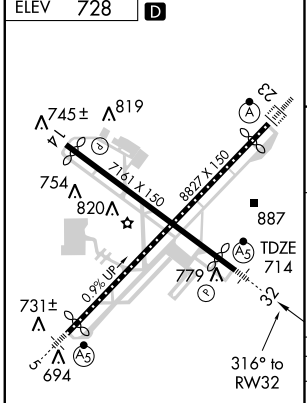
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

MALSR

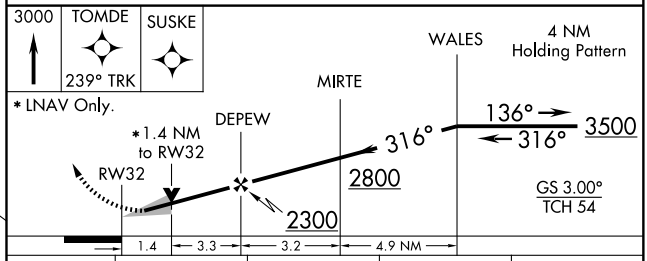
MISSED APPROACH: Climb to 3000 direct TOMDE and via 239° track to SUSKE and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8





REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32



CATEGORY	A	B	C	D
LPV DA	1003-½ 289 (300-½)			
LNAV/VNAV DA	1146-1 432 (500-1)			
LNAV MDA	1220-½ 506 (500-½)		1220-1 506 (500-1)	
CIRCLING	1220-1½ 492 (500-1½)			1280-2 552 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3200
135°	TDZE	814
	Apt Elev	814

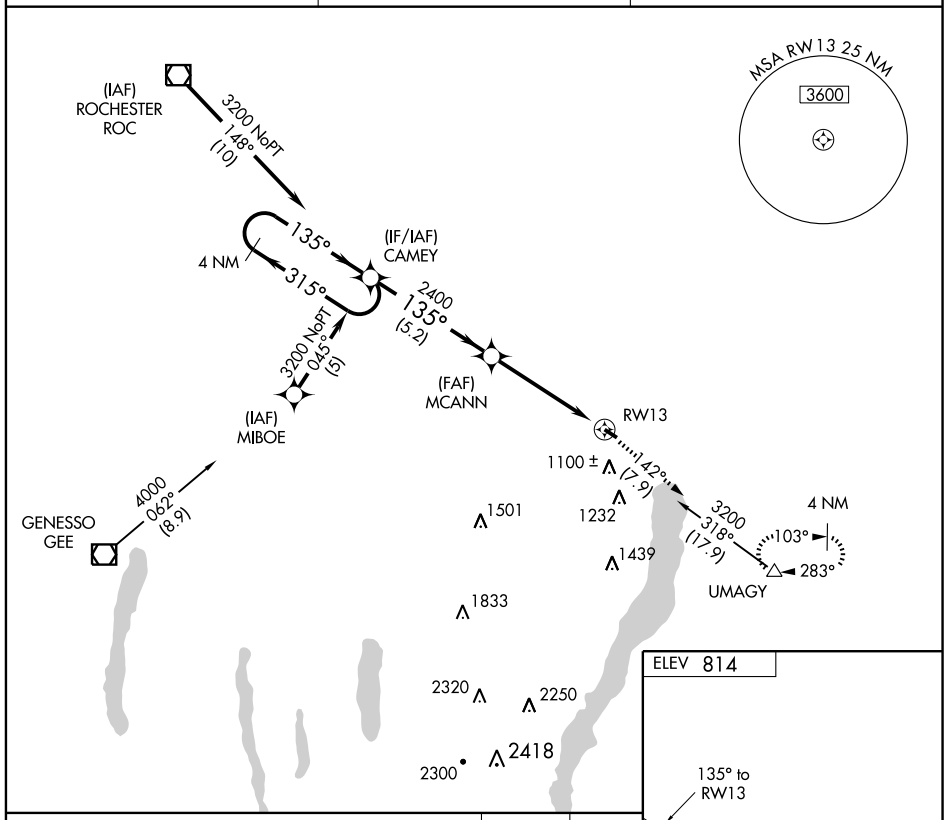
RNAV (GPS) RWY 13
CANANDAIGUA (D38)

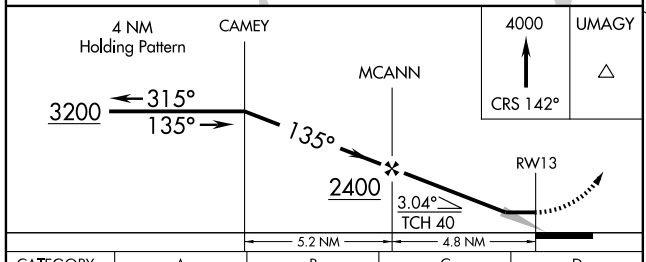
Use Greater Rochester Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP 0.3 NA.

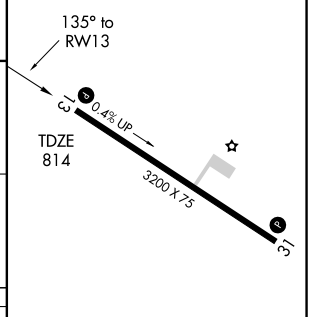
NA

MISSED APPROACH: Climb to 4000 via 142° course to UMAGY WP and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
118.675	119.55 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1	546 (600-1)	1360-1½ 546 (600-1½)	NA
CIRCLING	1540-1	726 (800-1)	1540-2 726 (800-2)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	085°	TDZE	N/A
Chan 19		Apt Elev	814

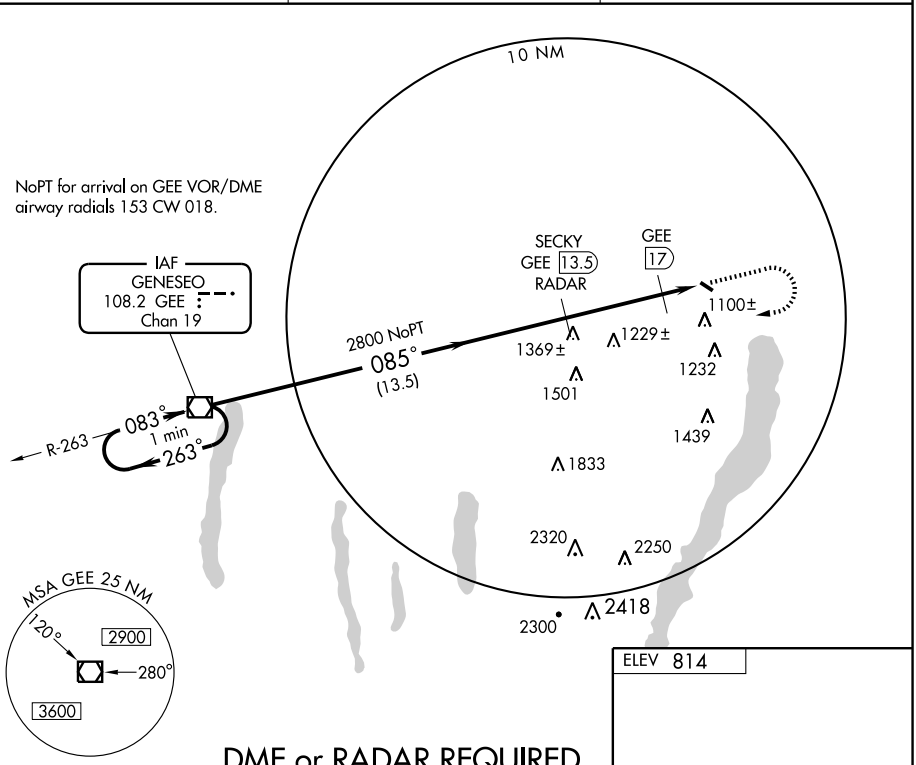
VOR-A
CANANDAIGUA (D38)

NA

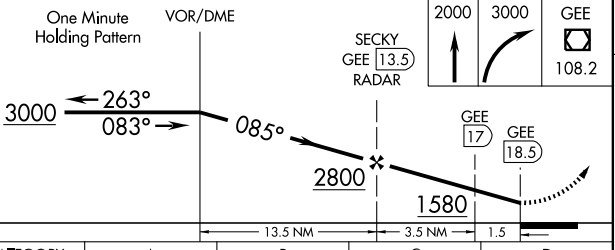
Use Greater Rochester Intl altimeter setting.

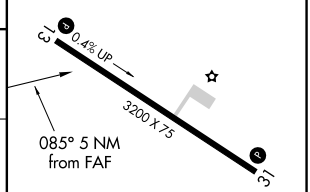
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
118.675	119.55 269.6	122.8 (CTAF) L



DME or RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1580-1 766 (800-1)	1580-1¼ 766 (800-1¼)	1580-2¼ 766 (800-2¼)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

DME MINIMUMS			
CIRCLING	1540-1 726 (800-1)	1540-2 726 (800-2)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3400
059°	TDZE	1198
	Apt Elev	1198

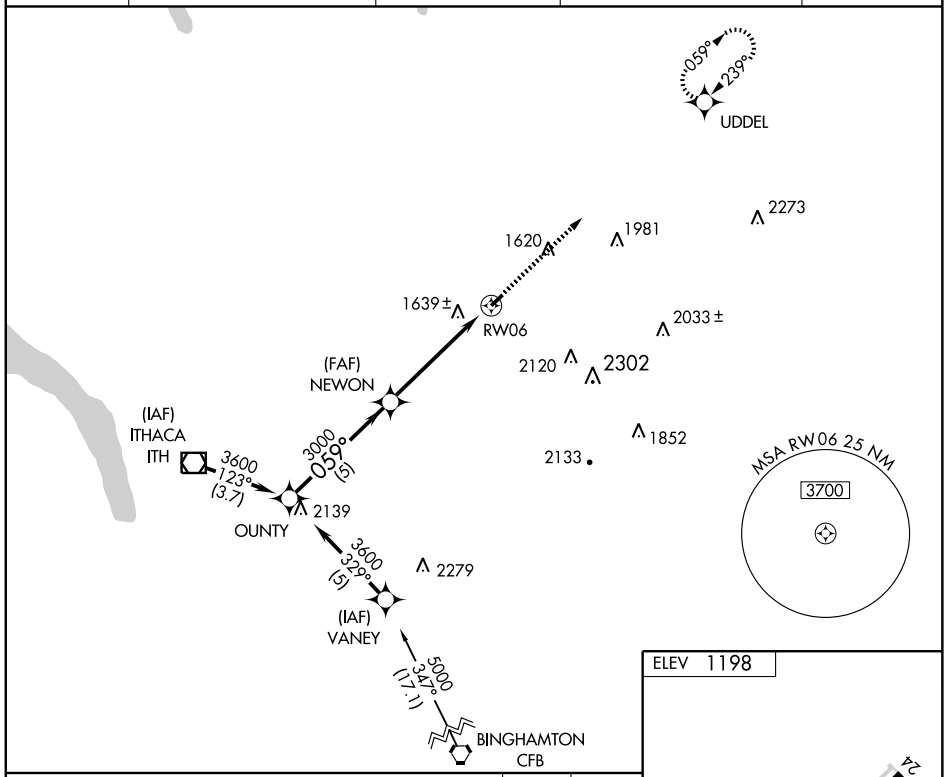
GPS RWY 6

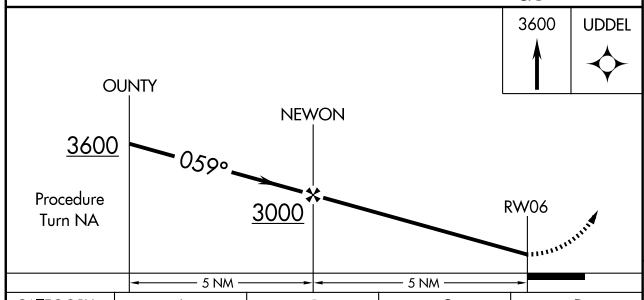
CORTLAND COUNTY-CHASE FIELD (NØ3)

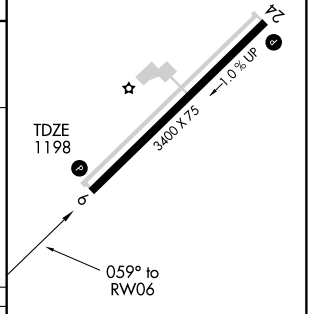
NA

MISSED APPROACH: Climb to 3600 direct UDDEL WP and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	1900-1	702 (800-1)	1900-2 702 (800-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA

REIL Rwy 24 L
MIRL Rwy 6-24 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3400
239°	TDZE	1192
	Apt Elev	1198

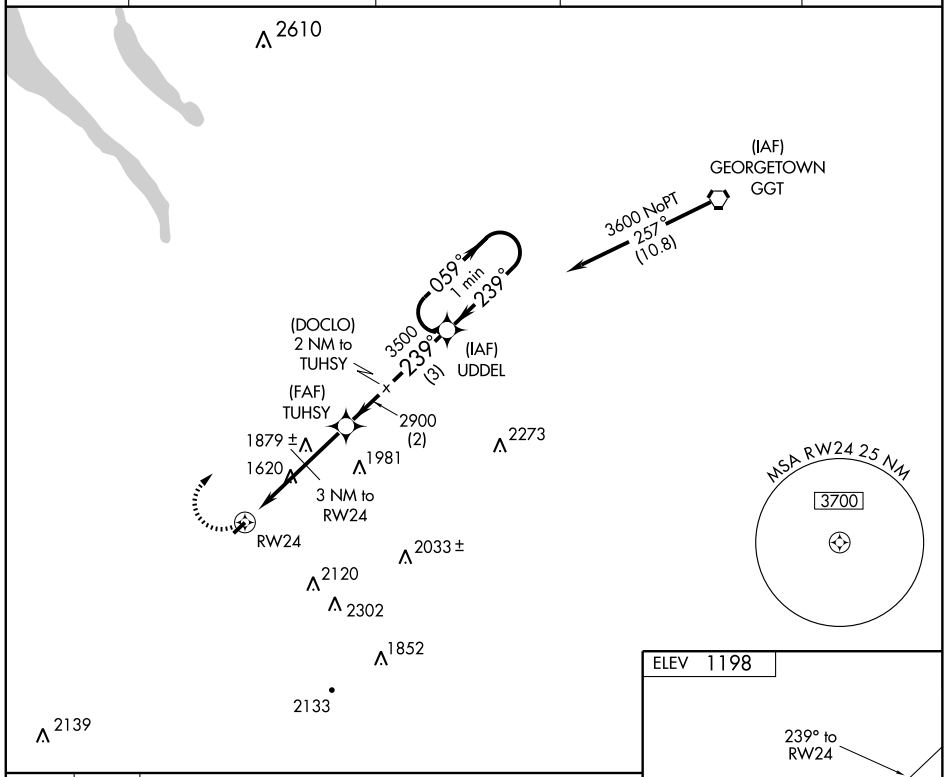
GPS RWY 24

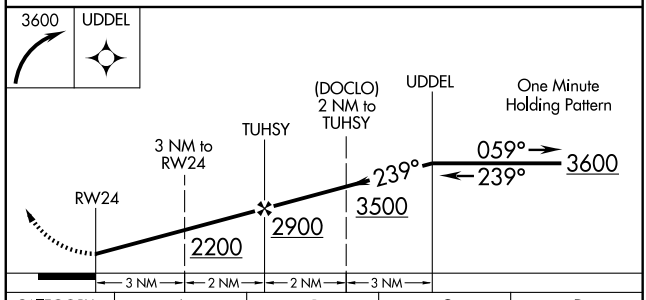
CORTLAND COUNTY-CHASE FIELD (NØ3)

NA

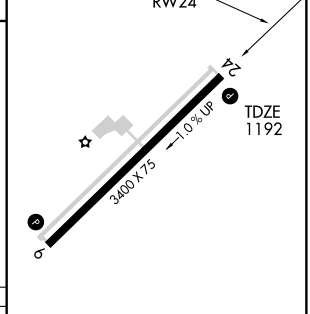
MISSED APPROACH: Climbing right turn to 3600 direct UDDEL WP and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-24	1880-1	688 (700-1)	1880-2 688 (700-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA



REIL Rwy 24 L
MIRL Rwy 6-24 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC CFB 112.2 Chan 59	APP CRS 002°	Rwy Idg N/A TDZE N/A Apt Elev 1198

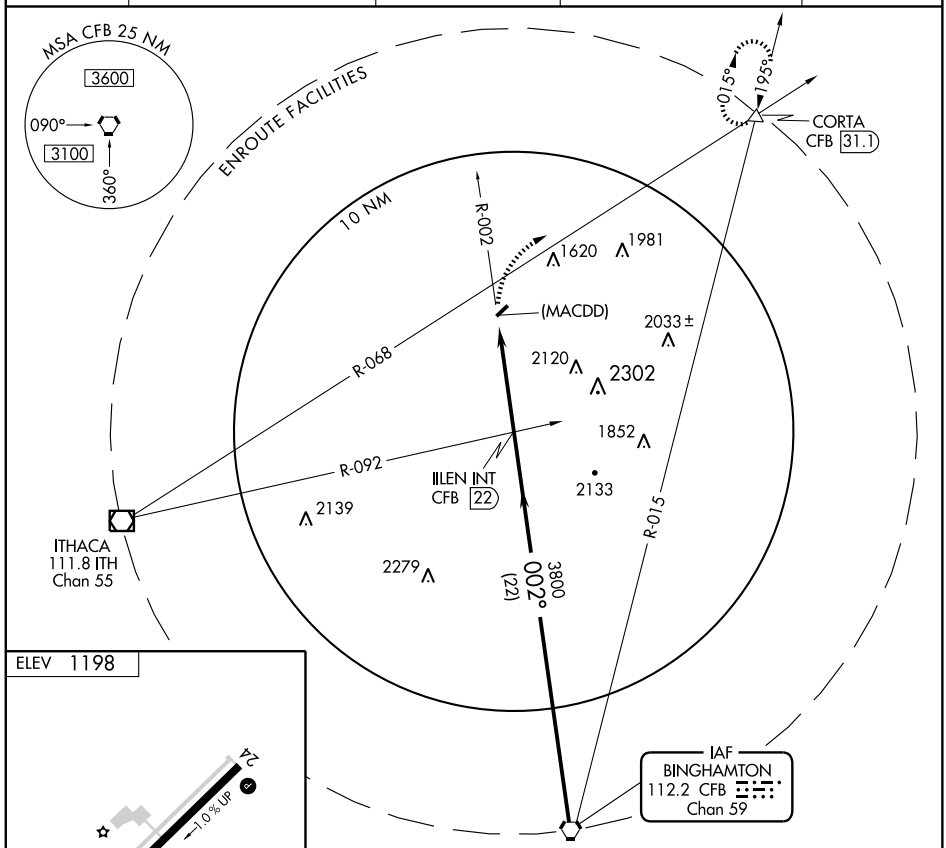
VOR or GPS-A

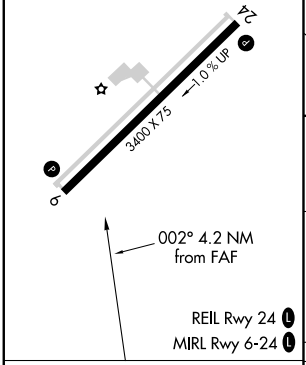
CORTLAND COUNTY-CHASE FIELD (NØ3)

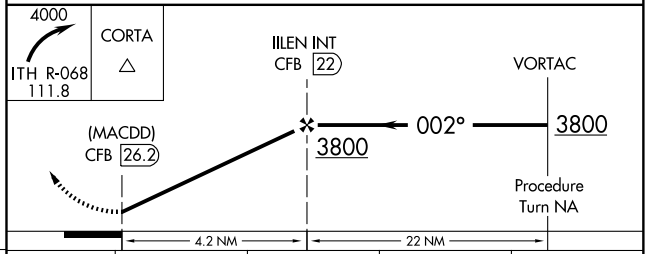
If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4000 via ITH VOR/DME R-068 to CORTA Int/CFB 31.1 DME and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF)







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	2280-1¼ 1082 (1100-1¼)	2280-1½ 1082 (1100-1½)	2280-3 1082 (1100-3)	NA

NE-2, 14 JAN 2010 to 11 FEB 2010

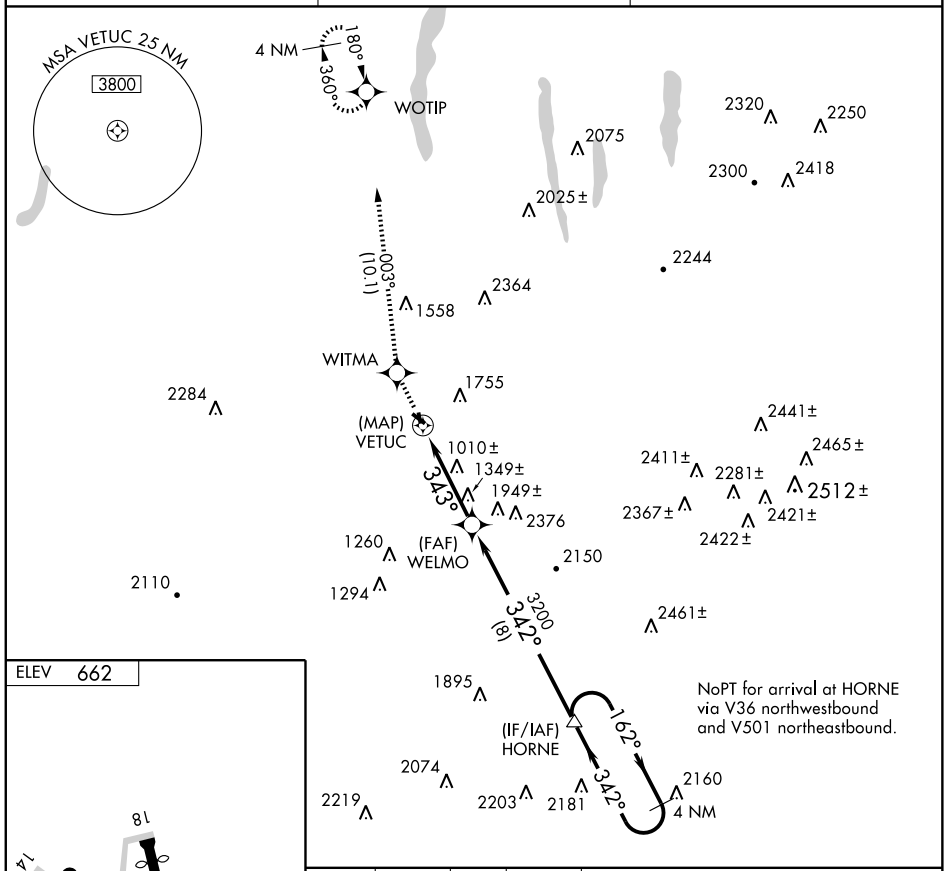
APP CRS	Rwy Idg	N/A
343°	TDZE	N/A
	Apt Elev	662

RNAV (GPS) - A
DANSVILLE MUNI (DSV)

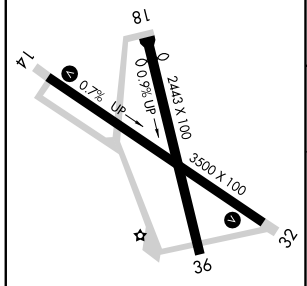
DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

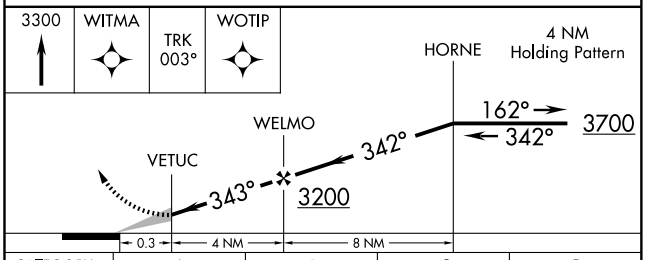
ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L



ELEV 662



MIRL Rwys 14-32 and 18-36 L



CATEGORY	A	B	C	D
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

NE-2, 14 JAN 2010 to 11 FEB 2010

DANSVILLE, NEW YORK

AL-595 (FAA)

APP CRS	Rwy Idg	3500
151°	TDZE	635
	Apt Elev	662

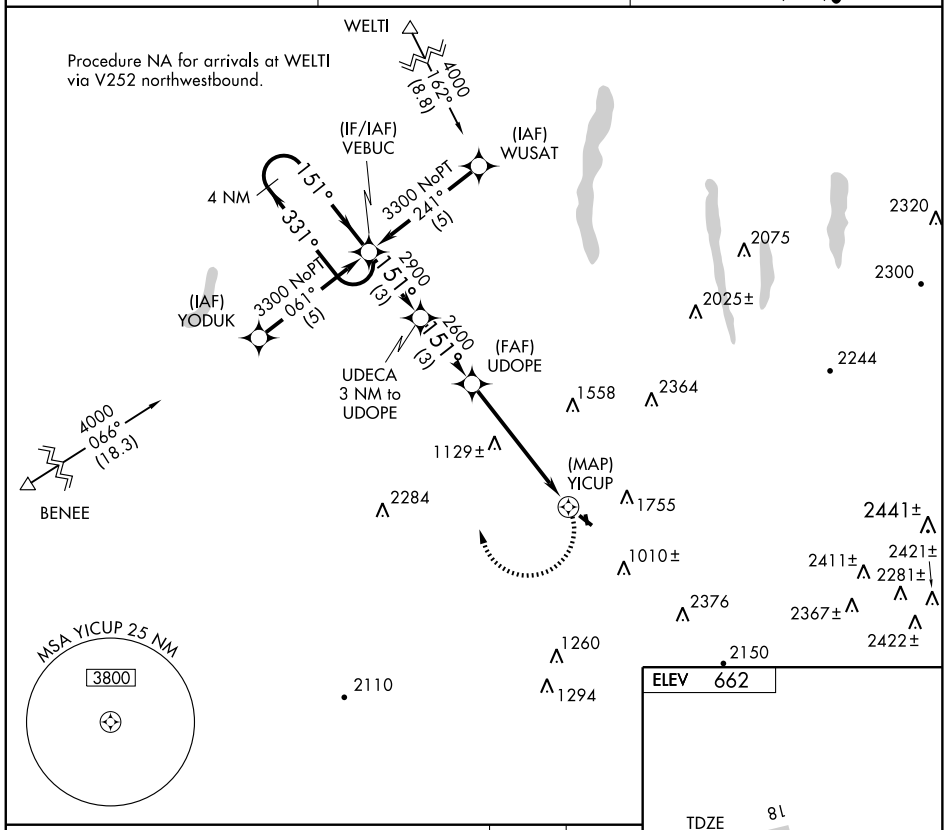
RNAV (GPS) RWY 14

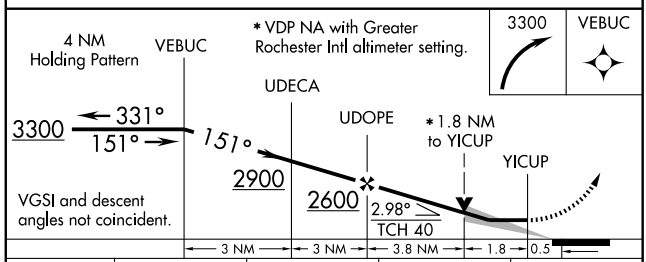
DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

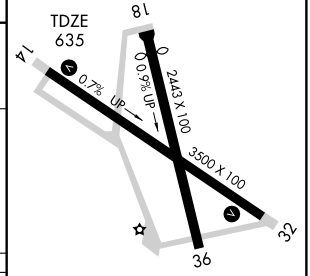
MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1 765 (800-1)	1400-1¼ 765 (800-1¼)	1400-2¼ 765 (800-2¼)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA



MIRL Rwys 14-32 and 18-36 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2278
180°	TDZE	657
	Apt Elev	662

RNAV (GPS) RWY 18
DANSVILLE MUNI (DSV)

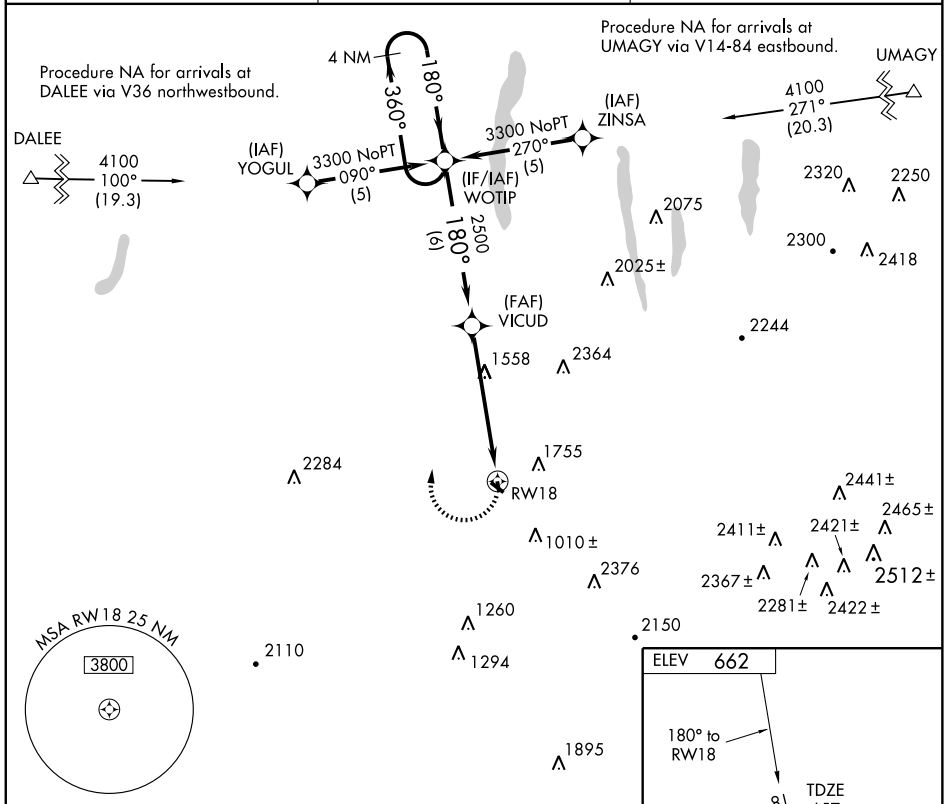
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

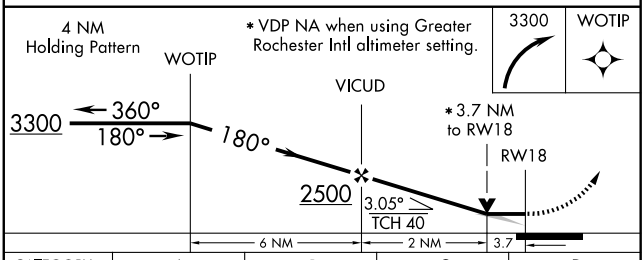
MISSED APPROACH: Climbing right turn to 3300 direct WOTIP and hold.

ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L

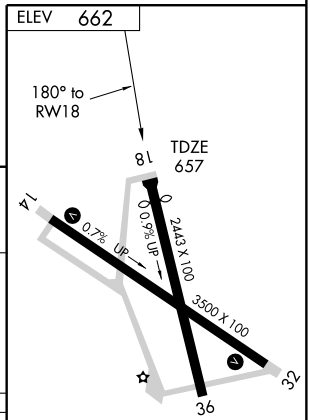
Procedure NA for arrivals at DALEE via V36 northwestbound.

Procedure NA for arrivals at UMAGY via V14-84 eastbound.





CATEGORY	A	B	C	D
LNAV MDA	1860-1¼ 1203 (1200-1¼)	1860-1½ 1203 (1200-1½)	1860-3 1203 (1200-3)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA



MIRL Rwys 14-32 and 18-36 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
056°	TDZE	676
	Apt Elev	693

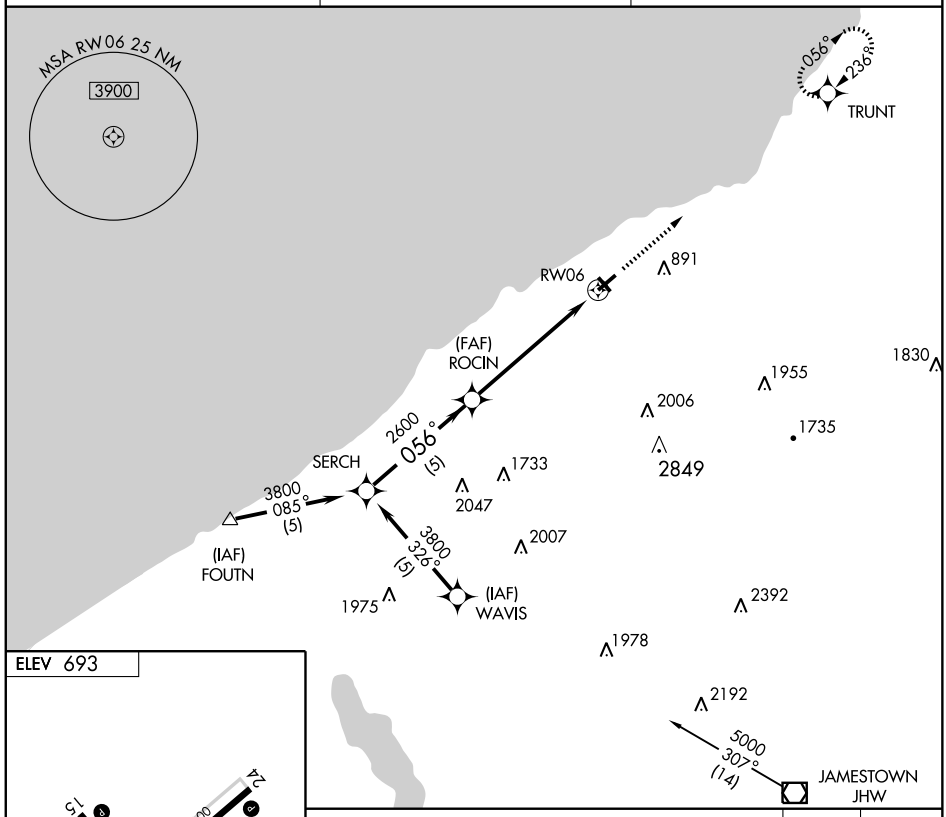
GPS RWY 6

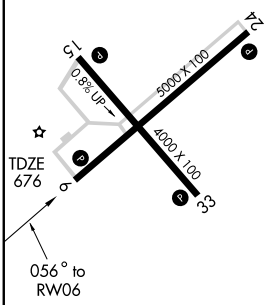
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

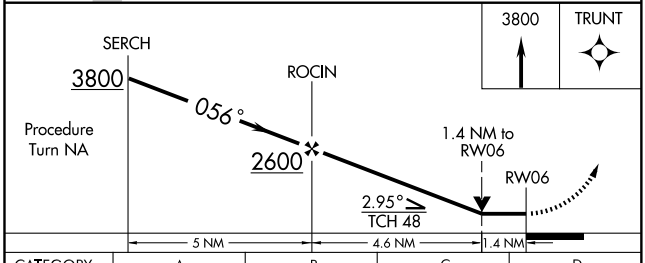
NA

MISSED APPROACH: Climb to 3800 direct TRUNT WP and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF)







CATEGORY	A	B	C	D
S-6	1160-1 484 (500-1)		1160-1¼ 484 (500-1¼)	1160-1½ 484 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

REIL Rwys 6 and 24 (L)
MIRL Rwys 6-24 and 15-33 (L)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
236°	TDZE	676
	Apt Elev	693

GPS RWY 24

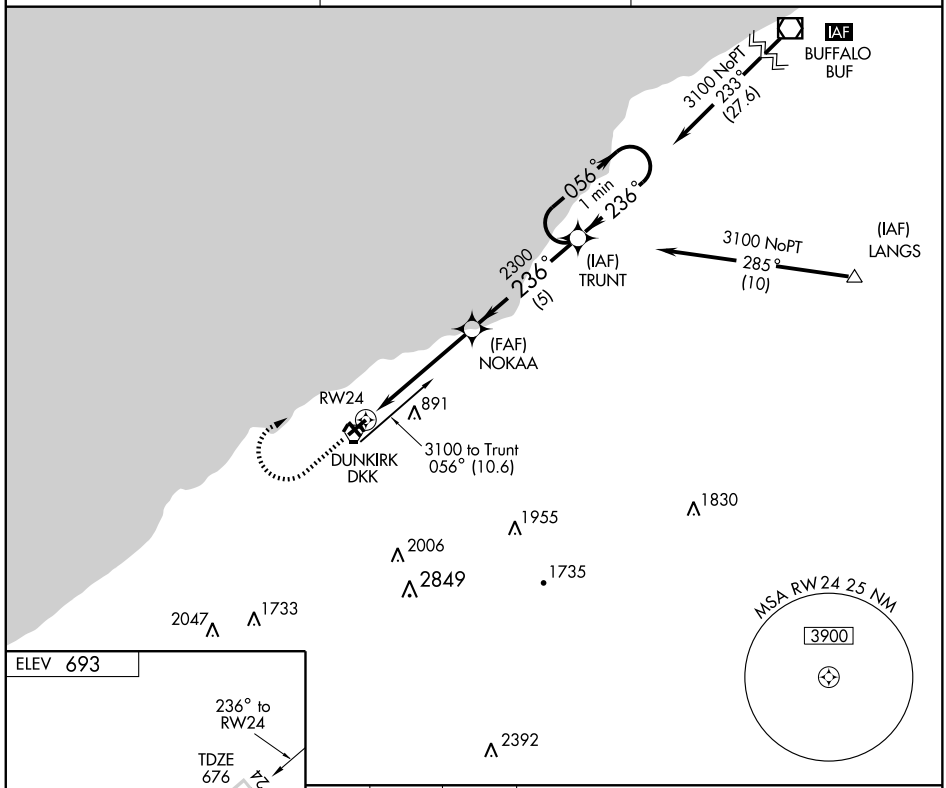
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

T
NA

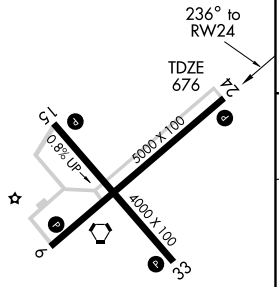
IAF ARM APPROACH MODE PRIOR TO IAF.

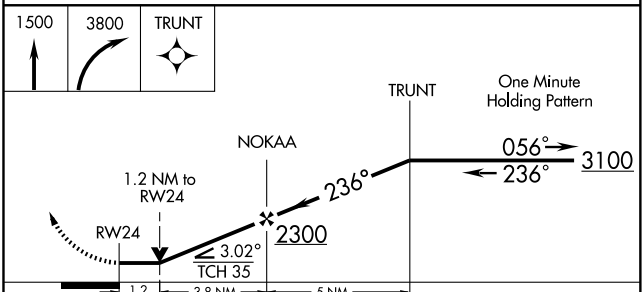
MISSED APPROACH: Climb to 1500, then climbing right turn to 3800 direct TRUNT WP and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L



ELEV 693





CATEGORY	A	B	C	D
S-24	1080-1	404 (400-1)	1080-1¼	404 (400-1¼)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 15-33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
326°	TDZE	693
	Apt Elev	693

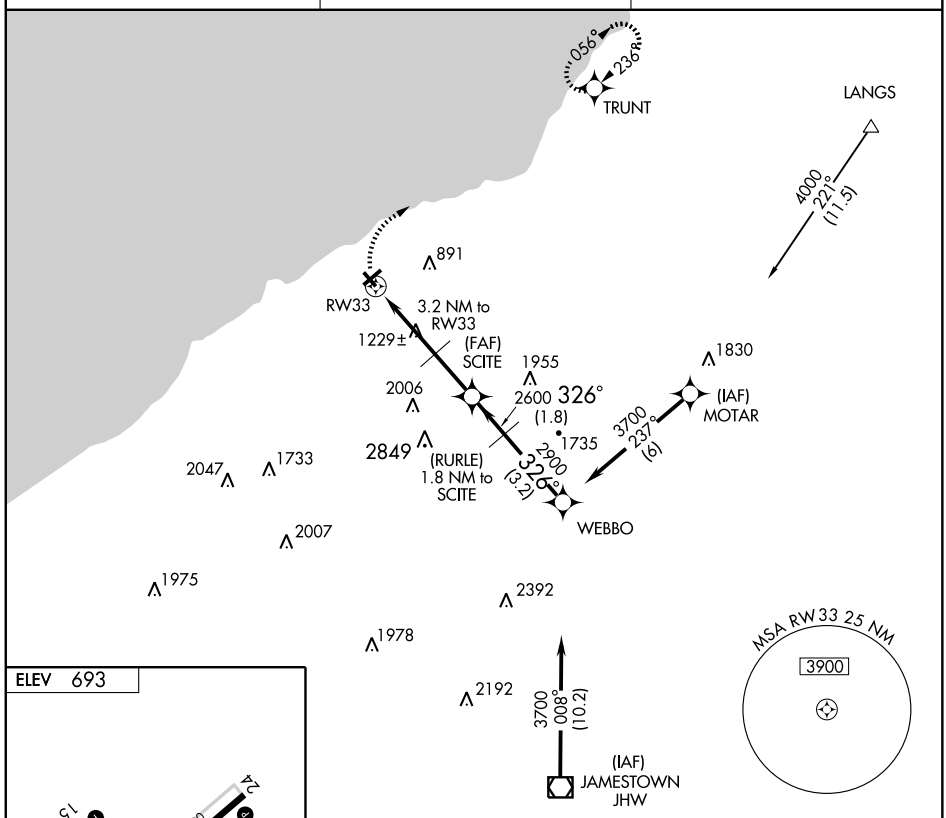
GPS RWY 33

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

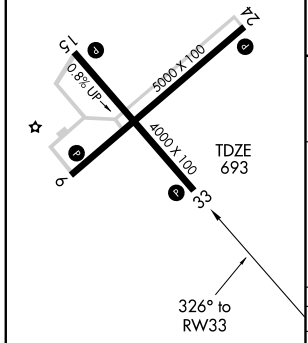
T
NA

MISSED APPROACH: Climbing right turn to 3800 direct TRUNT WP and hold.

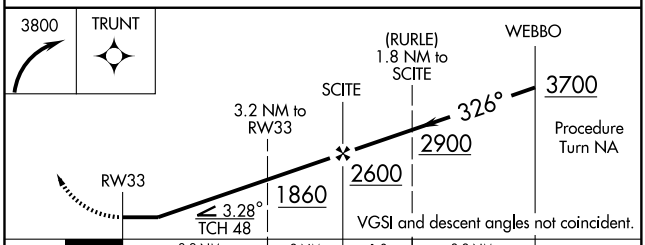
ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L



ELEV 693



REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
S-33	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1480-2½ 787 (800-2½)
CIRCLING	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1540-2¾ 847 (900-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

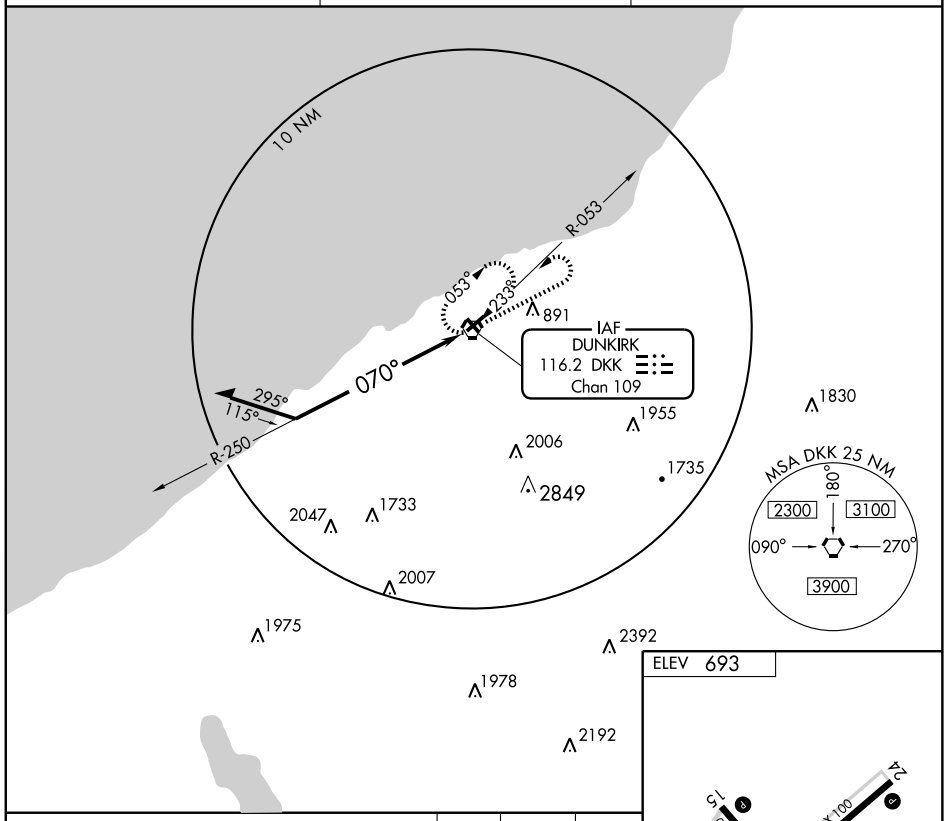
VORTAC DKK	APP CRS	Rwy Idg	5000
116.2	070°	TDZE	676
Chan 109		Apt Elev	693

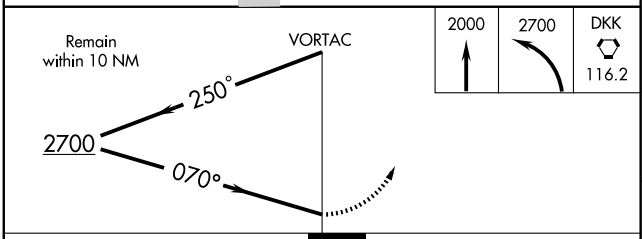
VOR RWY 6

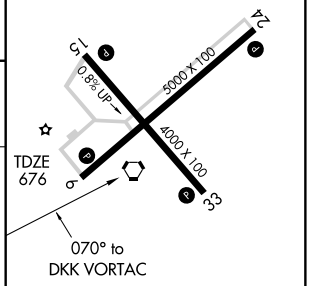
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DKK VORTAC and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-6	1320-1	644 (700-1)	1320-1¾ 644 (700-1¾)	1320-2 644 (700-2)
CIRCLING	1320-1	627 (700-1)	1320-1¾ 627 (700-1¾)	1540-2¾ 847 (900-2¾)

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 15-33 L

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

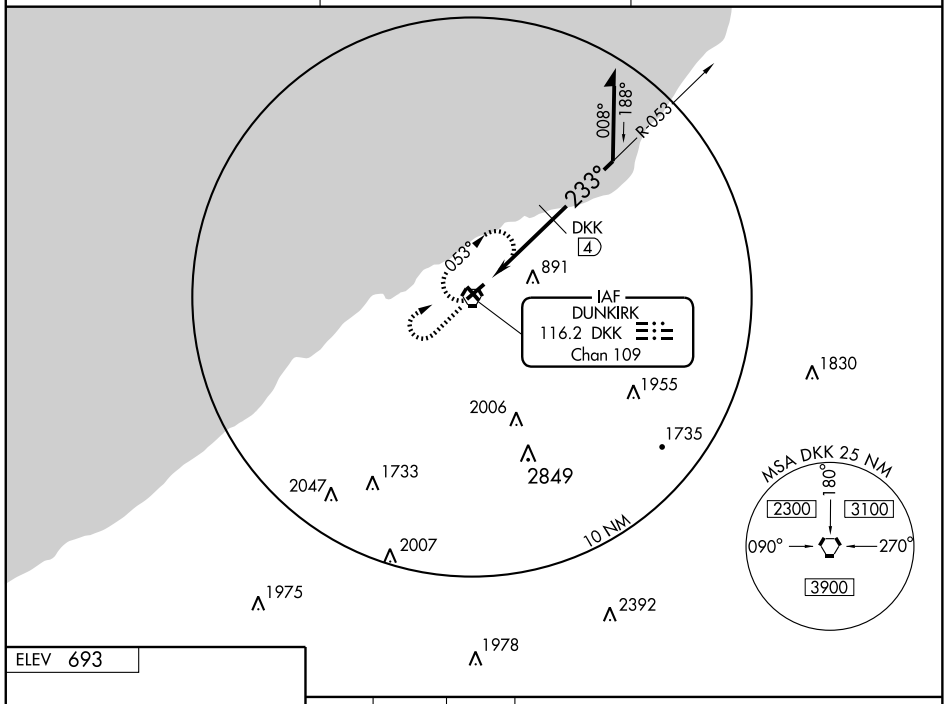
VORTAC DKK	APP CRS	Rwy Idg	5000
116.2	233°	TDZE	676
Chan 109		Apt Elev	693

VOR RWY 24

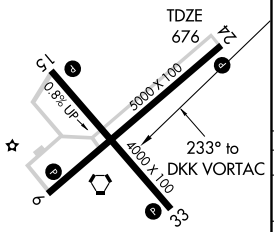
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct DKK VORTAC and hold.

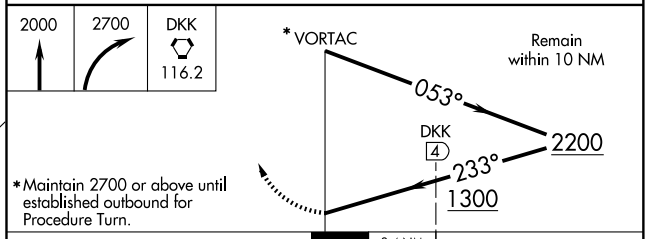
ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L



ELEV 693



REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
S-24	1300-1 624 (700-1)		1300-1¾ 624 (700-1¾)	1300-2 624 (700-2)
CIRCLING	1300-1 607 (700-1)		1300-1¾ 607 (700-1¾)	1540-2¾ 847 (900-2¾)
DME MINIMUMS				
S-24	1140-1 464 (500-1)		1140-1¼ 464 (500-1¼)	1140-1½ 464 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4255
282°	TDZE	46
	Apt Elev	55

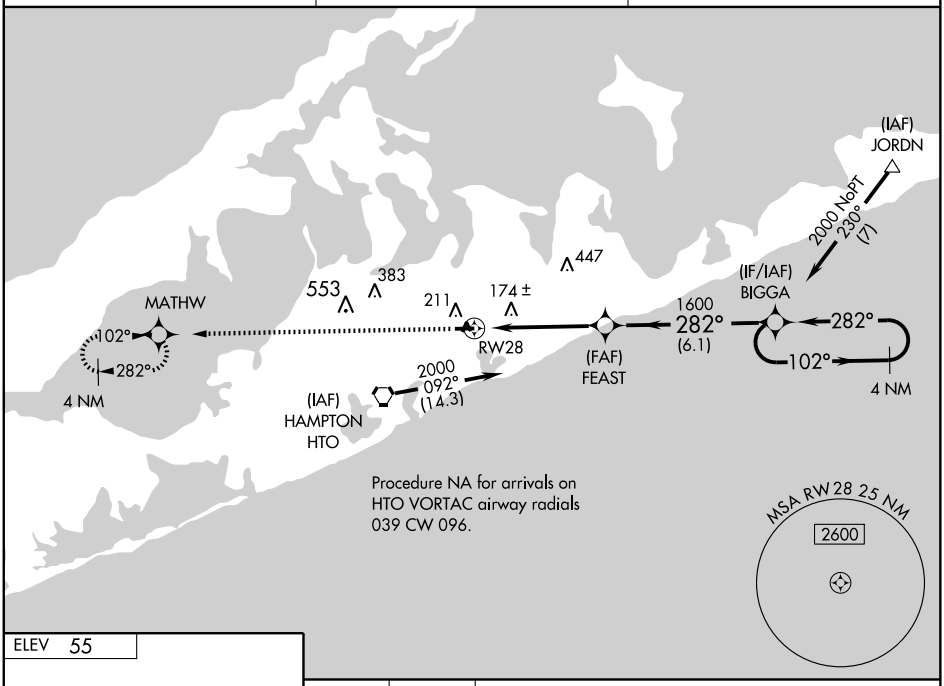
RNAV (GPS) RWY 28
EAST HAMPTON (HTO)

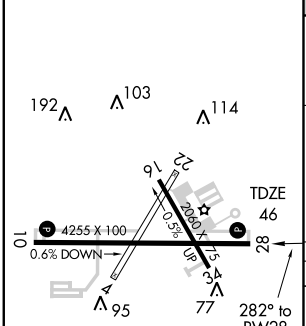
T
NA

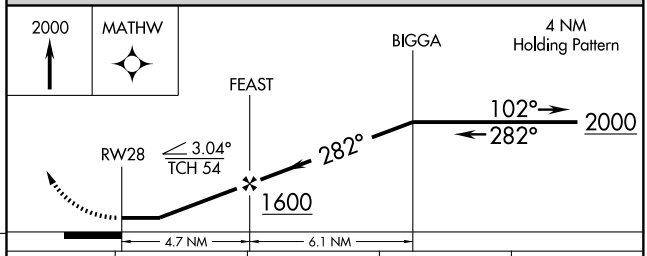
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct MATHW and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	440-1 394 (400-1)			440-1¼ 394 (400-1¼)
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LNAV MDA	480-1 434 (500-1)		480-1¼ 434 (500-1¼)	480-1½ 434 (500-1½)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4255
102°	TDZE	55
	Apt Elev	55

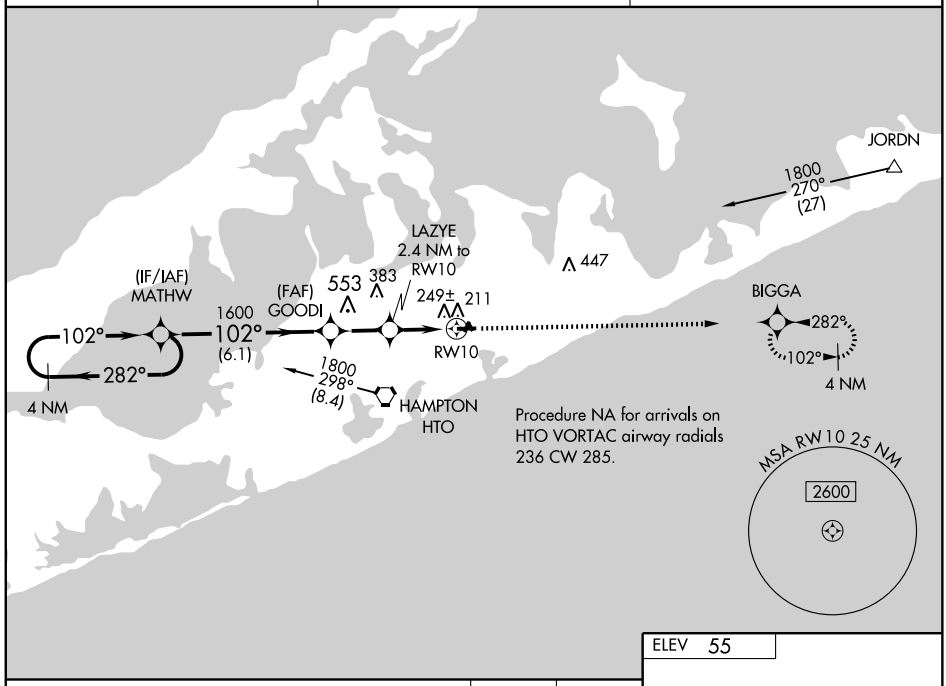
RNAV (GPS) Y RWY 10
EAST HAMPTON (HTO)

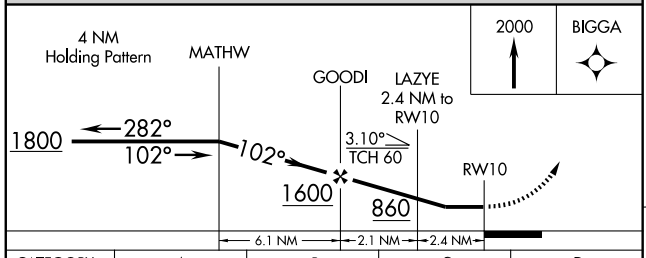
T
NA

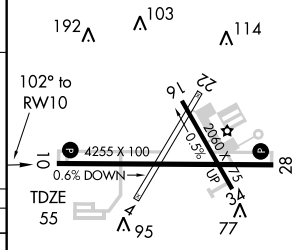
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 445 (500-1)		500-1¼ 445 (500-1¼)	500-1½ 445 (500-1½)
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1 505 (600-1)		560-1½ 505 (600-1½)	
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

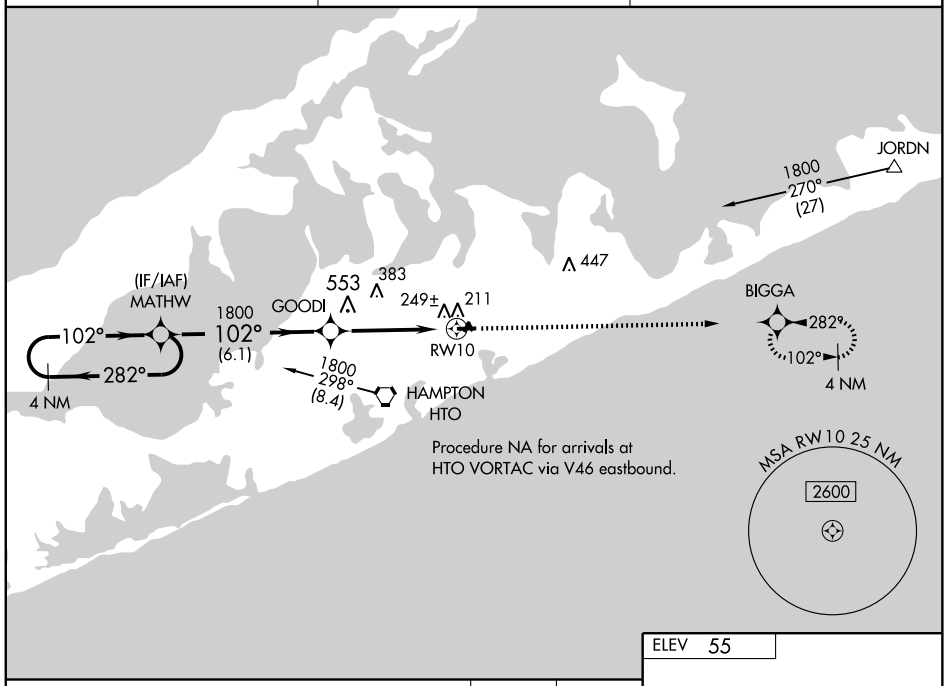
WAAS CH 40112 W10A	APP CRS 102°	Rwy Idg 4255 TDZE 55 Apt Elev 55

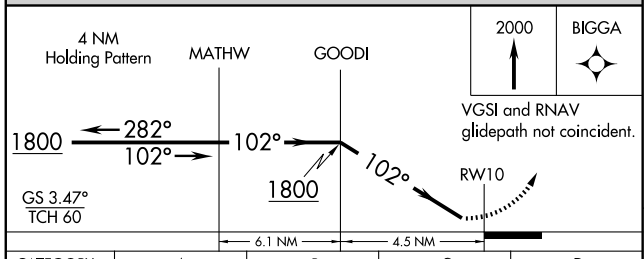
RNAV (GPS) Z RWY 10
EAST HAMPTON (HTO)

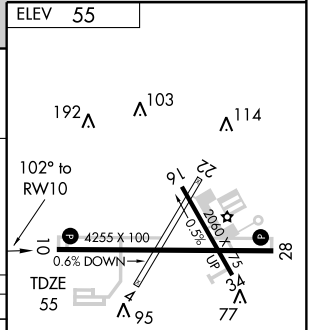
Baro-VNAV NA when using Westhampton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	408-1	353 (400-1)		NA
LNAV/VNAV DA	524-1½	469 (500-1½)		NA
CIRCLING	560-1½	505 (600-1½)		NA
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LPV DA	453-1¼	398 (400-1¼)		NA
LNAV/VNAV DA	569-1½	514 (600-1½)		NA
CIRCLING	600-1½	545 (600-1½)		NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC HTO	APP CRS	Rwy Idg	N/A
113.6	063°	TDZE	N/A
Chan 83		Apt Elev	55

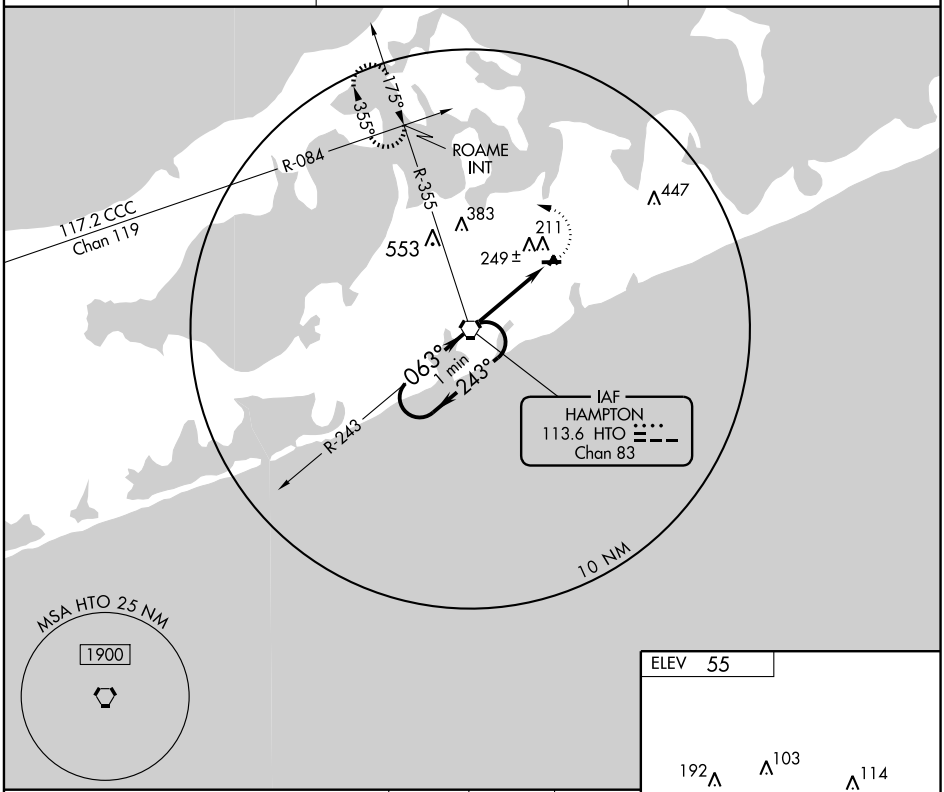
VOR-A
EAST HAMPTON (HTO)

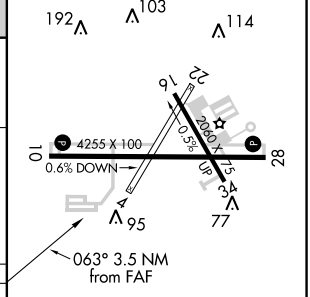
NA

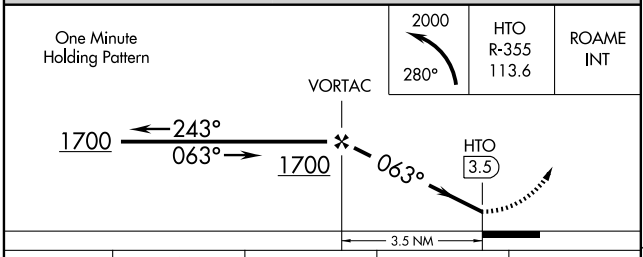
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 280° and HTO VORTAC R-355 to ROAME INT and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

NE-2. 14 JAN 2010 to 11 FEB 2010

ELLENVILLE, NEW YORK AL-9390 (FAA)

APP CRS	Rwy Idg	3538
061°	TDZE	290
	Apt Elev	290

GPS RWY 4

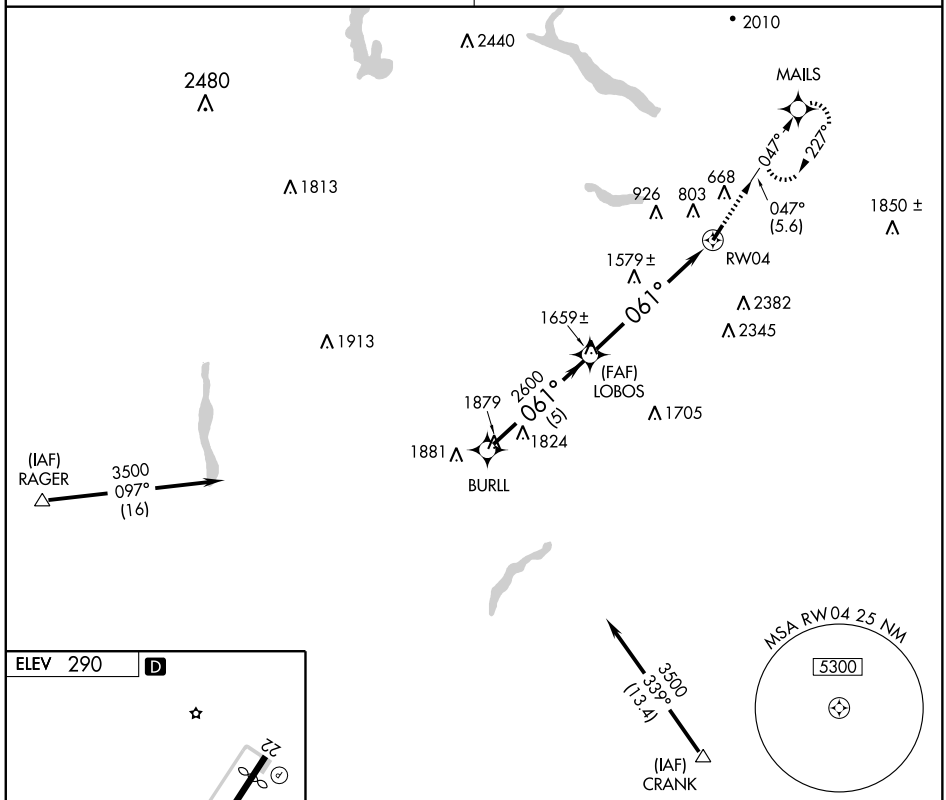
ELLENVILLE/JOSEPH Y RESNICK (N89)

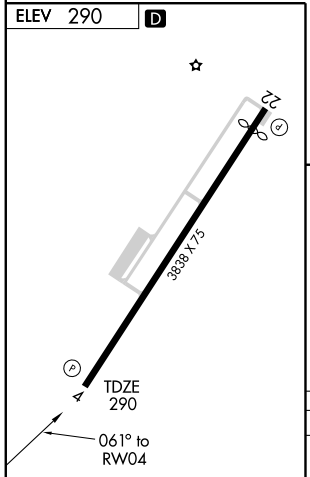
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

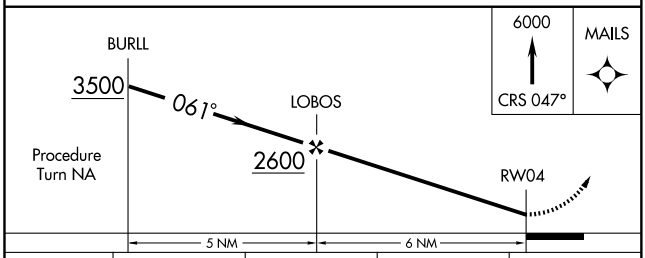
MISSED APPROACH: Climb to 6000 via 047° course to MAILS WP and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA	
CIRCLING	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

ELLENVILLE, NEW YORK AL-9390 (FAA)

APP CRS	Rwy Idg	3538
227°	TDZE	289
	Apt Elev	290

GPS RWY 22

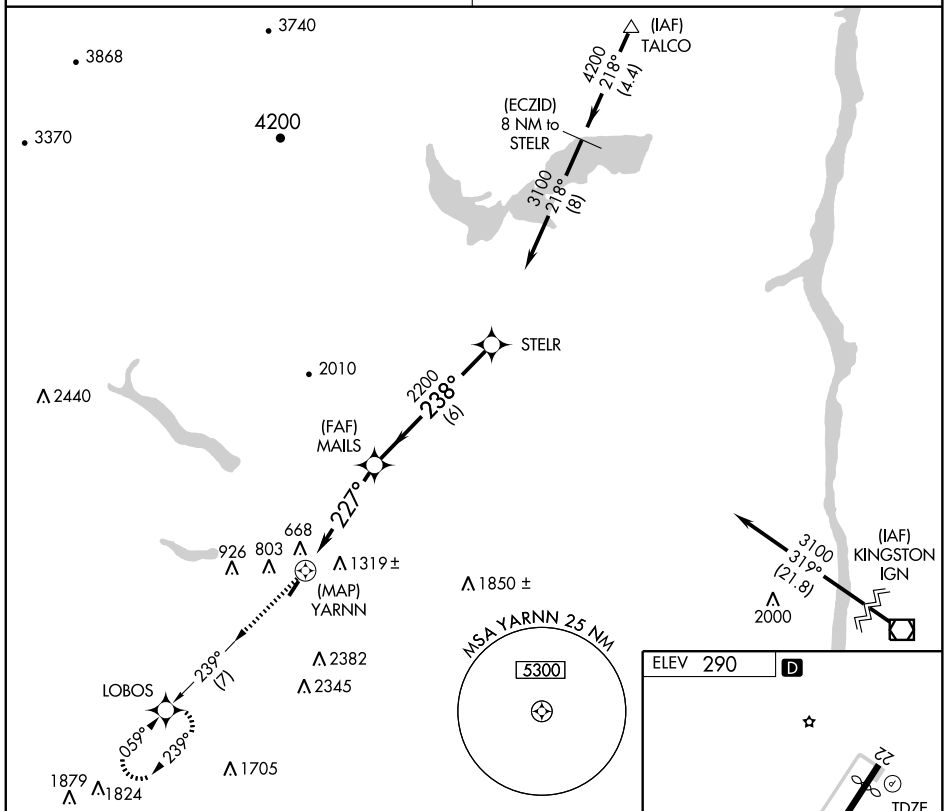
ELLENVILLE/JOSEPH Y RESNICK (N89)

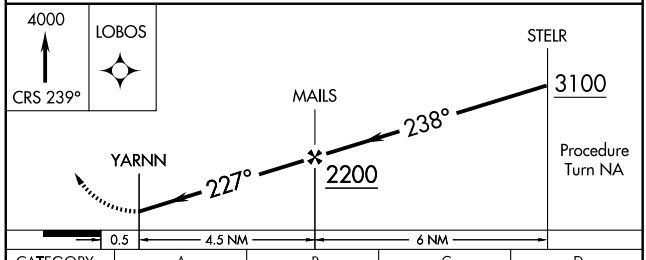
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

MISSED APPROACH: Climb to 4000 via 239° course to LOBOS WP and hold.

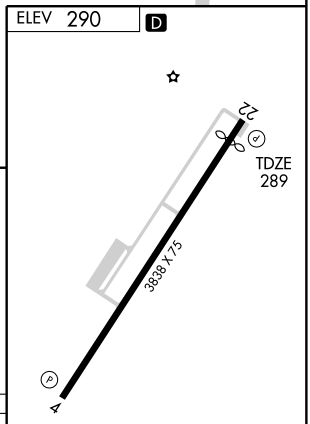
NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) L



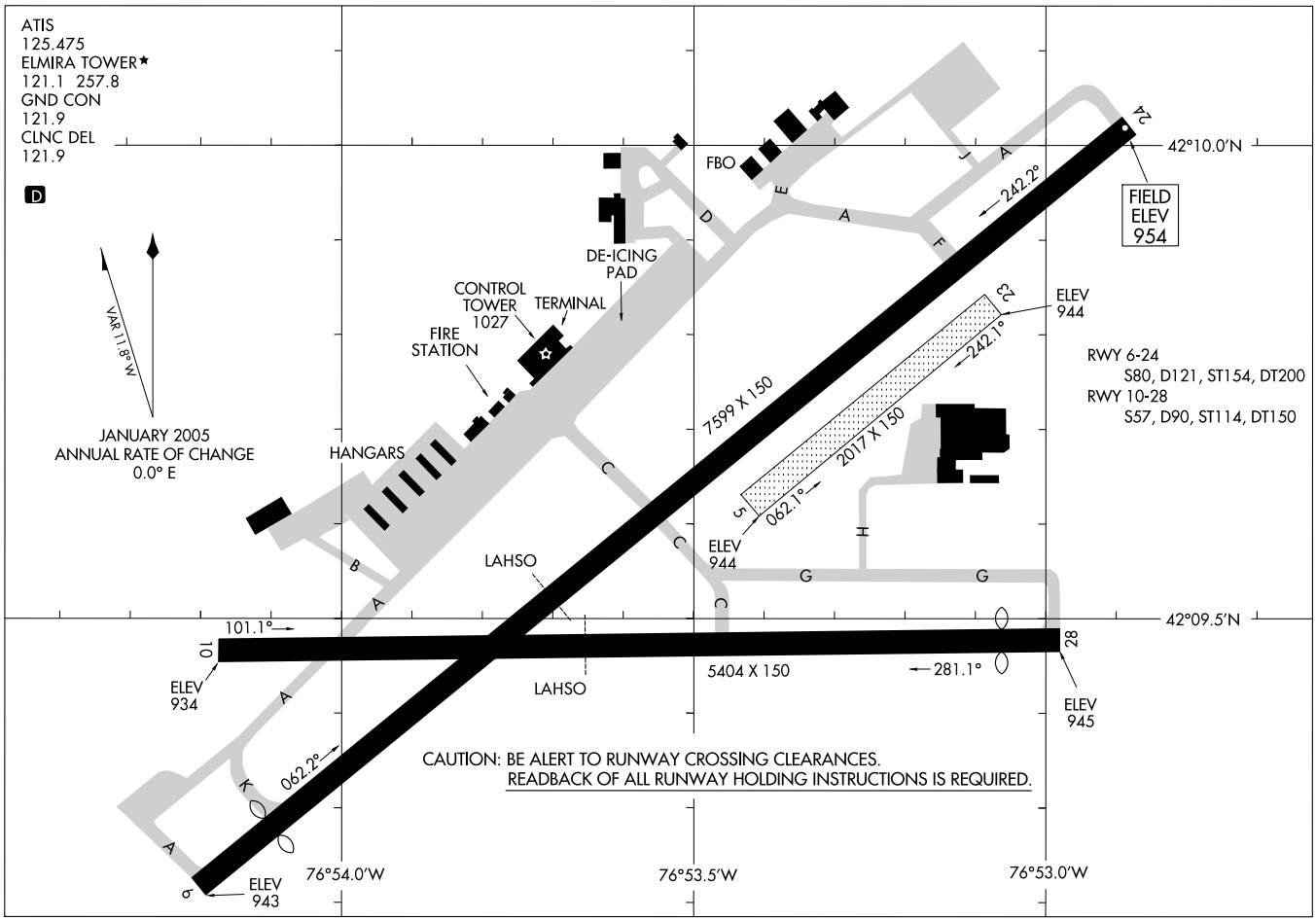


CATEGORY	A	B	C	D
S-22	2080-1¼ 1791 (1800-1¼)	2080-1½ 1791 (1800-1½)	NA	
CIRCLING	2080-1¼ 1790 (1800-1¼)	2080-1½ 1790 (1800-1½)	NA	



MIRL Rwy 4-22 L
REIL Rwy 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010



09127

AIRPORT DIAGRAM

AL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)

ELMIRA, NEW YORK

ELMIRA TWO DEPARTURE

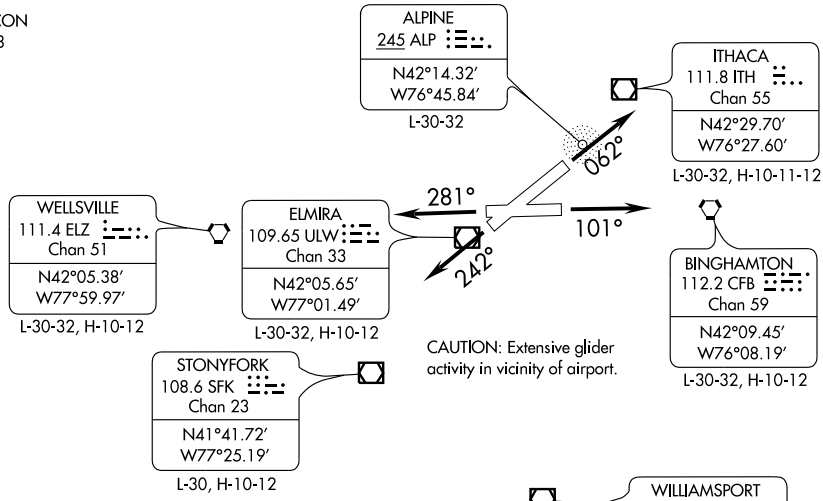
SL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)
ELMIRA, NEW YORK

ATIS 125.475
CLNC DEL
121.9
GND CON
121.9
ELMIRA TOWER ★
121.1 257.8
ELMIRA DEP CON
119.45 257.8

TAKE-OFF MINIMUMS:

Rwy 5, 23, NA - ATC.
Rwy 6, 600-2¾ or STANDARD with minimum climb of 325′ per NM to 1700.
Rwy 10, STANDARD with minimum climb of 449′ per NM to 1600.
Rwy 24, STANDARD with minimum climb of 423′ per NM to 2400.
Rwy 28, STANDARD with minimum climb of 636′ per NM to 2100.



NOTE: Chart not to scale.

NOTE: RADAR REQUIRED

NOTE: Procedure NA when ELM APP CON closed.

TAKE-OFF OBSTACLES:

NOTE: Rwy 6: Multiple trees beginning 984′ from DER, 228′ left of centerline, up to 34′ AGL/1023′ MSL.
Multiple trees 2.1 NM from DER, 3938′ left of centerline, up to 100′ AGL/1499′ MSL.
Multiple trees beginning 809′ from DER, 102′ right of centerline, up to 39′ AGL/1028′ MSL.

NOTE: Rwy 10: Poles and multiple trees beginning 551′ from DER, 38′ left of centerline, up to 49′ AGL/998′ MSL.
Pole and multiple trees beginning 130′ from DER, 125′ right of centerline, up to 63′ AGL/1012′ MSL.

NOTE: Rwy 24: Sign and Multiple Trees beginning 870′ from DER, 528′ left of centerline, up to 48′ AGL/1006′ MSL.

NOTE: Rwy 28: Multiple trees beginning 1341′ from DER, 289′ left of centerline, up to 73′ AGL/1012′ MSL.
Tower and multiple trees beginning 440′ from DER, 472′ right of centerline, up to 92′ AGL/1031′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 06: Climb heading 062° to 4000, thence. . . .
TAKE-OFF RUNWAY 24: Climb heading 242° to 4000, thence. . . .
TAKE-OFF RUNWAY 10: Climb heading 101° to 4000, thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 281° to 4000, thence. . . .

. . . . Expect radar vectors to join assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000′. Ten minutes after departure, climb to filed altitude/flight level.

LOC I-ELM	APP CRS	Rwy Idg	7599
109.1	242°	TDZE	955
		Apt Elev	955

ILS or LOC RWY 24

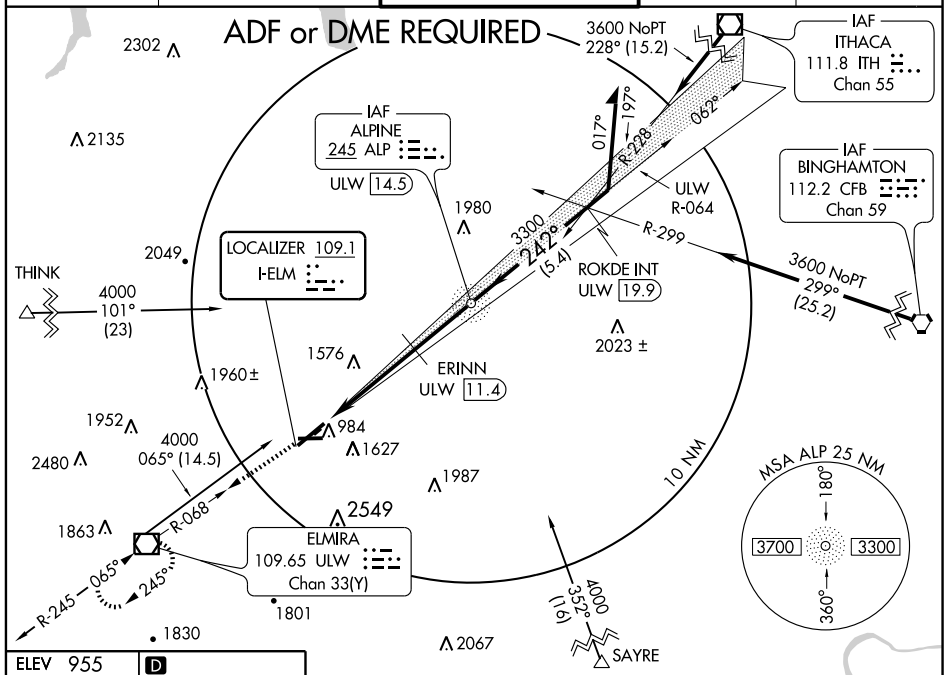
ELMIRA/CORNING RGNL (ELM)

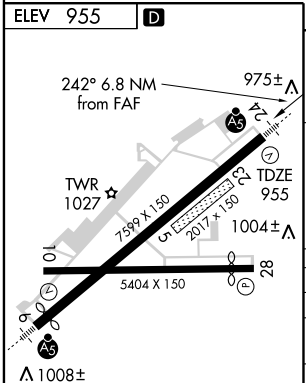
DME from ULW VOR/DME.

MALSR

MISSED APPROACH: Climb to 4000 via ULW R-068 to ULW VOR/DME and hold.

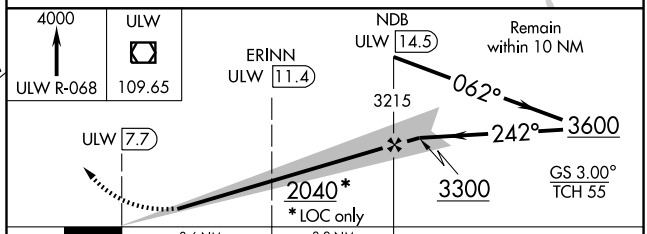
ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95





HIRL Rwy 6-24 L
MIRL Rwy 10-28

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16



CATEGORY	A	B	C	D
S-ILS 24	1205/24 250 (300-½)			
S-LOC 24	2040/40 1085 (1100-¾)	2040/50 1085 (1100-1)	2040-2½ 1085 (1100-2½)	
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	
ERINN FIX MINIMUMS				
S-LOC 24	1600/24 645 (700-½)		1600/60 645 (700-1¼)	1600-1½ 645 (700-1½)
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-UEK	APP CRS	Rwy Idg	6999
109.1	062°	TDZE	944
		Apt Elev	955

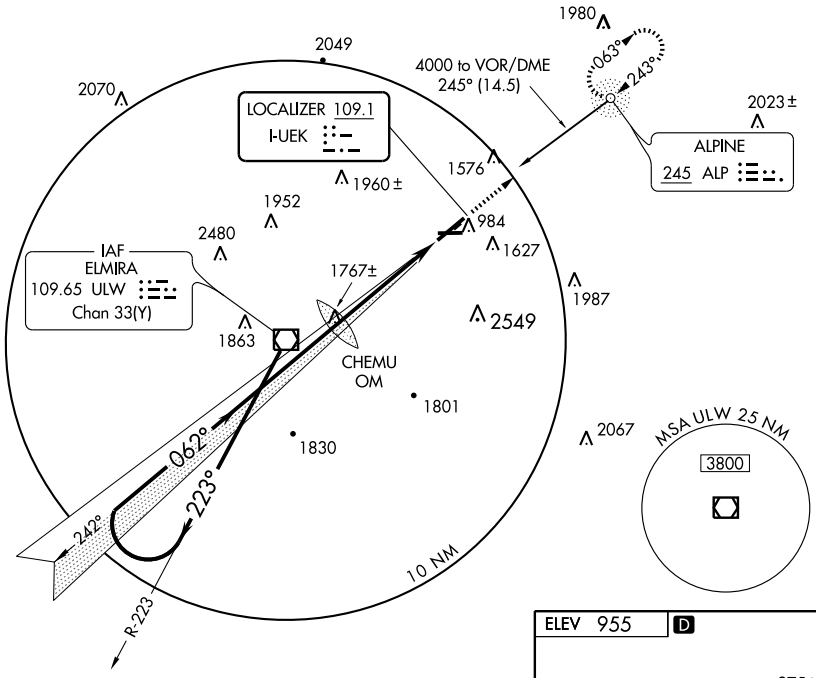
ILS RWY 6

ELMIRA/CORNING RGNL (ELM)

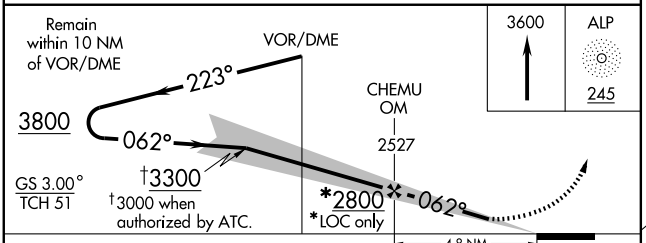
MALSR

MISSED APPROACH: Climb to 3600 direct to ALP NDB and hold.

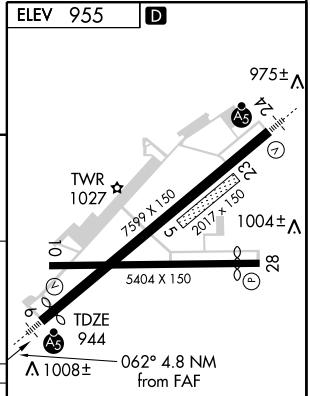
ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95



ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 6	1144-½ 200 (200-½)			
S-LOC 6	2020-¾ 1076 (1100-¾)	2020-1 1076 (1100-1)	2020-2½ 1076 (1100-2½)	
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	



HIRL Rwy 6-24 L
MIRL Rwy 10-28

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6999
062°	TDZE	944
	Apt Elev	955

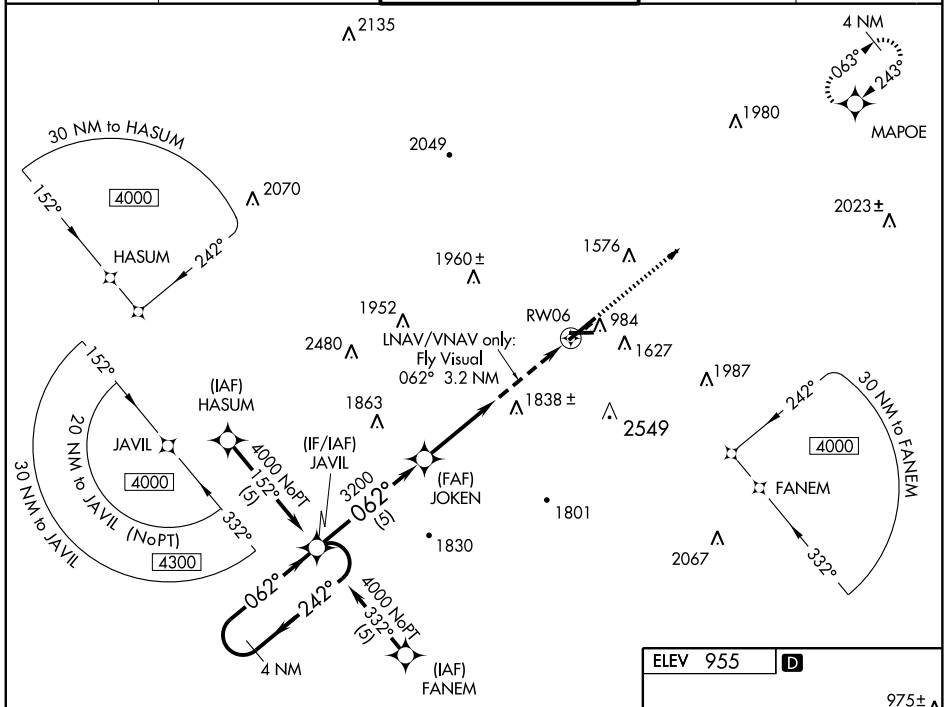
RNAV (GPS) RWY 6
ELMIRA/CORNING RGNL (ELM)

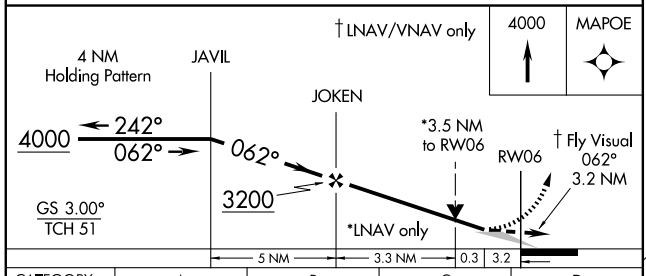
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

MALSR

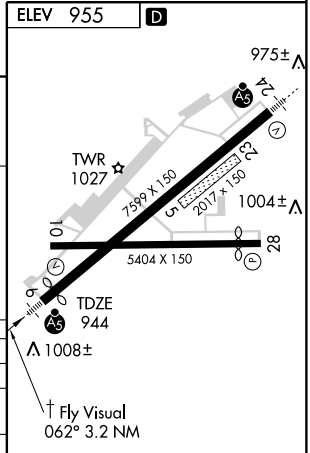
MISSED APPROACH: Climb to 4000 direct MAPOE WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2020-2 1076 (1100-2)		2020-3 1076 (1100-3)	
LNAV MDA	2100-¾ 1156 (1200-¾)	2100-1 1156 (1200-1)	2100-2½ 1156 (1200-2½)	
CIRCLING	2100-2 1145 (1200-2)	2120-2 1165 (1200-2)	2140-3 1185 (1200-3)	



APP CRS	Rwy Idg	5004
101°	TDZE	942
	Apt Elev	955

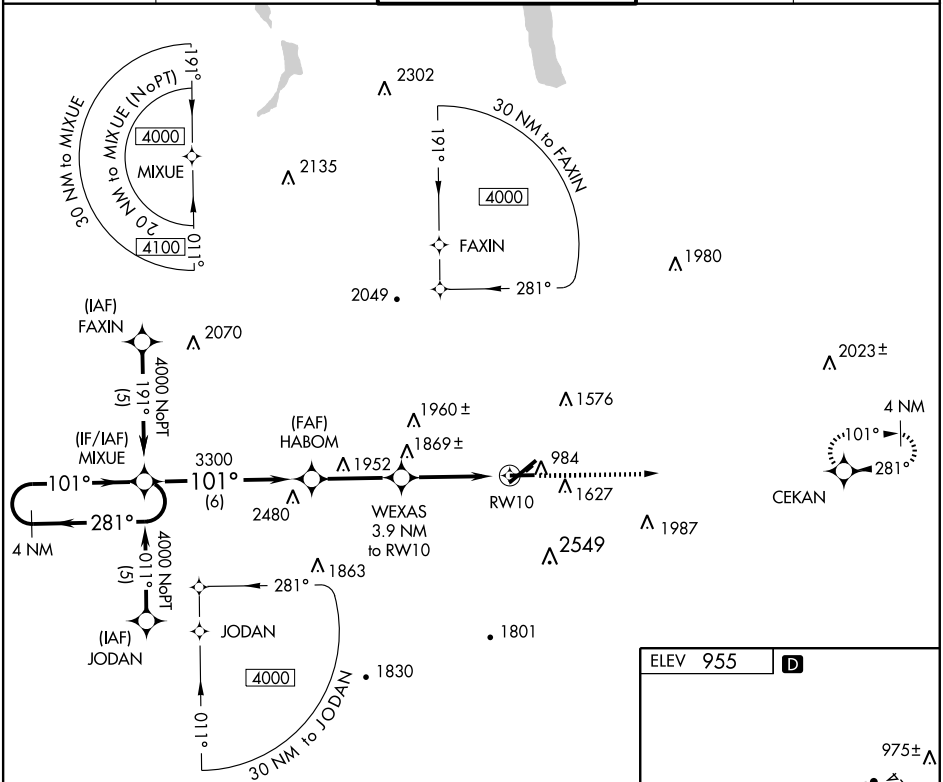
RNAV (GPS) RWY 10

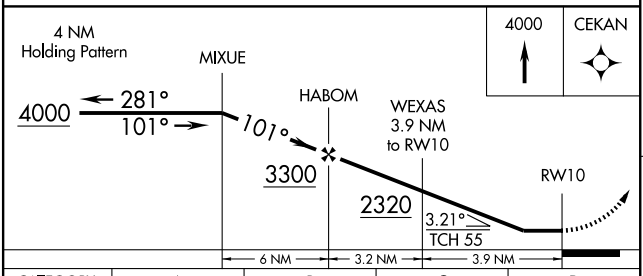
ELMIRA/CORNING RGNL (ELM)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

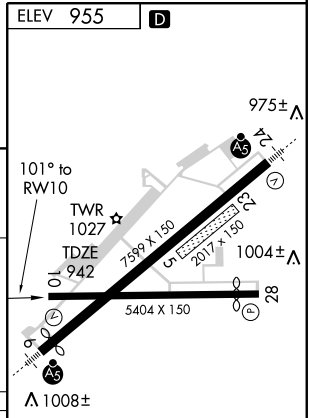
MISSED APPROACH: Climb to 4000 direct CEKAN WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1178 (1200-1¼)	2120-1½ 1178 (1200-1½)	2120-3 1178 (1200-3)	
CIRCLING	2120-1¼ 1165 (1200-1¼)	2120-1½ 1165 (1200-1½)	2120-3 1165 (1200-3)	



HIRL Rwy 6-24 L
MIRL Rwy 10-28

APP CRS	Rwy Idg	7599
242°	TDZE	955
	Apt Elev	955

RNAV (GPS) RWY 24

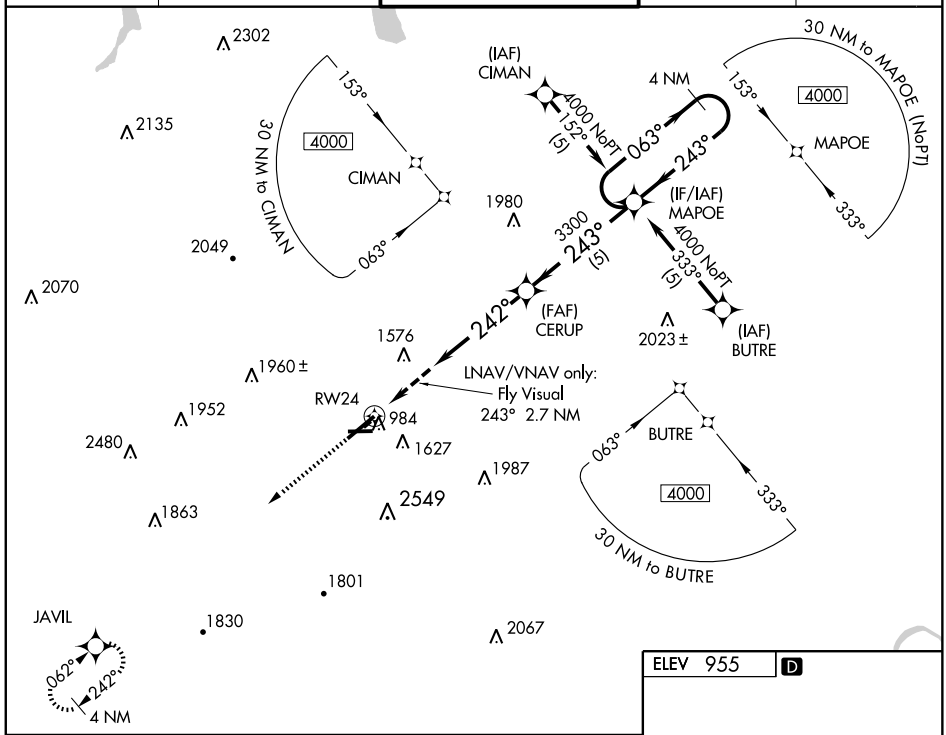
ELMIRA/CORNING RGNL (ELM)

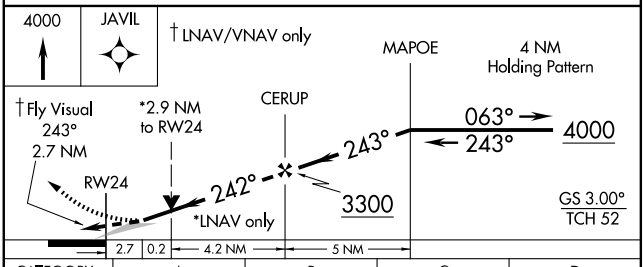
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).

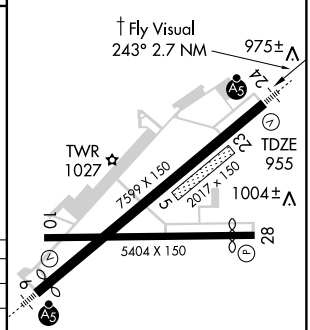
MALSR

MISSED APPROACH: Climb to 4000 direct JAVIL WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1860-2 905 (1000-2)		1860-2¾ 905 (1000-2¾)	1860-3 905 (1000-3)
LNAV MDA	1920/40 965 (1000-¾)	1920/50 965 (1000-1)	1920-2½ 965 (1000-2½)	
CIRCLING	2060-2 1105 (1200-2)	2120-2 1165 (1200-2)	2140-2¾ 1185 (1200-2¾)	2140-3 1185 (1200-3)

HIRL Rwy 6-24 L
MIRL Rwy 10-28

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5004
281°	TDZE	945
	Apt Elev	955

RNAV (GPS) RWY 28

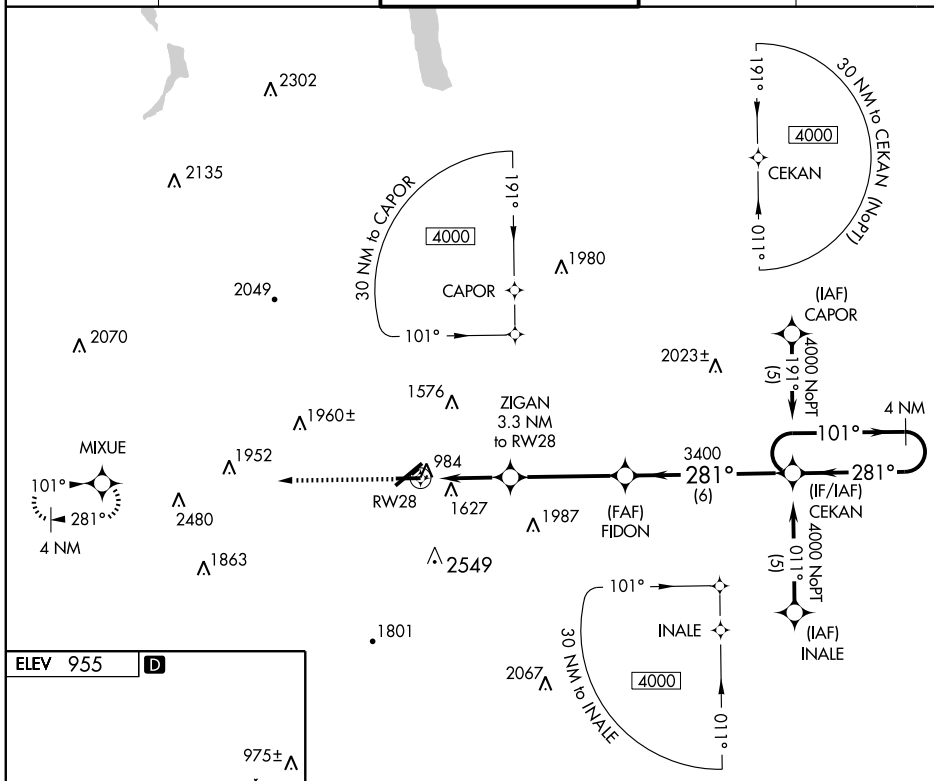
ELMIRA/CORNING RGNL (ELM)

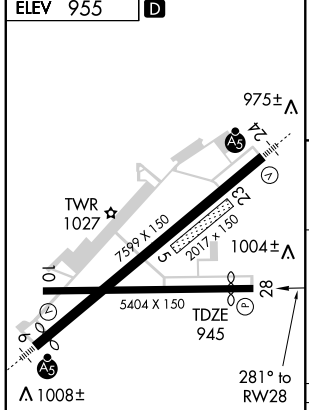
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

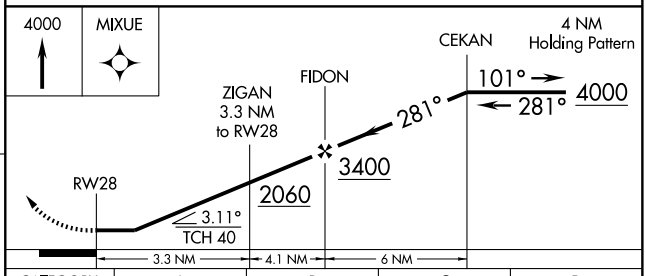
NA

MISSED APPROACH: Climb to 4000 direct MIXUE WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1920-1¼ 975 (1000-1¼)	1920-1½ 975 (1000-1½)	1920-3 975 (1000-3)	
CIRCLING	2040-1¼ 1085 (1100-1¼)	2100-1½ 1145 (1200-1½)	2100-3 1145 (1200-3)	

HIRL Rwy 6-24 L
MIRL Rwy 10-28

NE-2. 14 JAN 2010 to 11 FEB 2010

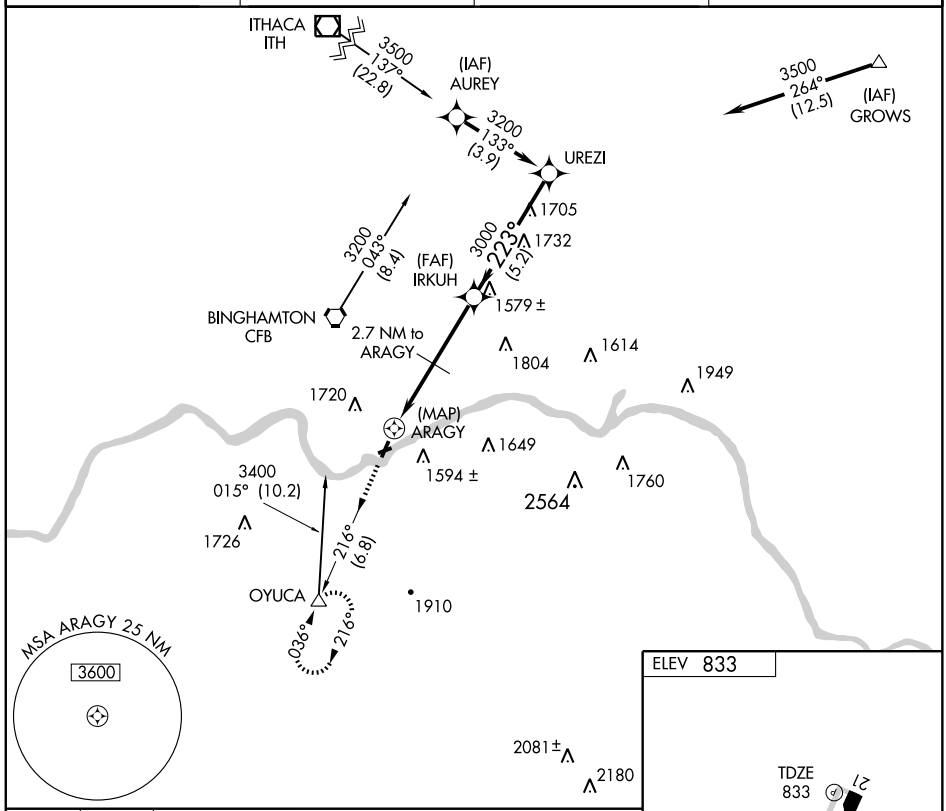
APP CRS	Rwy Idg	3900
223°	TDZE	833
	Apt Elev	833

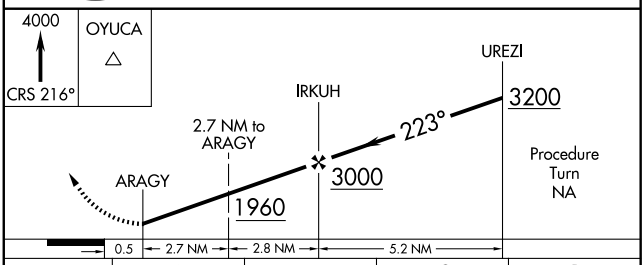
GPS RWY 21
ENDICOTT/ TRI-CITIES (CZG)

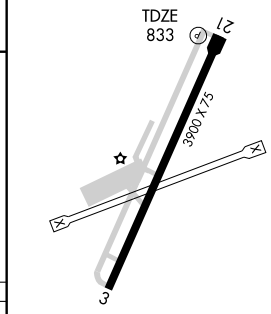
▼ NA — When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-21 Cat B/C visibility ¼ mile. Circling to Rwy 3 NA at night.

MISSED APPROACH: Climb to 4000 via 216° course to OYUCA WP and hold.

AWOS-3	BINGHAMTON APP CON ★	CLNC DEL	UNICOM
119.075	118.6 257.625	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	1720-1¼ 887 (900-1¼)		1720-2¾ 887 (900-2¾)	NA
CIRCLING	1940-1¼ 1107 (1200-1¼)	1960-1½ 1127 (1200-1½)	2040-3 1207 (1300-3)	NA

REIL Rwy 3
REIL Rwy 21 L
MIRL Rwy 3-21 L

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC CFB 112.2 Chan 59	APP CRS 170°	Rwy Idg N/A TDZE N/A Apt Elev 833

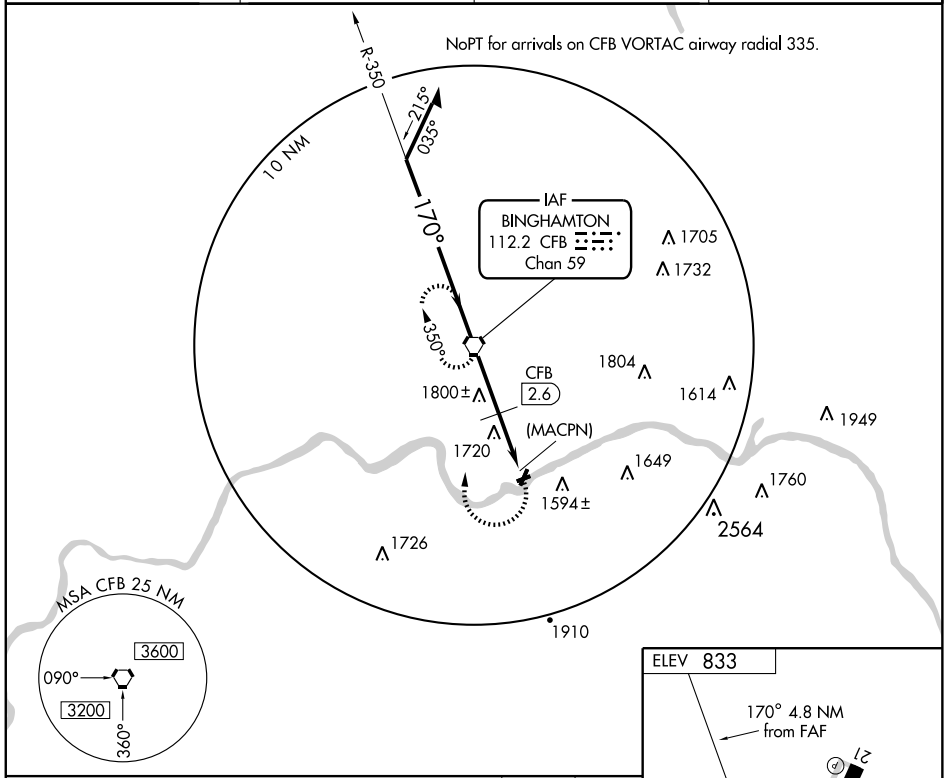
VOR or GPS-A

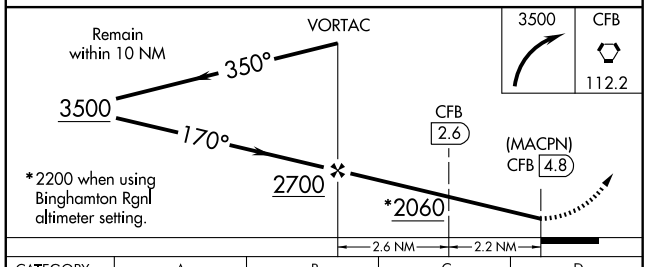
ENDICOTT/ TRI-CITIES (CZG)

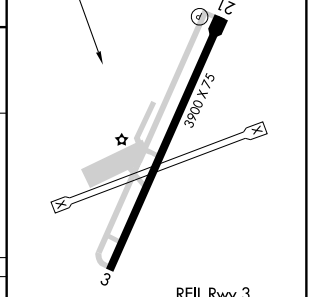
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet. Circling to Rwy 3 NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct to CFB VORTAC and hold.

AWOS-3	BINGHAMTON APP CON ★	CLNC DEL	UNICOM
119.075	118.6 257.625	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2060-1¼ 1227 (1300-1¼)	2060-1½ 1227 (1300-1½)	2060-3 1227 (1300-3)	NA
DME MINIMUMS				
CIRCLING	2000-1¼ 1167 (1200-1¼)	2000-1½ 1167 (1200-1½)	2040-3 1207 (1300-3)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

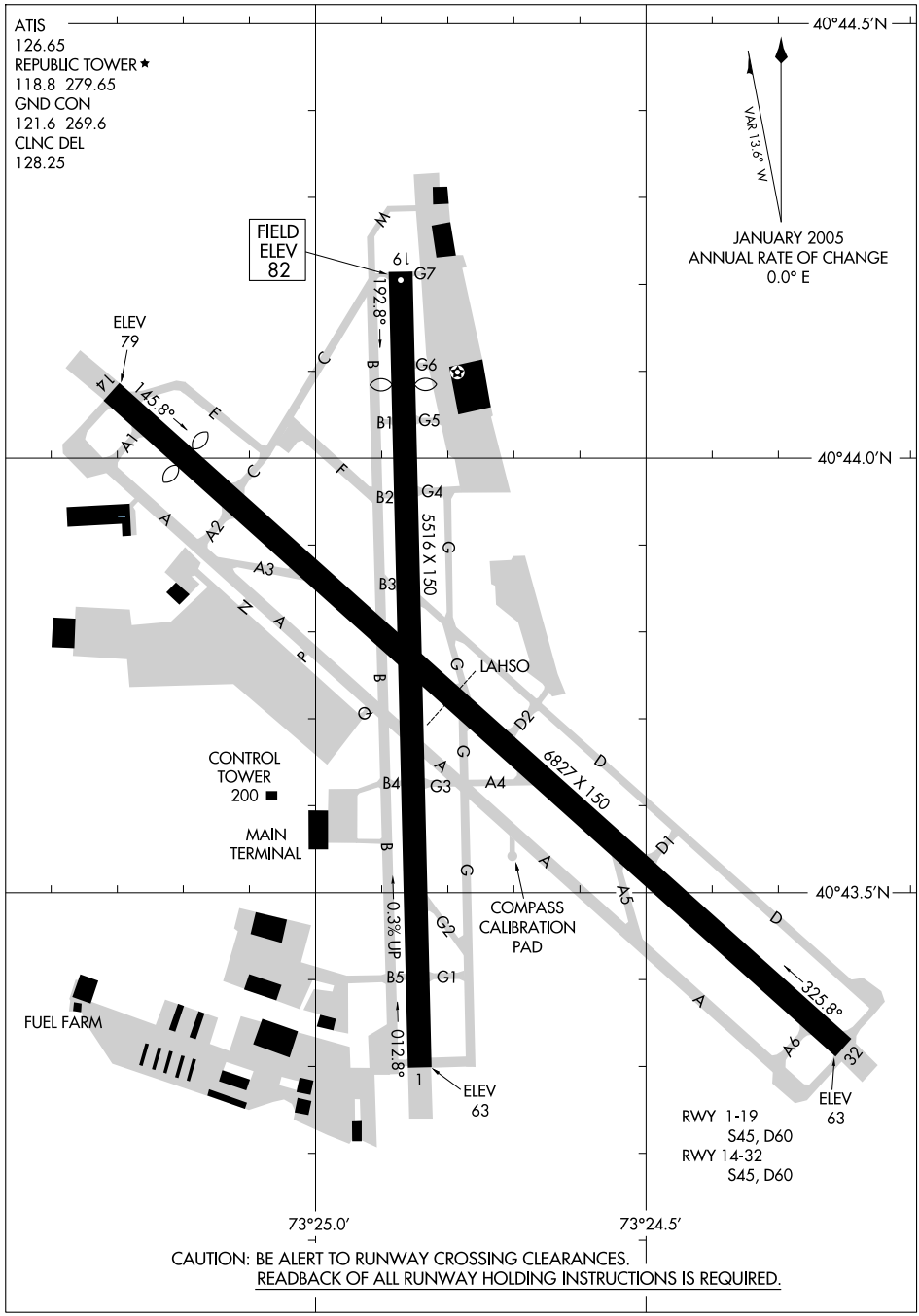
NE-2. 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-704 (FAA)

FARMINGDALE / REPUBLIC (FRG)
FARMINGDALE, NEW YORK

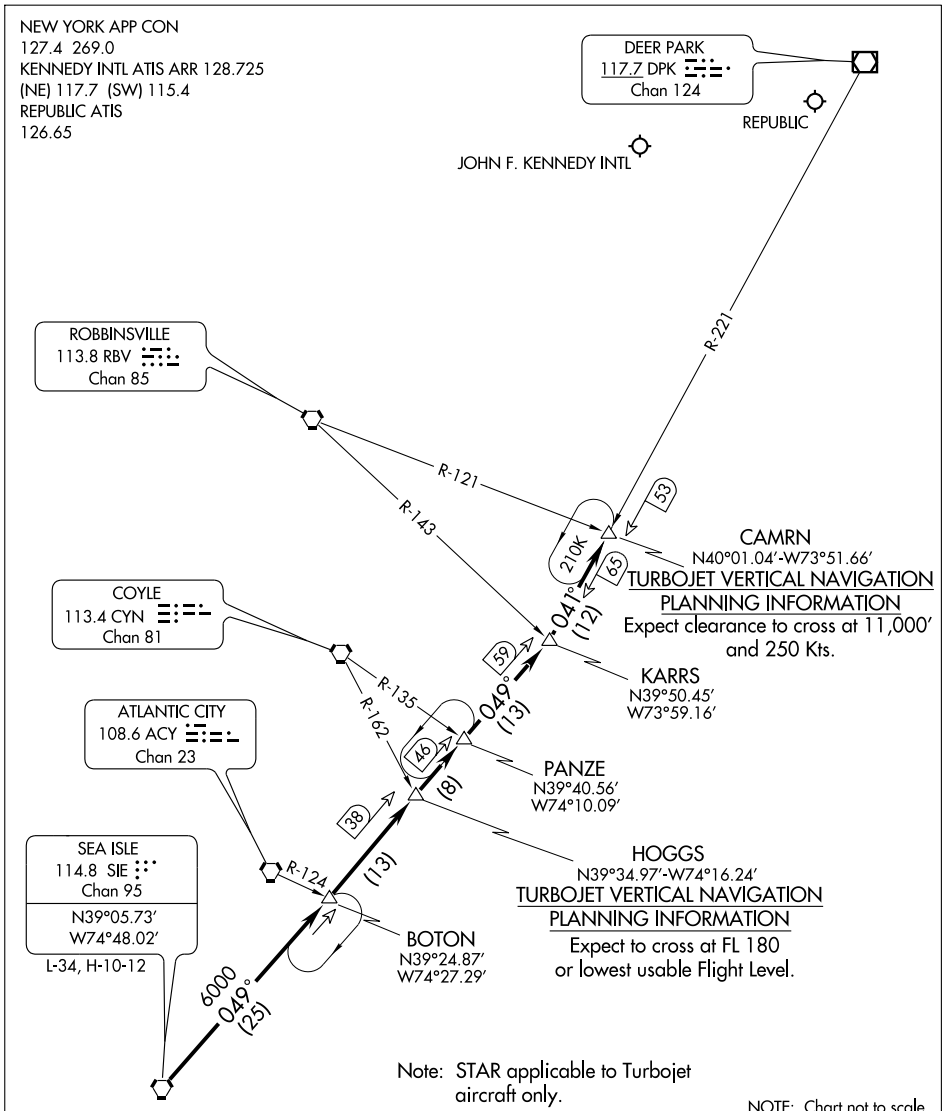


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 14 JAN 2010 to 11 FEB 2010

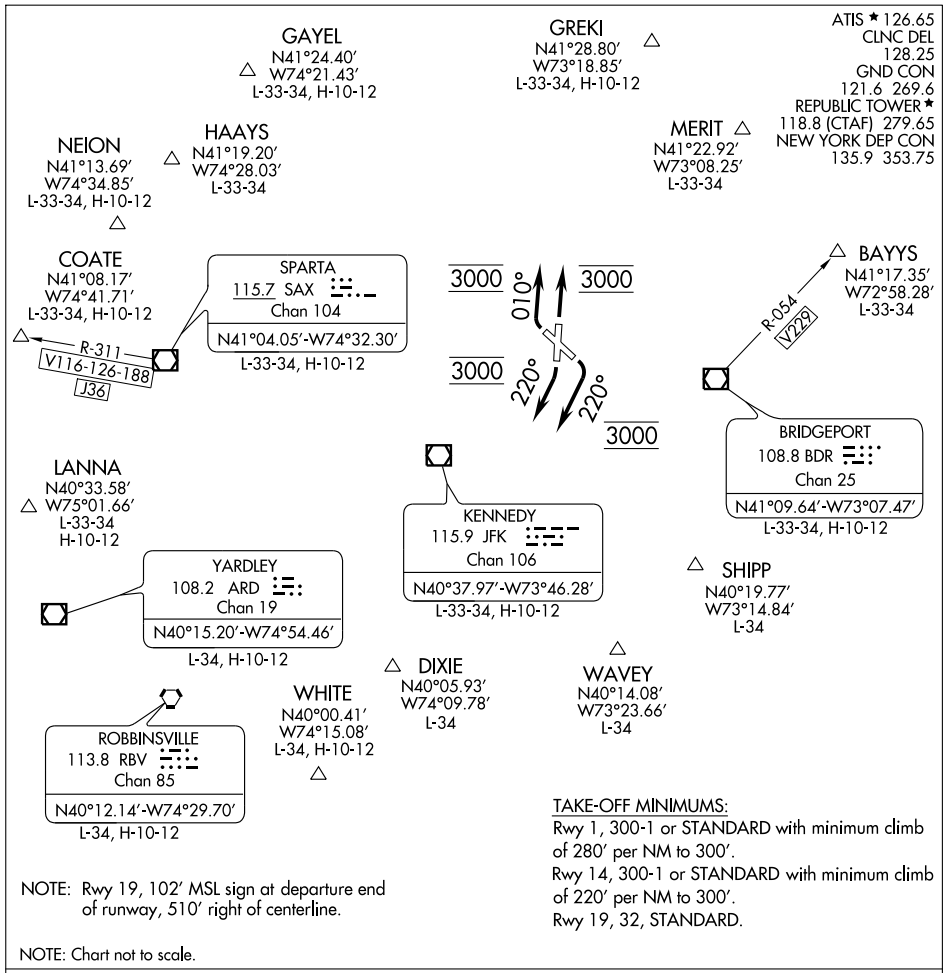
CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK



From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

FARMINGDALE THREE DEPARTURE



NOTE: Rwy 19, 102′ MSL sign at departure end of runway, 510′ right of centerline.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 1, 300-1 or STANDARD with minimum climb of 280′ per NM to 300′.
Rwy 14, 300-1 or STANDARD with minimum climb of 220′ per NM to 300′.
Rwy 19, 32, STANDARD.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb runway heading, maintain 3000 feet, thence . . . .
TAKE-OFF RUNWAY 14 and 19: Climb right heading 220°, maintain 3000 feet, thence . . . .
TAKE-OFF RUNWAY 32: Climb right heading 010°, maintain 3000 feet, thence . . . .

. . . . via vector to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: Expect vectors to BDR VOR/DME R-054 to BAYYS INT.
COATE DEPARTURES: Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5516
013°	TDZE	72
	Apt Elev	82

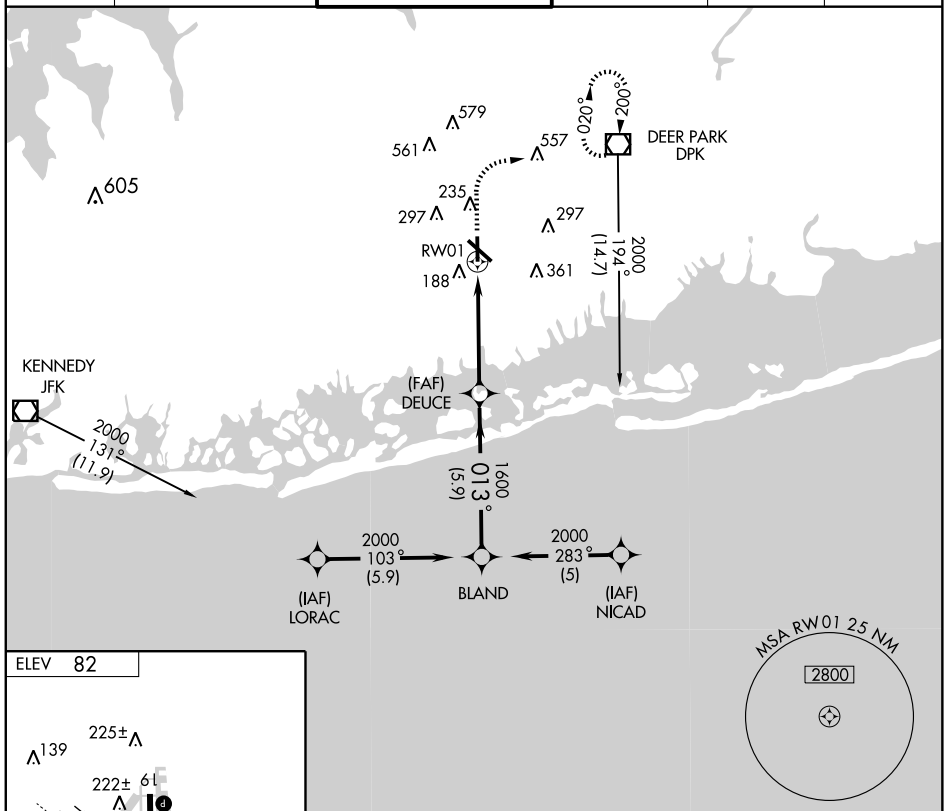
GPS RWY 1

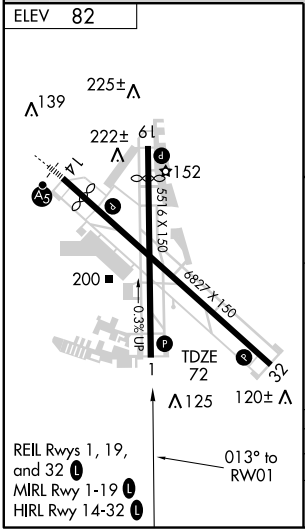
FARMINGDALE/REPUBLIC (FRG)

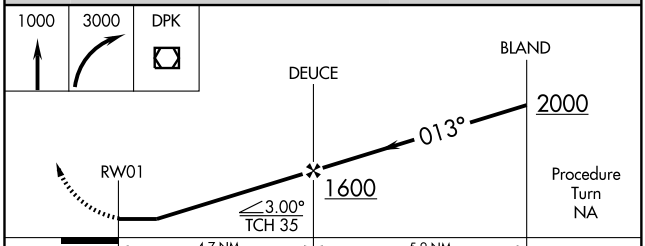
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
S-1	480-1	408 (400-1)	480-1¼	408 (400-1¼)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6167
146°	TDZE	79
	Apt Elev	82

GPS RWY 14

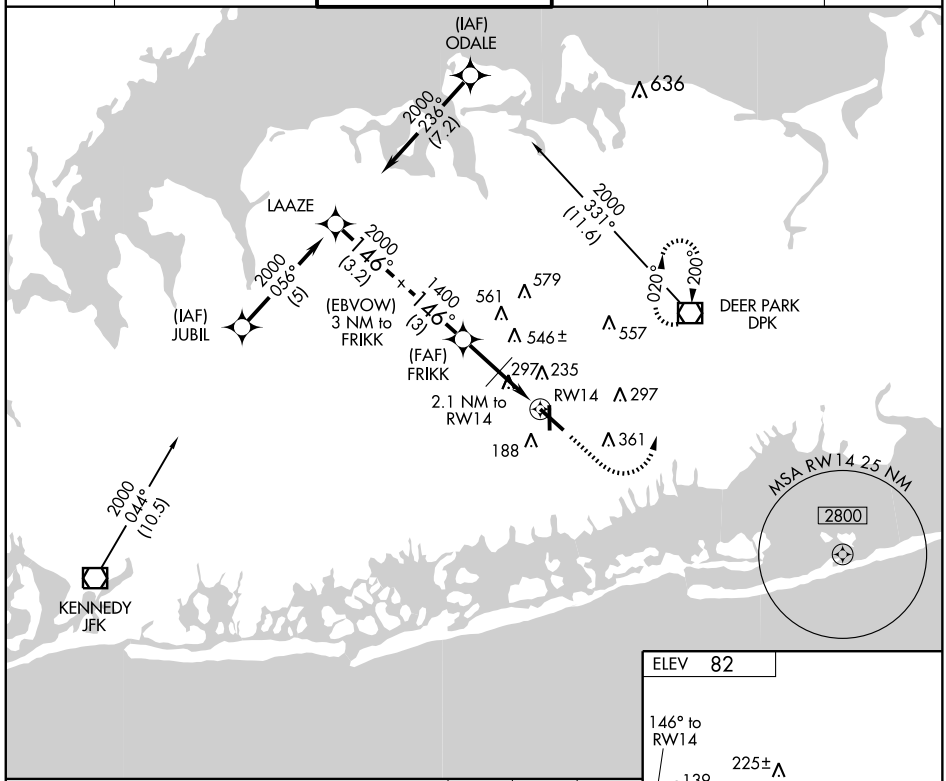
FARMINGDALE/REPUBLIC (FRG)

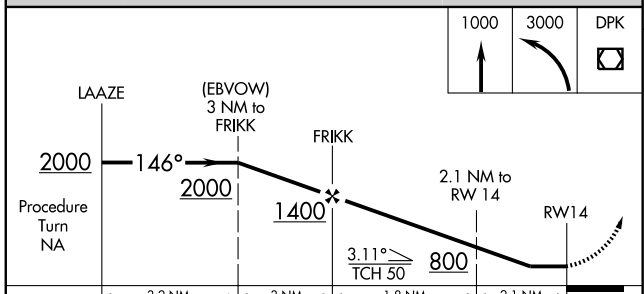
Inoperative table does not apply to S-14 Cat A and B.
For inoperative MALSR, increase S-14 Cat C visibility to 1¼.

MALSR

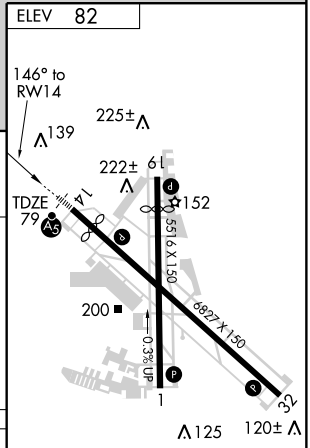
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95





CATEGORY	A	B	C	D
S-14		560-1	481 (500-1)	
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)



REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4727
193°	TDZE	79
	Apt Elev	82

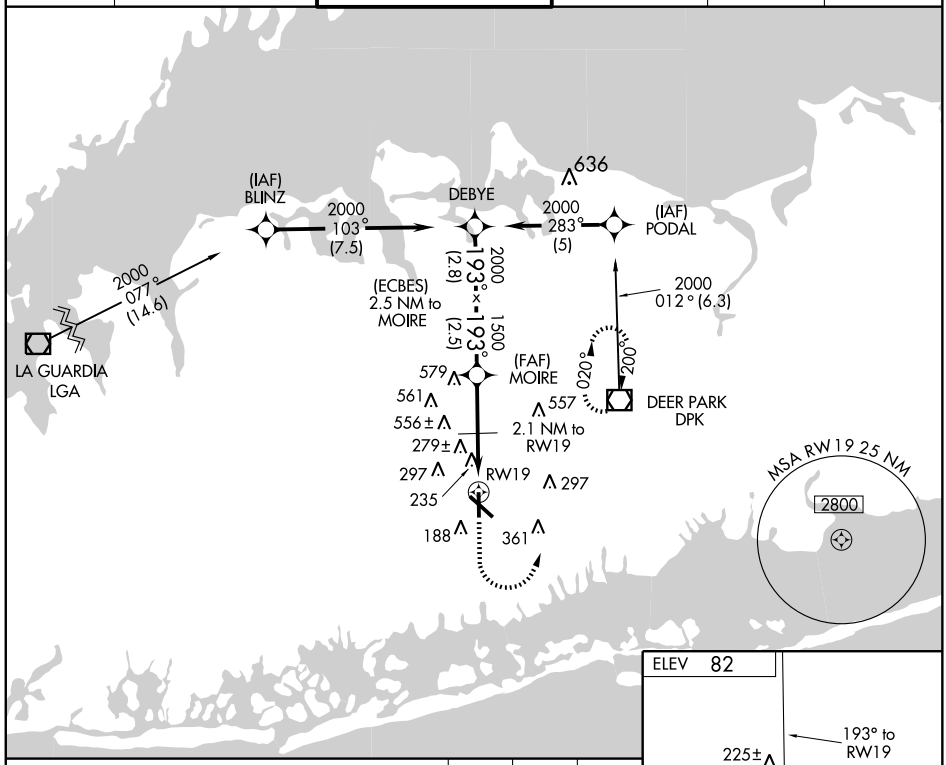
GPS RWY 19

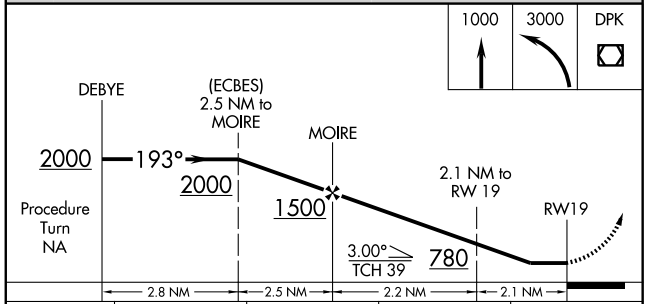
FARMINGDALE/REPUBLIC (FRG)

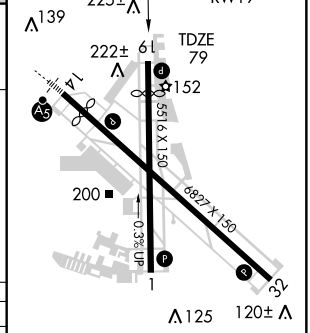
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
S-19	540-1	461 (500-1)	540-1¼ 461 (500-1¼)	540-1½ 461 (500-1½)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FRG	APP CRS	Rwy Idg	6167
111.9	146°	TDZE	79
		Apt Elev	82

ILS RWY 14

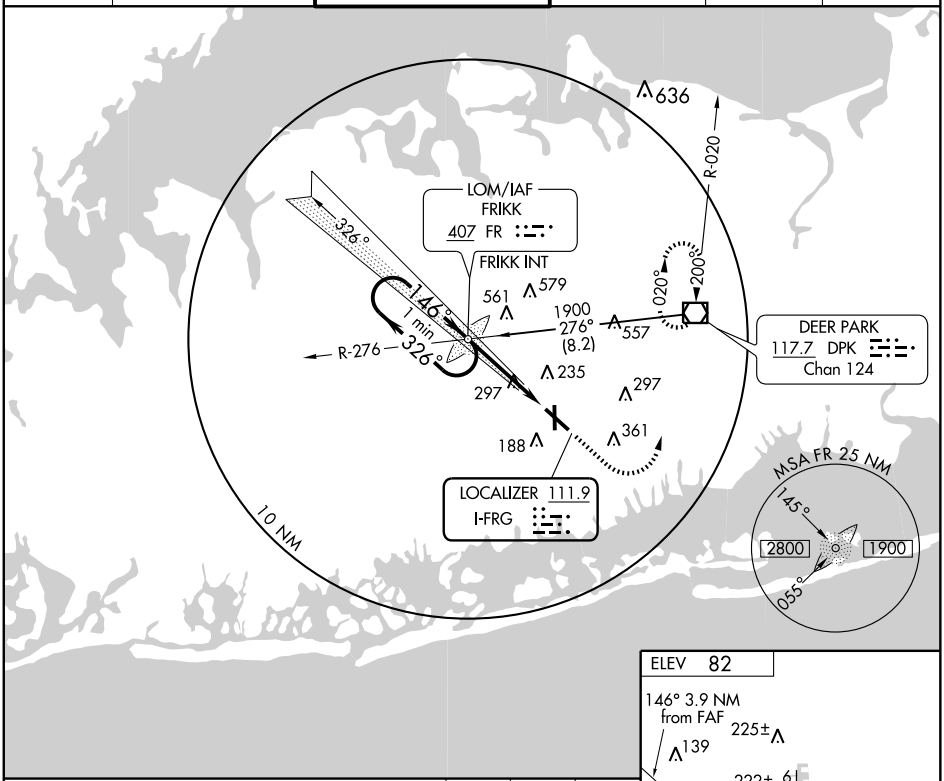
FARMINGDALE/REPUBLIC (FRG)

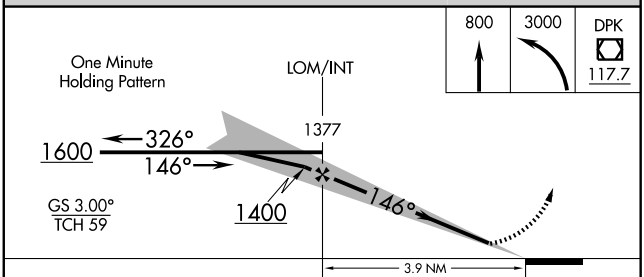
Inoperative table does not apply to S-ILS 14 and S-LOC 14 Cat A/B. For inoperative MALSR, increase S-LOC 14 Cat C visibility to 1¼.

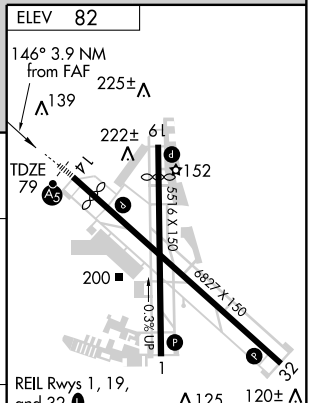
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
S-ILS 14		329-1	250 (300-1)	
S-LOC 14		560-1	481 (500-1)	
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:51	2:34	1:55	1:32	1:17

NE-2. 14 JAN 2010 to 11 FEB 2010

KENNEBUNK FOUR ARRIVAL (ENE.ENE4) 09015

ST-610 (FAA)

NEW YORK, NEW YORK

. . . . From over ENE VORTAC, via direct ASPEN WPT, via direct PVD VORTAC. Then via PVD R-234 to TRAIT INT/WPT. Then via HTO R-052 to PARCH INT. Then via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT. Direct JFK VOR/DME. Expect radar vectors to final approach course.

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

N

TAFFY
N47°22.40′
W67°18.27′

TOPPS
N45°20.41′
W67°44.32′

EBONY
N44°54.14′
W67°09.39′

ALLEX
N44°25.00′-W67°00.00′

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
H-11-12

R-044

2600
217°
(39)

ASPEN
N42°48.96′-W70°54.69′

GROTON
110.85 GON
Chan 45 (Y)

213°
(69)

R-057

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′
W71°25.78′

R-033

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′

R-128

2600
234°
(34)

TRAIT
N41°17.08′
W71°55.06′

Expect clearance to cross at FL 240.

HTO
232°

Expect clearance to cross at 12,000′ and 250 Kts.

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

NOTE: Inertial equipment required.

28

232°
(14)

PARCH
N41°05.95′
W72°07.24′

R-085

2300
265°
(32)

14

R-052

REPUBLIC

2300
229°
(18)

R-260

HAMPTON
113.6 HTO
Chan 83

R-096

2300
276°
(34)

ERICK
N40°47.01′
W72°44.52′

JOHN F. KENNEDY INTL

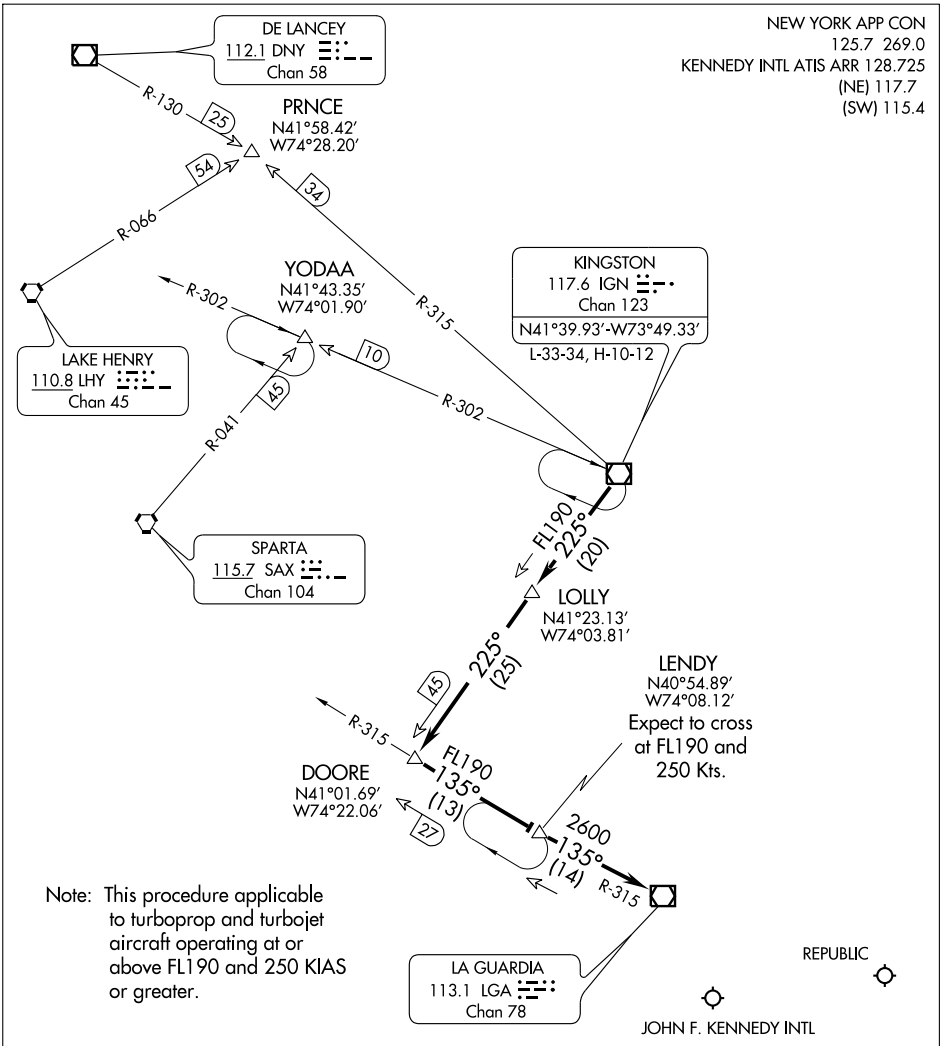
ROBER
N40°41.13′
W73°01.96′

Expect clearance to cross at 9000′.

NOTE: Chart not to scale.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



DME REQUIRED

NOTE: Chart not to scale.

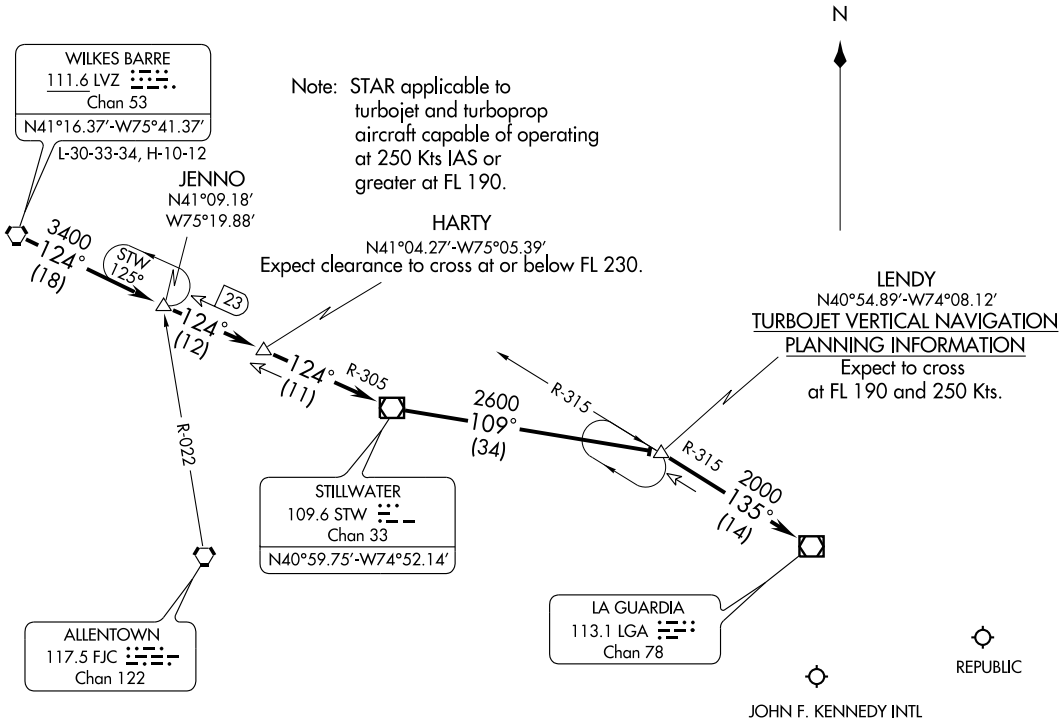
ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

NE-2, 14 JAN 2010 to 11 FEB 2010

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

LENDY FIVE ARRIVAL (LVZ.LENDY5) 09295



From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

NOTE: Chart not to scale.

SI-610 (FAA)

NEW YORK, NEW YORK

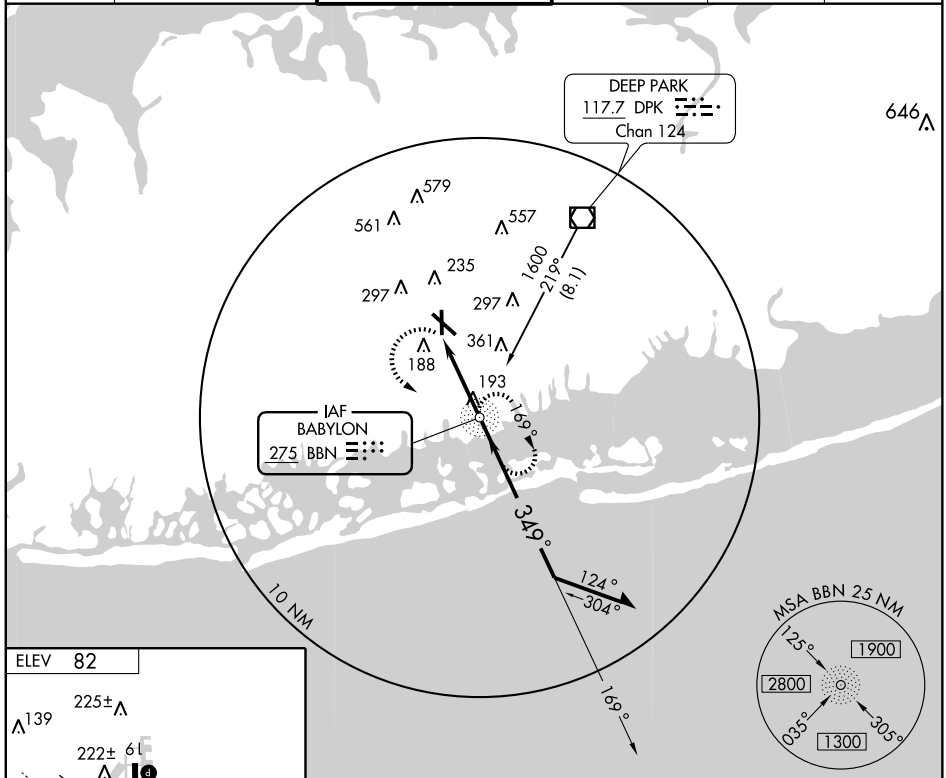
NDB BBN	APP CRS	Rwy Idg	5516
275	349°	TDZE	72
		Apt Elev	82

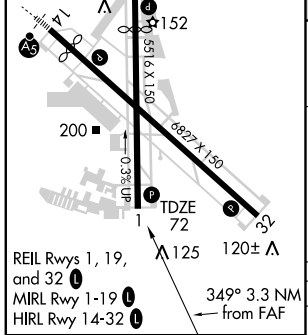
NDB RWY 1

FARMINGDALE/REPUBLIC (FRG)

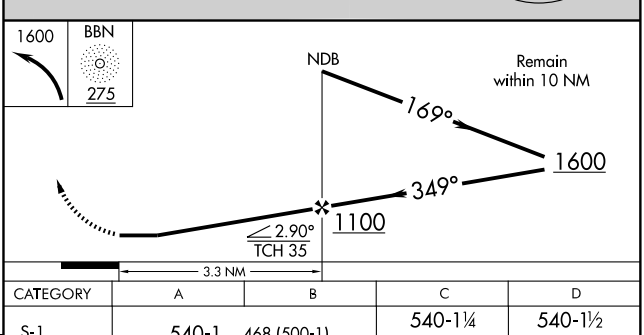
MISSED APPROACH: Climbing left turn to 1600 direct BBN NDB and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95





FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-1	540-1	468 (500-1)	540-1¼ 468 (500-1¼)	540-1½ 468 (500-1½)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

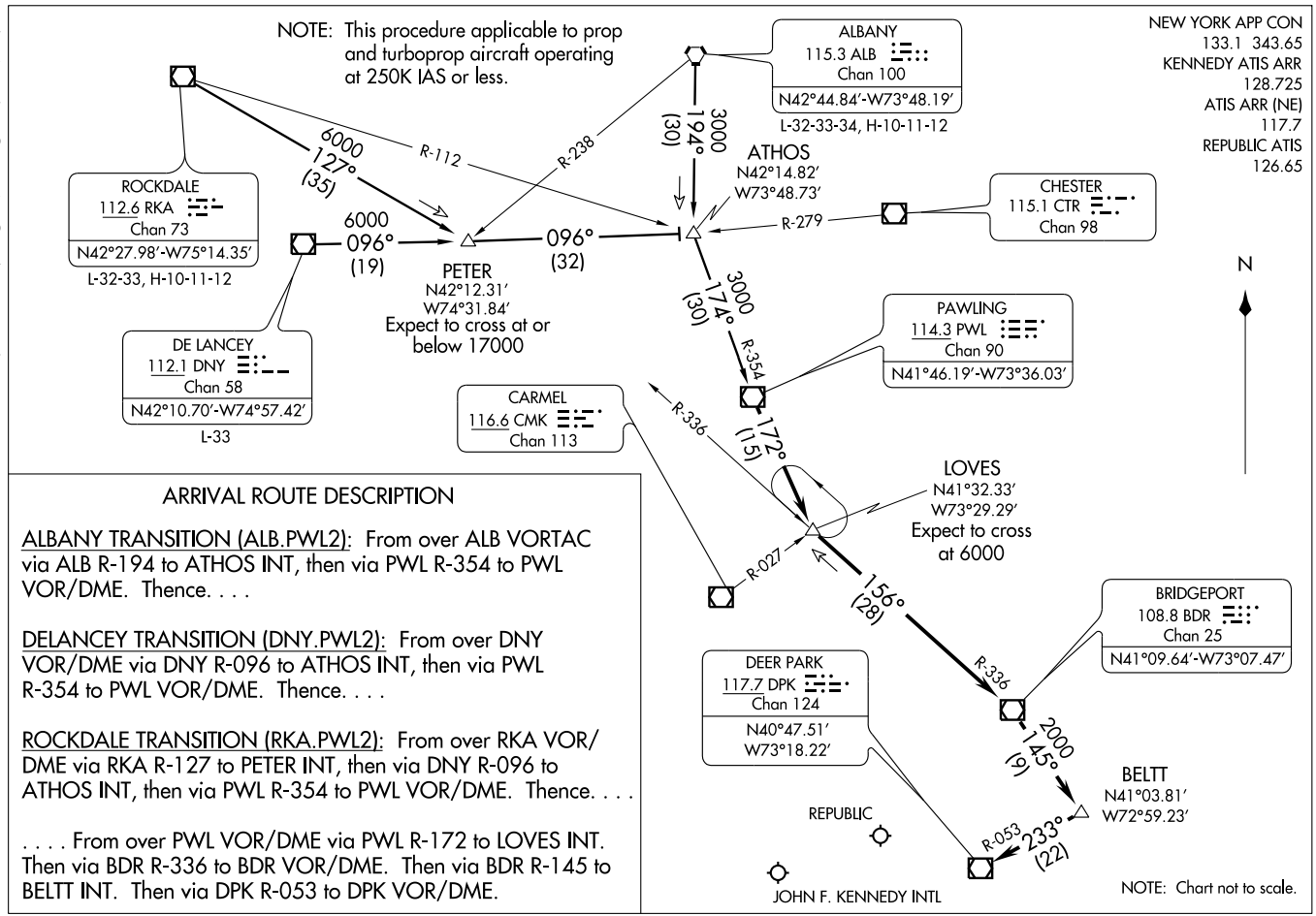
PAWLING TWO ARRIVAL (PWL.PWL2)

09351

ST-610 (FAA)

NEW YORK, NEW YORK

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65



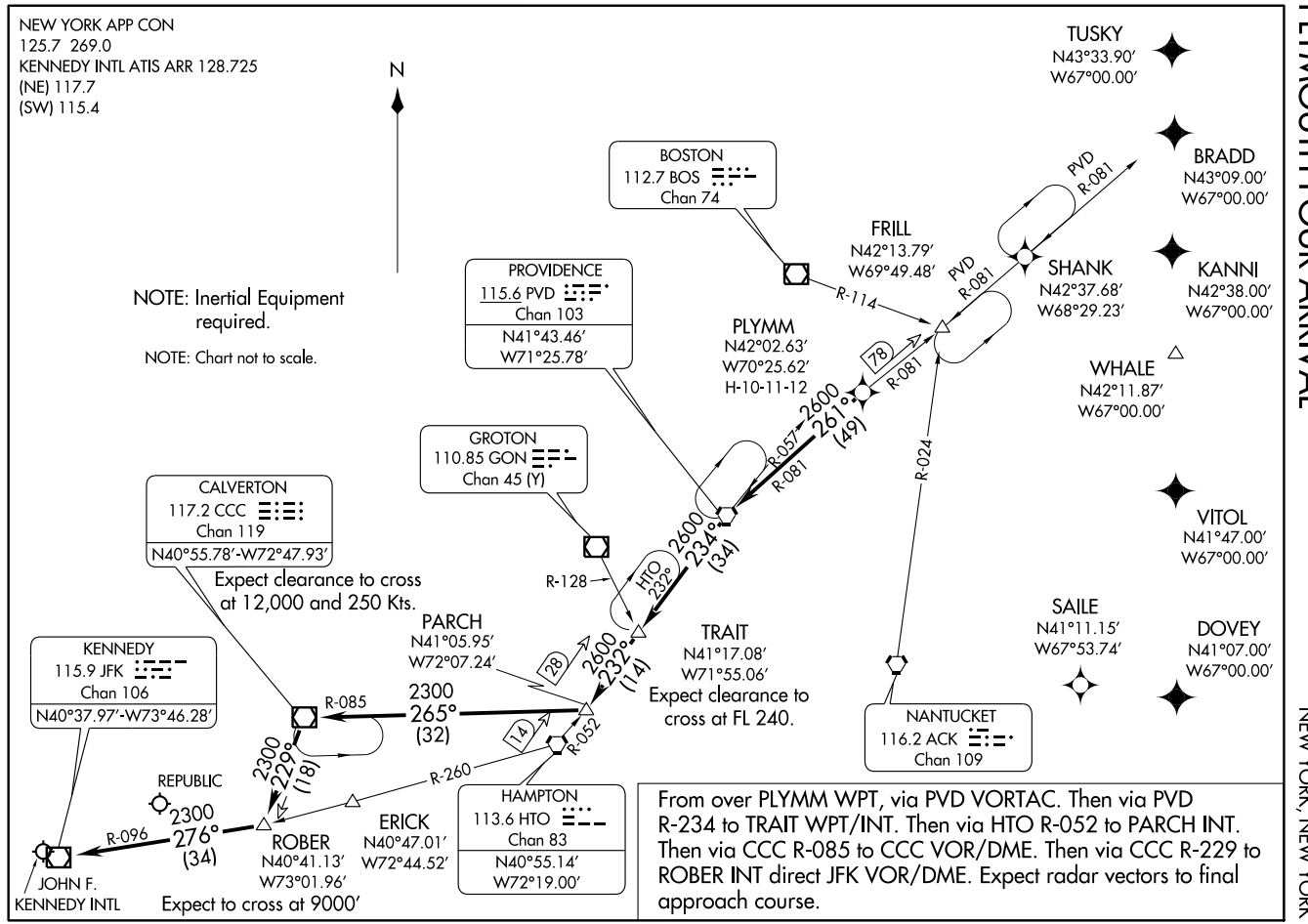
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.


NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4
N
NOTE: Inertial Equipment required.
NOTE: Chart not to scale.
TUSKY
N43°33.90′
W67°00.00′
BRADD
N43°09.00′
W67°00.00′
BOSTON
112.7 BOS
Chan 74
FRILL
N42°13.79′
W69°49.48′
PVD R-081
SHANK
N42°37.68′
W68°29.23′
KANNI
N42°38.00′
W67°00.00′
PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′
W71°25.78′
R-114
PLYMM
N42°02.63′
W70°25.62′
H-10-11-12
78
R-081
WHALE
N42°11.87′
W67°00.00′
2600
261°
(49)
R-057
R-081
R-024
GROTON
110.85 GON
Chan 45 (Y)
CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′
Expect clearance to cross at 12,000 and 250 Kts.
R-128
HTO
232°
2600
234°
(34)
VITOL
N41°47.00′
W67°00.00′
SAILE
N41°11.15′
W67°53.74′
DOVEY
N41°07.00′
W67°00.00′
PARCH
N41°05.95′
W72°07.24′
28
2600
232°
(14)
TRAIT
N41°17.08′
W71°55.06′
Expect clearance to cross at FL 240.
KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
R-085
2300
265°
(32)
14
R-052
NANTUCKET
116.2 ACK
Chan 109
2300
229°
(18)
R-260
REPUBLIC
2300
276°
(34)
R-096
ERICK
N40°47.01′
W72°44.52′
ROBER
N40°41.13′
W73°01.96′
HAMPTON
113.6 HTO
Chan 83
N40°55.14′
W72°19.00′
JOHN F. KENNEDY INTL
Expect to cross at 9000′
From over PLYMM WPT, via PVD VORTAC. Then via PVD R-234 to TRAIT WPT/INT. Then via HTO R-052 to PARCH INT. Then via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT direct JFK VOR/DME. Expect radar vectors to final approach course.

VOR/DME GON 110.85 Chan 45 (Y)	APP CRS 183°	Rwy Idg N/A TDZE N/A Apt Elev 9

VOR or GPS-A

FISHERS ISLAND / ELIZABETH FIELD (ØB8)

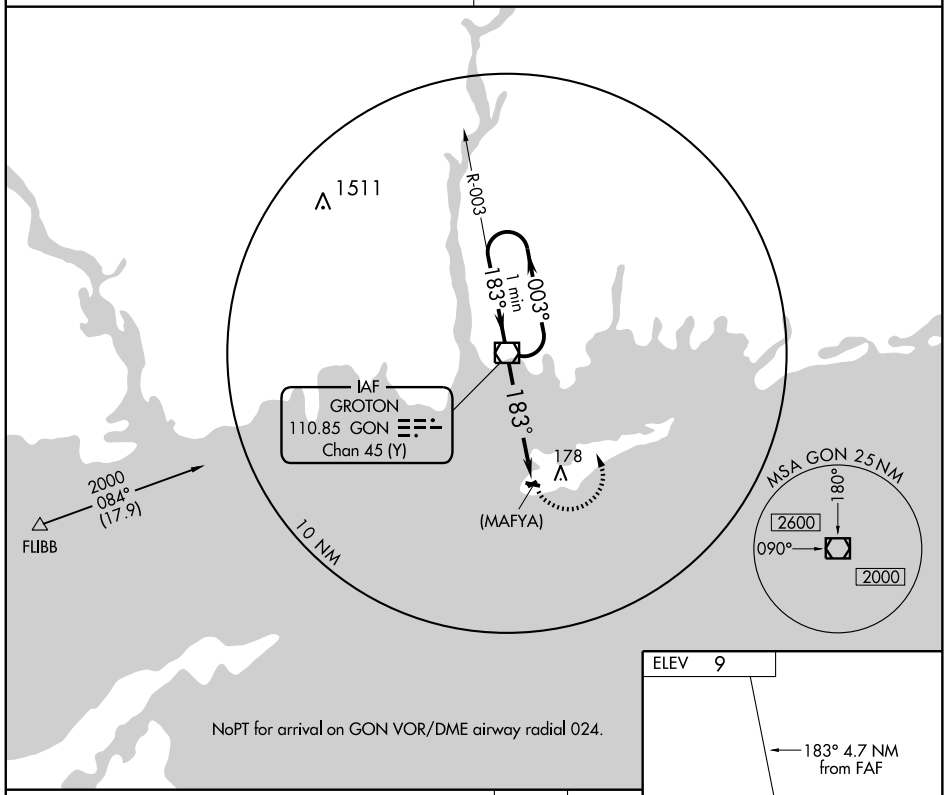
Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting.
Circling not authorized at night to Rwys 7 and 25.

NA

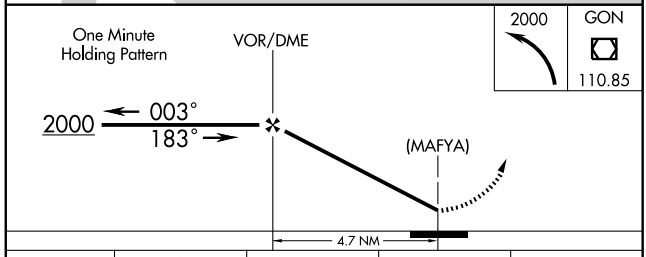
MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

PROVIDENCE APP CON ★
125.75 319.2

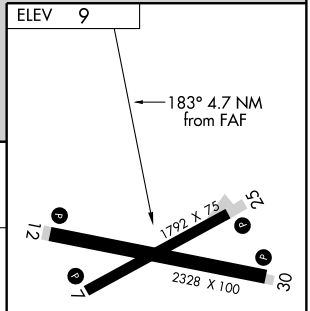
UNICOM
122.8 (CTAF) L



NoPT for arrival on GON VOR/DME airway radial 024.



2000	GON 110.85



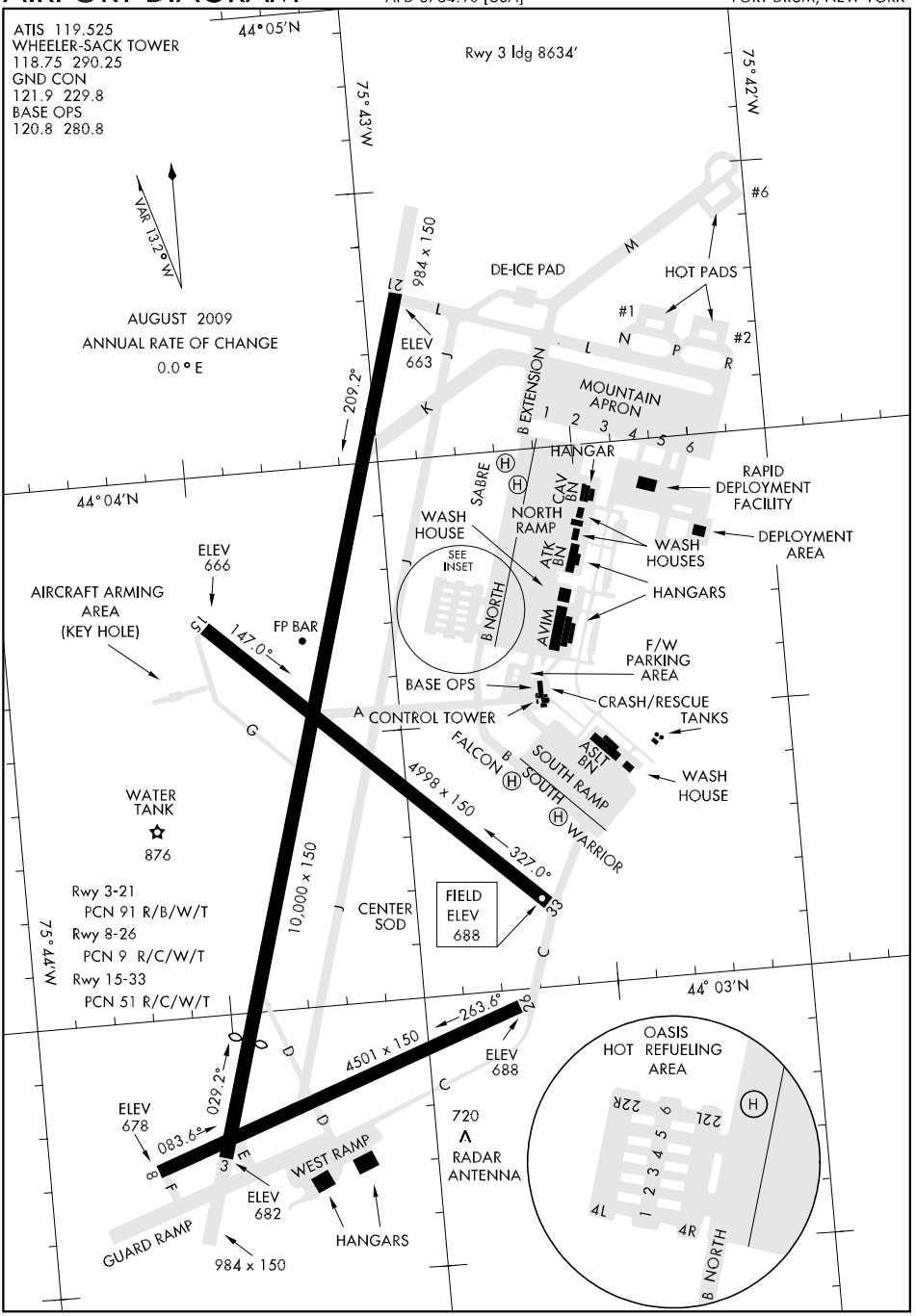
CATEGORY	A	B	C	D
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA
BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS				
CIRCLING	560-1	551 (600-1)	560-1½ 551 (600-1½)	NA

REIL Rwys 7, 12, 25 and 30
MIRL Rwys 7-25 and 12-30 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 14 JAN 2010 to 11 FEB 2010



NE-2, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC RWY 3

LOC I-AEZ	APCH CRS	Rwy ldg	TDZE	Arpt Elev
108.5	029°	8634	685	688

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 2½ miles, CAT D vis to 2¾ miles, CAT E vis to 3 miles.

ALSF-1 (A1)

†† MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold, continue climb in hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** When ALS inop, increase CAT C vis to 1 mile, CAT D vis to 1¼ miles, CAT E vis to 1½ miles.
†Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

LOCALIZER 108.5 I-AEZ Chan 22

WATERTOWN 109.8 ART Chan 35

R-045 045° 225°

709

R-5201

829

REMIE I-AEZ 4.3 /RADAR

1269 1259

KIMBO INT I-AEZ 8.5 /RADAR

R-107

10 NM

(b) 139 209 (a) (c) 319 (c)

DME OR RADAR REQUIRED

2513

†† ALTERNATE MISSED APPROACH: Or when directed by ATC climb to 1200 then climbing left turn to 3000 via hdg 340° within 10 NM. (RADAR REQUIRED).

15,000 196° (14.3)

R-146

029° 209°

JOGIN INT I-AEZ 18 /RADAR

IAF CUPEN ART 14.3 DME N43°42.90' W76°05.25'

LR-155

R-196

15,000

5000 ART 14.3 Arc

029° 209°

MSA ART 25 NM 2500 260° 3600 010°

Use I-AEZ DME when on the localizer course. LOC only.

EMERG SAFE ALT 100 NM 7600

CUPEN ART 14.3 R-196

JOGIN INT I-AEZ 18 ART R-146 /RADAR

KIMBO INT I-AEZ 8.5 ART R-107 /RADAR

1200 5000 ART

REMIE I-AEZ 4.3 /RADAR

LOC ONLY

I-AEZ 2.6 I-AEZ 1.6

15,000 5000 3000 3000 1560

ART 14.3 Arc

029°

GS 3.00° TCH 66

4.2 NM 2.7 NM

ELEV 688

HIRL Rwy 3-21 and 15-33

MIRL Rwy 8-26

Rwy 3 ldg 8634'

12 5 763 876 10,000 × 150 4998 × 150 33 4501 × 150 8 TDZE 685 720

3 029° 6.9 NM from FAF

CATEGORY	C	D	E
S-ILS 3 *	885 - ½	200 (200-½)	
S-LOC 3 **	1560 - 2 875 (900-2)	1560 - 2¼ 875 (900-2¼)	1560 - 2½ 875 (900-2½)
CIRCLING †	1560 - 2½ 872 (900-2½)	1560 - 2¾ 872 (900-2¾)	1560 - 3 872 (900-3)
DME MINIMUMS			
S-LOC 3 ***	1080 -¾ 395 (400-¾)		1080 - 1 395 (400-1)
CIRCLING †	1180 - 1½ 492 (500-1½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

FAF to MAP 6.9 NM

Knots	120	140	160	180	200
Min:Sec	3:27	2:57	2:35	2:18	2:04

HI-ILS or LOC RWY 21

LOC I-GTB	APCH CRS	Rwy ldg 10,000 / TDZE 677 / Arpt Elev 688
108.5	209°	

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

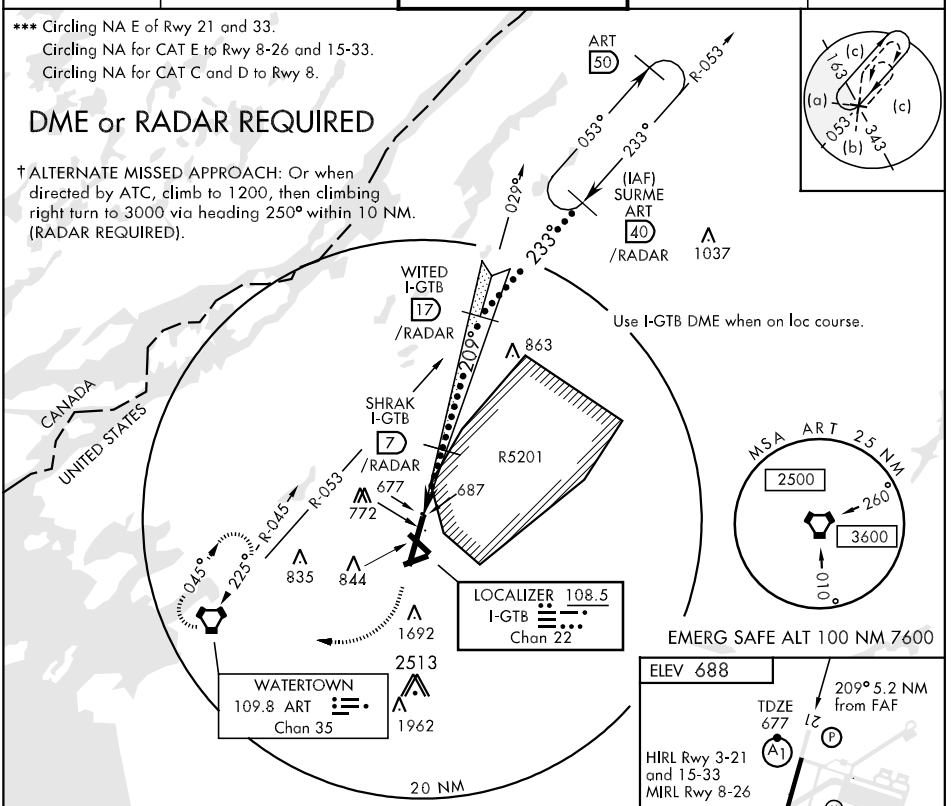
† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.

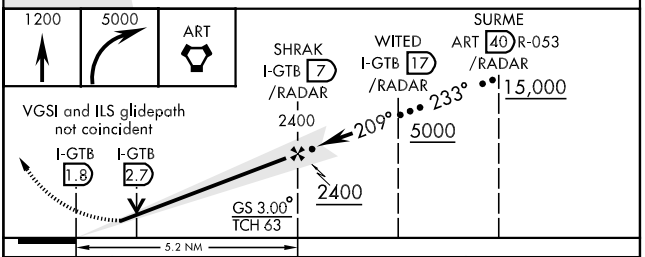
ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

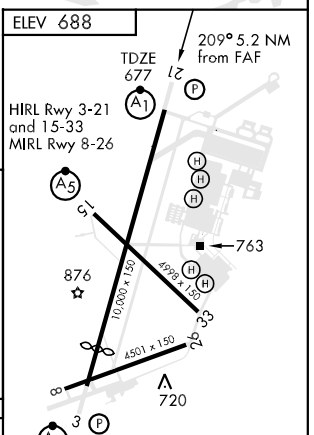
*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

DME or RADAR REQUIRED

† ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR REQUIRED).







CATEGORY	C	D	E
S-ILS 21*	877 - ½	200	(200-½)
S-LOC 21**	1020 ¾	343	(300-¾)
CIRCLING***	1180 - 1½ 492 (500-1½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

ILS or LOC RWY 3

LOC I-AEZ	APCH CRS	Rwy ldg	8634
108.5	029°	TDZE	685
		Arpt Elev	688

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1¼ miles, CAT C vis to 2½ miles, CAT D vis to 2¾ miles, and CAT E vis to 3 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.
† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles and CAT E vis to 1½ miles.

709 ∧

R-5201

LOCALIZER 108.5
I-AEZ
Chan 22

829

REMIE
I-AEZ
4.3

R-045

045°

225°

1269

KIMBO INT
I-AEZ
8.5
/RADAR

R-107

10 NM

WATERTOWN
109.8 ART
Chan 35

∧ 2513

ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing left turn to 3000 via hdg 340° within 10NM (Radar Required).

029°

209°

(IAF)
JOGIN INT
I-AEZ
18

MSA ART 25 NM
2500
260°
3600
010°

RADAR or
DME REQUIRED

JOGIN INT
I-AEZ 18

209°

ART R-146

029°

5000

KIMBO INT
I-AEZ 8.5/RADAR
ART R-107
2992

029°

3000

1200 | 5000 | ART

1.1 NM
to RW 3

4.3

2.6

1.6

1560
LOC
ONLY

GS 3.00°
TCH 66

6.9 NM

ELEV 688
HIRL Rwy 3-21
and 15-33
MIRL Rwy 8-26
Rwy 3 ldg 8634'

A1 P

21

A5

15

763

876

H

10,000 x 150

4978 x 150

33

4501 x 150

26

8

TDZE
685

720

3 P

029° 6.9 NM
from FAF

CATEGORY	A	B	C	D	E
S-ILS 3 *	885-½ 200 (200-½)				
S-LOC 3 **	1560-½ 875 (900-½)	1560-¾ 875 (900-¾)	1560-2 875 (900-2)	1560-2¼ 875(900-2¼)	1560-2½ 875(900-2½)
*** CIRCLING	1560-1 872 (900-1)	1560-1¼ 872 (900-1¼)	1560-2½ 872 (900-2½)	1560-2¾ 872(900-2¾)	1560-3 872 (900-3)
DME MINIMUMS					
S-LOC 3 †	1080-½ 395 (400-½)		1080-¾ 395 (400-¾)		1080-1 395 (400-1)
*** CIRCLING	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

44°03'N-75°43'W

ILS or LOC RWY 21

LOC I-GTB	APCH CRS	Rwy ldg 10,000 TDZE 677 Arpt Elev 688
108.5	209°	

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

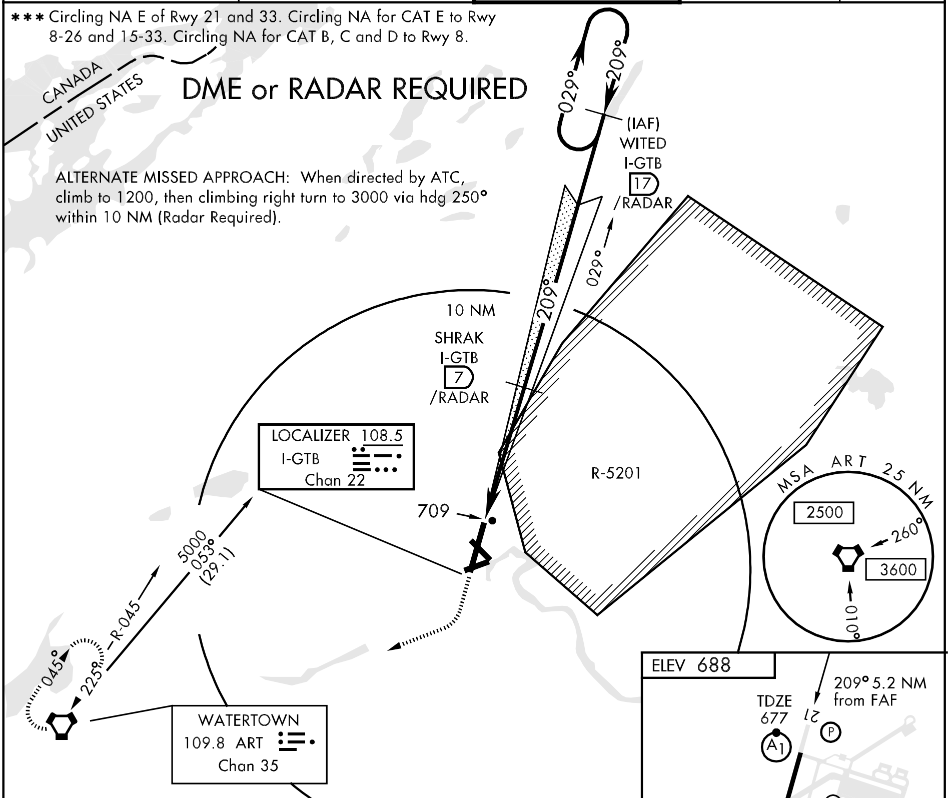
MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

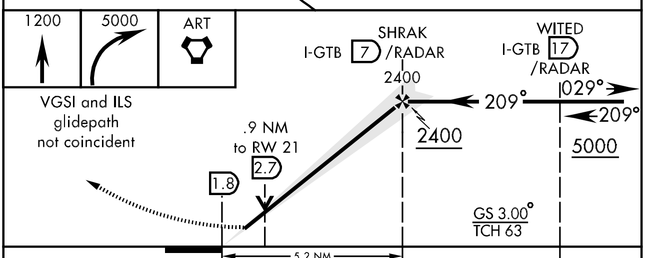
ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.

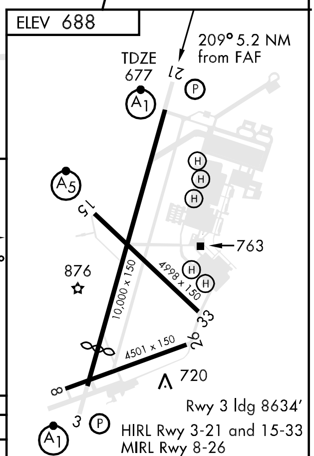
DME or RADAR REQUIRED

ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing right turn to 3000 via hdg 250° within 10 NM (Radar Required).





CATEGORY	A	B	C	D	E
S-ILS 21*	877-½ 200 (200-½)				
S-LOC 21 **	1020-½ 343 (400-½)		1020-¾ 343 (400-¾)		
CIRCLING ***	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)



FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

NE-2, 14 JAN 2010 to 11 FEB 2010

NDB RWY 15

NDB GTB 257	APCH CRS 142°	Rwy ldg 4998 TDZE 687 Arpt Elev 688

AL-5754 [USA]

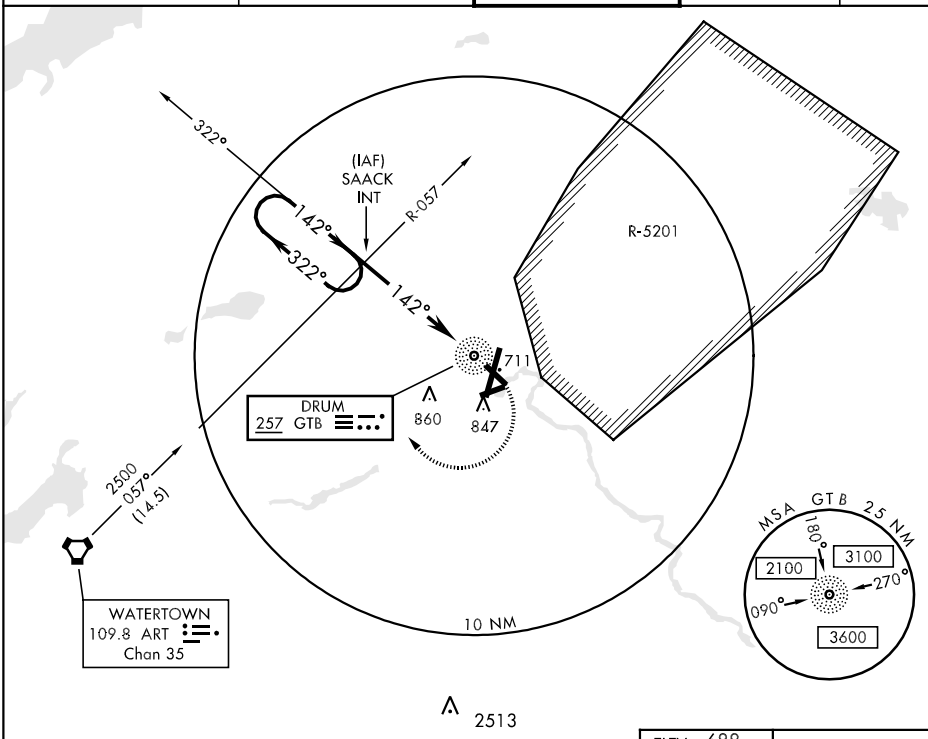
WHEELER-SACK AAF (KGTB)

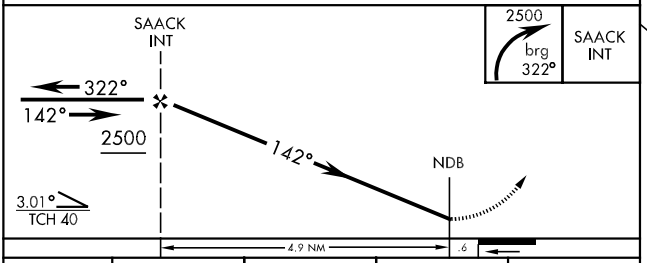
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ mile.
** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.

MALSR (A5)

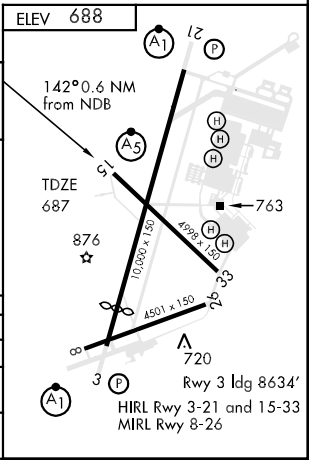
MISSED APPROACH: Climbing right turn to 2500 via GTB brg 322° to SAACK INT and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	





2500 brg 322° SAACK INT



CATEGORY	A	B	C	D
S-15*	1100-½	413 (500-½)	1100-¾	413 (500-¾)
CIRCLING**	1180-1	492 (500-1)	1180-1½ 492 (500-1½)	1240-2 552 (600-2)
S-ASR 15	1100-½	413 (500-½)	1100-¾	413 (500-¾)

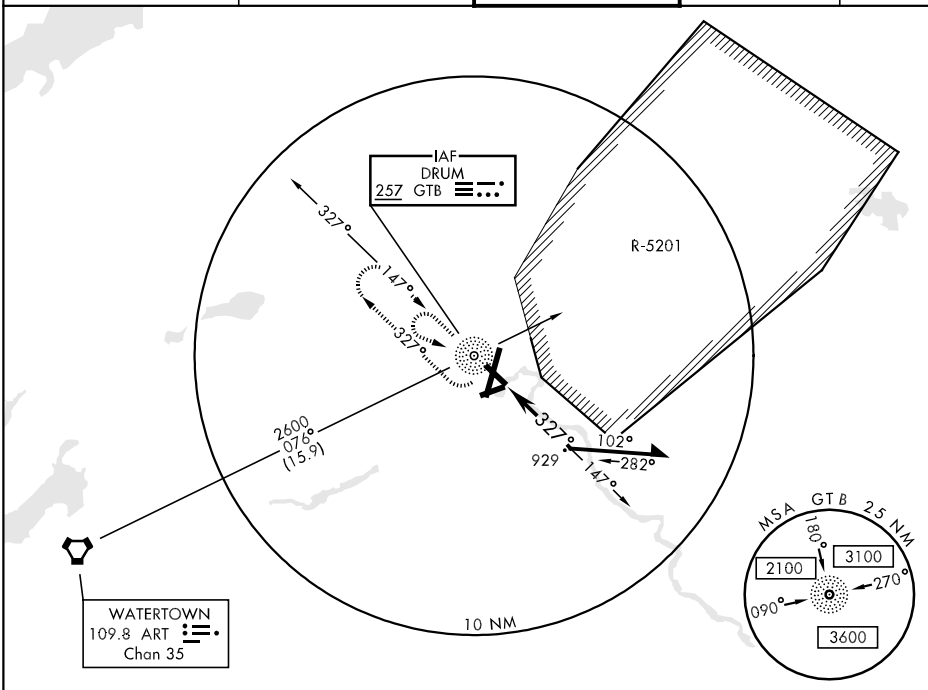
NDB RWY 33

NDB GTB 257	APCH CRS 327°	Rwy ldg 4998 TDZE 688 Arpt Elev 688	AL-5754 [USA]	WHEELER-SACK AAF (KGTB)

*Circling NA E of Rwy 21 and 33.

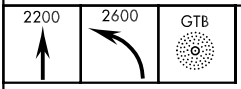
MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.

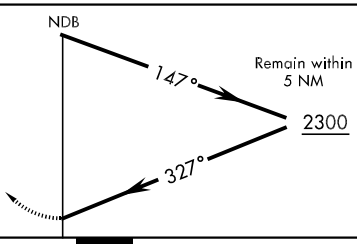
ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

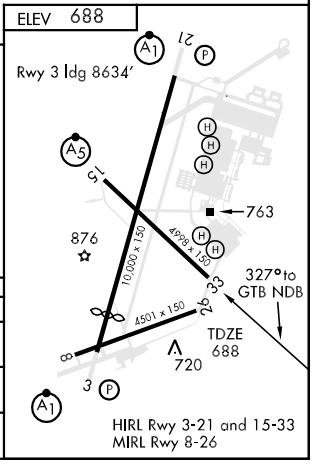


NOT FOR CIVIL USE

2513







CATEGORY	A	B	C	D
S-33	1320-1 632 (700-1)	NOT AUTHORIZED		
CIRCLING*	1320-1 632 (700-1)	NOT AUTHORIZED		
S-PAR 33	938-¾	250	(300-¾)	GS 3.0°

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 3

WHEELER-SACK AAF (KGTB)

WAAS	APCH CRS	Rwy Idg 8634
Chan 93714	029°	TDZE 685
W03A		Arpt Elev 688

AL-5754 [USA]

▼ * When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
*** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 direct WITED and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

**** Circling NA E of Rwy 21 and 33.
**** Circling NA for CAT BCD to Rwy 8.
**** Circling NA for CAT E to Rwy 8-26 and 15-33.

DME/DME RNP -0.3 NA

For uncompensated BARO-VNAV systems, LNAV/VNAV NA BELOW -16°C (4°F) or above 48°C (118°F)

PROCEDURE NA FOR ARRIVAL AT ART VORTAC VIA V29-423 NORTHBOUND

WATERTOWN
109.8 ART
Chan 35

6 NM
029°
209°
R-5201
WITED
860
710
RW03
(3.6)
ZEBUK
1880
(3.3)
1672
(FAF)
KIMBO
3000
029°
(13.1)
2513
5000
173°
(12.9)
(NoPT)
5000
119°
(5)
(IAF)
DOBTE
FILOS
(NoPT)
5000
353°
(5)
(IAF)
JESBI
5000
033°
(16.4)
FLOOR INT

MSA RW03 25 NM
3600

ELEV 688
Rwy 3 Idg 8634'
763
876
10,000 x 150
4998 x 150
4501 x 150
720
TDZE
685
029° to RW03
HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

FILOS
5000
029°
KIMBO
ZEBUK
3.6 NM † to RW03
1.2 NM † to RW03
3000
3.00°
TCH 66
†1880
RW03
13.1 NM
3.3 NM
3.6 NM
4000
WITED
(† LNAV only)

CATEGORY	A	B	C	D	E
LPV DA *	885-½ 200 (200-½)				
LNAV/VNAV DA **	1040-¾ 355 (400-¾)				
LNAV MDA ***	1140-½ 455 (500-½)		1140-¾ 455(500-¾)	1140-1 455 (500-1)	
CIRCLING ****	1180-1 492 (500-1)		1180-1½ 492(500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

44°03'N-75°43'W

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 15

WHEELER-SACK AAF (KGTB)

APCH CRS	Rwy ldg	4998
147°	TDZE	687
	Arpt Elev	688

AL-5754 [USA]

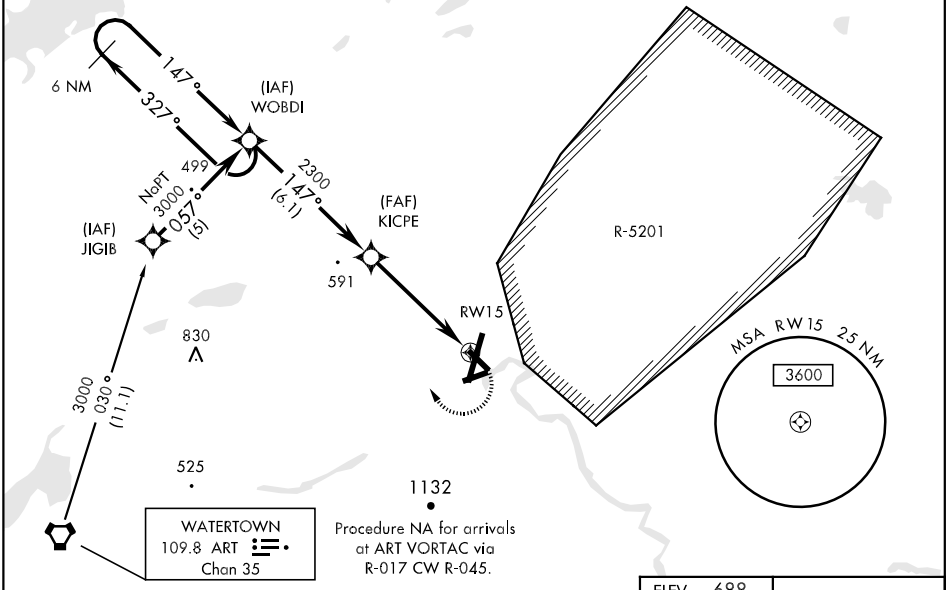
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles. DME/DME RNP-0.3 NA.

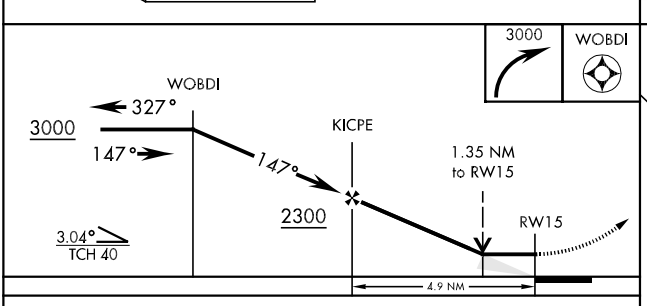
MALSR

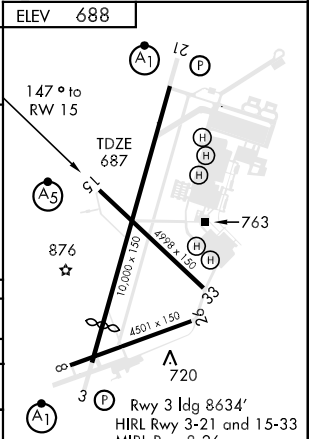
MISSED APPROACH: Climbing right turn to 3000 WOBDI and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

** Circling NA for CAT BCD to Rwy 8
** Circling NA E of Rwy 21 and 33.







CATEGORY	A	B	C	D
LNAV MDA *	1140-½ 453 (500-½)		1140-¾ 453 (500-¾)	1140-1 453 (500-1)
CIRCLING **	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)

RNAV (GPS) RWY 21

WHEELER-SACK AAF (KGTB)

WAAS	APCH CRS	Rwy ldg 10,000
Ch 63007	209°	TDZE 677
W21A		Arpt Elev 688

AL-5754 [USA]

*When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
**When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
***When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct WODEG and via 270° track to ART VORTAC and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

****Circling NA E of Rwy 21 and 33.
****Circling NA for CAT BCD to Rwy 8.
****Circling NA for CAT E to Rwy 8-26 and 15-33.

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

DME/DME RNP-0.3 NA

Procedure NA for arrivals at ART VORTAC via R-017 CW R-045.

(IAF) PIRTE — 3900 — 119° (5) — WITED

WITED — 2400 — 209° (10) — (FAF) SHRAK

SHRAK — RW21 — 799

WODEG — 3900 — 045° (27.3)

WODEG — 046° — 226° — R-045

R-5201

MSA RW21 25 NM
3600

909

WATERTOWN
109.8 ART
Chan 35

3000 | WODEG | ART

VGSI and RNAV glidepath not coincident.

† LNAV only

WITED 3900 — 209° — SHRAK 2400 — .9 NM to RW21† — RW21

GS 3.00°
TCH 63

5.2 NM | 10 NM

CATEGORY	A	B	C	D	E
LPV DA *	877-½ 200 (200-½)				
LNAV/VNAV DA **	1056-¾ 379 (400-¾)				
LNAV MDA ***	1020-½ 343 (400-½)		1020-¾ 343 (400-¾)		
CIRCLING ****	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

ELEV 688

209° to Rwy 21

TDZE 677

10,000 × 150
4998 × 150
4501 × 150

763
876
720

Rwy 3 ldg 8634'
HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 33

WHEELER-SACK AAF (KGTB)

APCH CRS	Rwy Idg	4998
327°	TDZE	688
	Arpt Elev	688

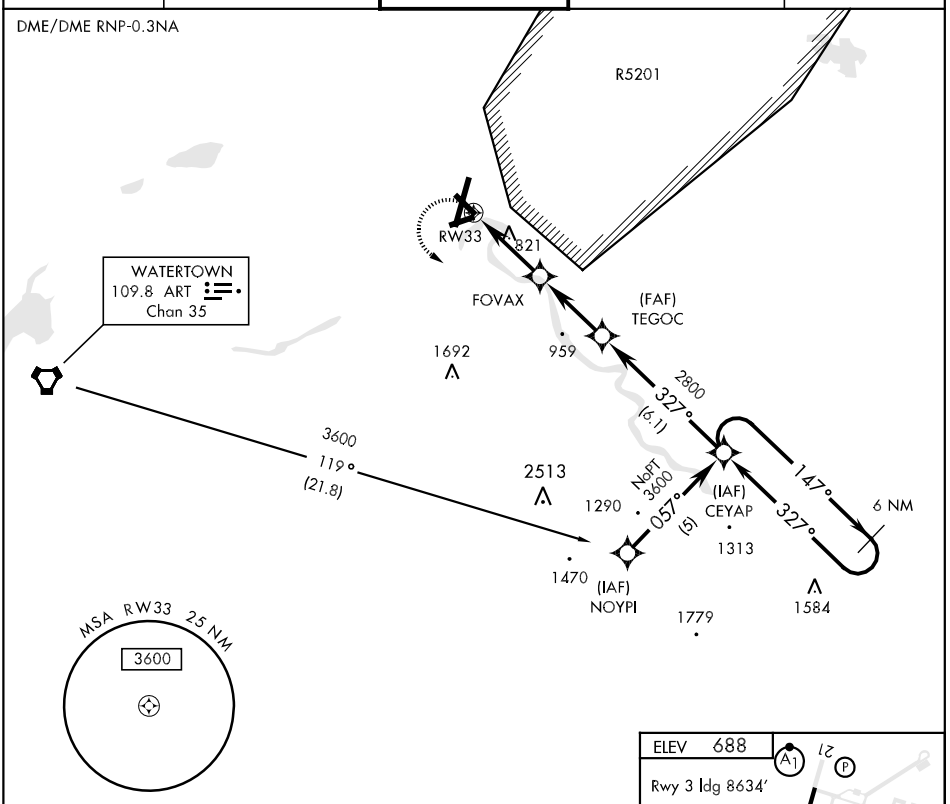
AL-5754 [USA]

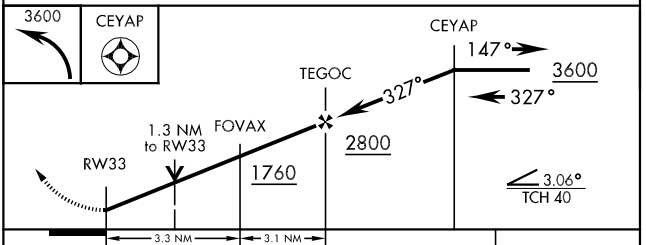
* Circling NA for CAT BCD to Rwy 8
* Circling NA E of Rwy 21 and 33. Visibility reduction by helicopters NA.

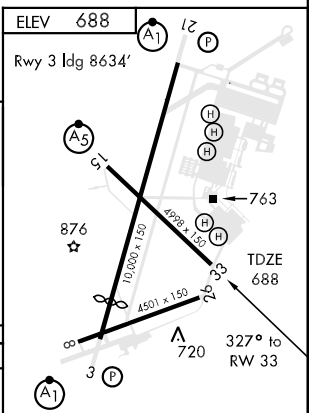
MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

DME/DME RNP-0.3NA







CATEGORY	A	B	C	D
LNAV MDA	1140-1 452 (500-1)		1140-1¼ 452 (500-1¼)	1140-1½ 452 (500-1½)
CIRCLING *	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)

VOR/DME RWY 8

VORTAC ART 109.8 Chan 35	APCH CRS 081°	Rwy ldg 4501 TDZE 683 Arpt Elev 688

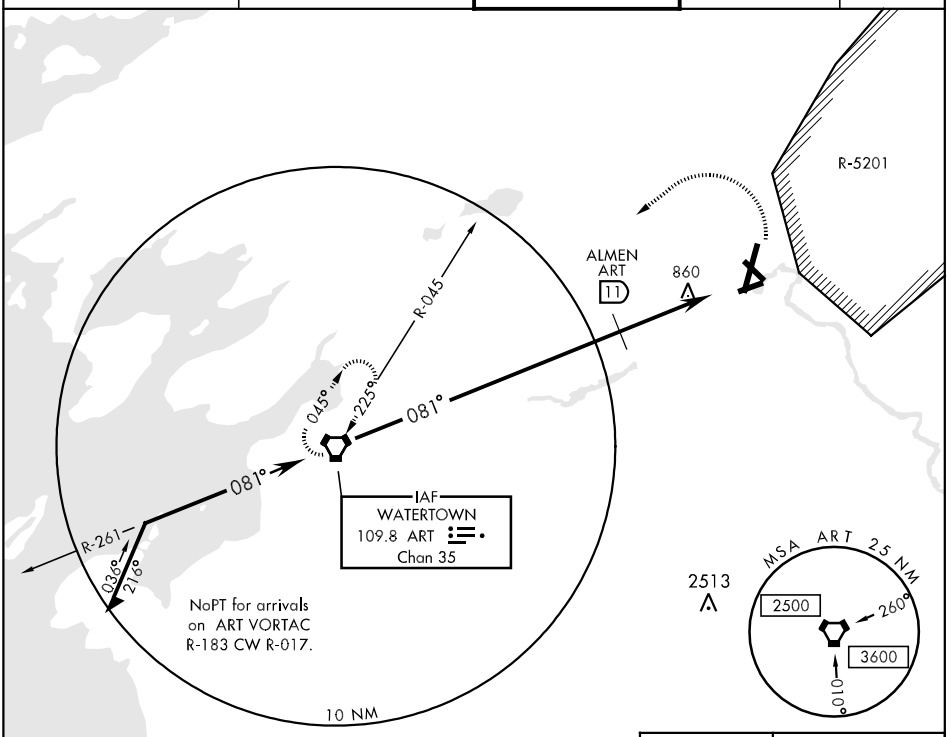
AL-5754 [USA]

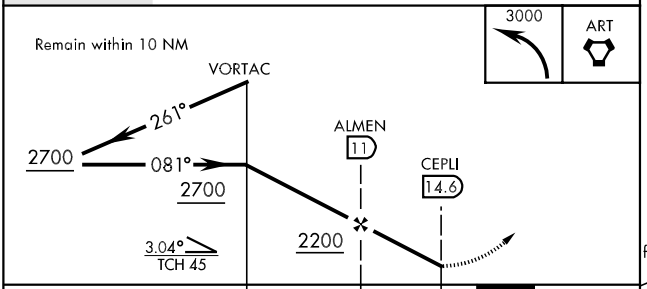
WHEELER-SACK AAF (KGTB)

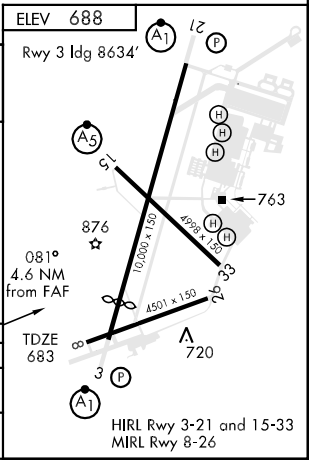
*Circling NA E of Rwy 21 and 33.

MISSED APPROACH: Climbing left turn to 3000 direct to VORTAC and hold.

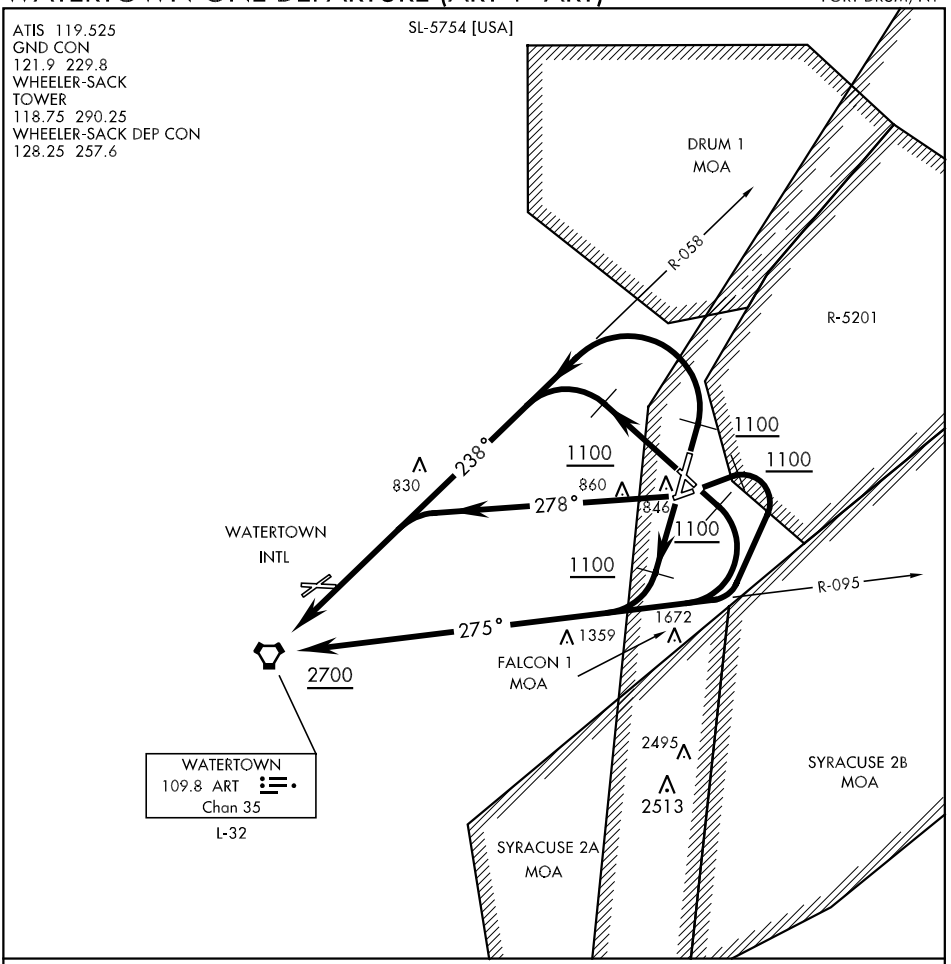
ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	







CATEGORY	A	B	C	D
S-8	1140-1¼ 457 (500-1¼)	NOT AUTHORIZED		
CIRCLING*	1180-1¼ 492 (500-1¼)	NOT AUTHORIZED		



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 and 33: Climb runway heading to 1100, then climbing left turn via ART VORTAC R-058 to ART VORTAC. Cross ART VORTAC at or above 2700.

TAKE-OFF RWY 8, 15, and 21: Climb runway heading to 1100, then climbing right turn via ART VORTAC R-095 to ART VORTAC. Cross ART VORTAC at or above 2700.

TAKE-OFF RWY 26: Climb via heading 278° to intercept ART VORTAC R-058 to ART VORTAC. Cross ART VORTAC at or above 2700.

LOC/DME I-FZY	APP CRS	Rwy Idg 5197
110.9	330°	TDZE 475
Chan 46		Apt Elev 475

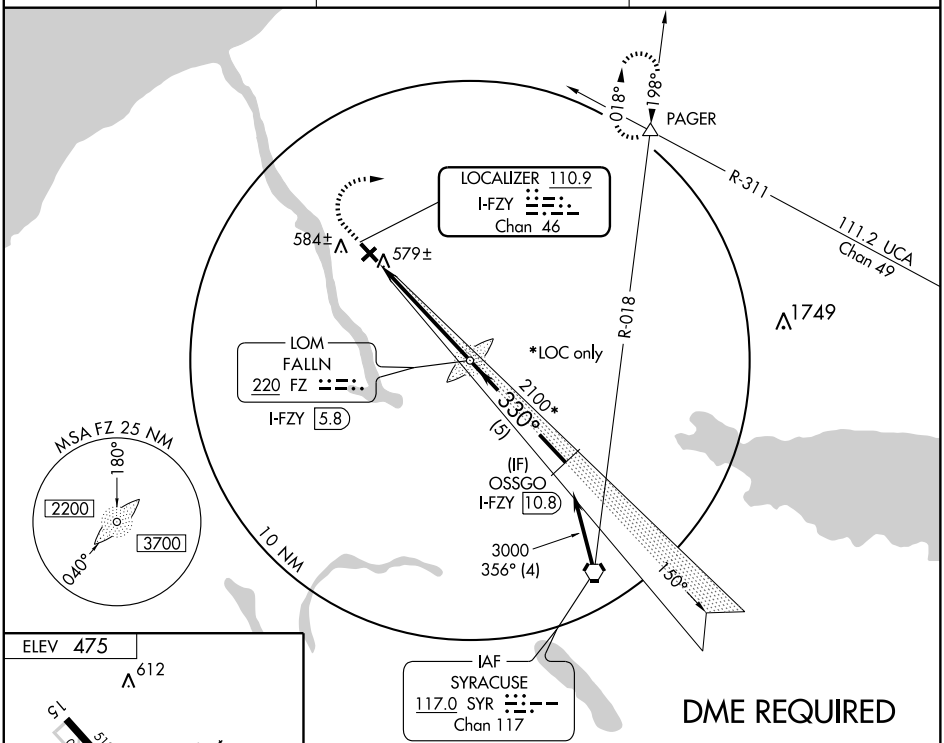
ILS or LOC RWY 33

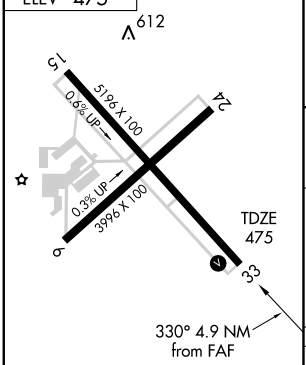
FULTON/OSWEGO COUNTY (FZY)

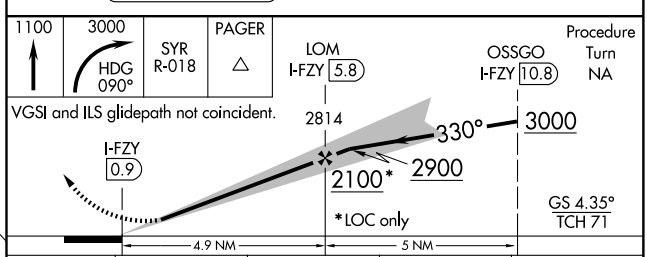
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 33 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 via heading 090° and SYR VORTAC R-018 to PAGER INT and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 L







REIL Rwys 15 and 33 L
MIRL Rwys 6-24 and 15-33 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 33	725-1 250 (300-1)	NA		
S-LOC 33	840-1 365 (400-1)			840-1¼ 365 (400-1¼)
CIRCLING	1000-1 525 (600-1)		1000-1½ 525 (600-1½)	1040-2 565 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3996
240°	TDZE	469
	Apt Elev	475

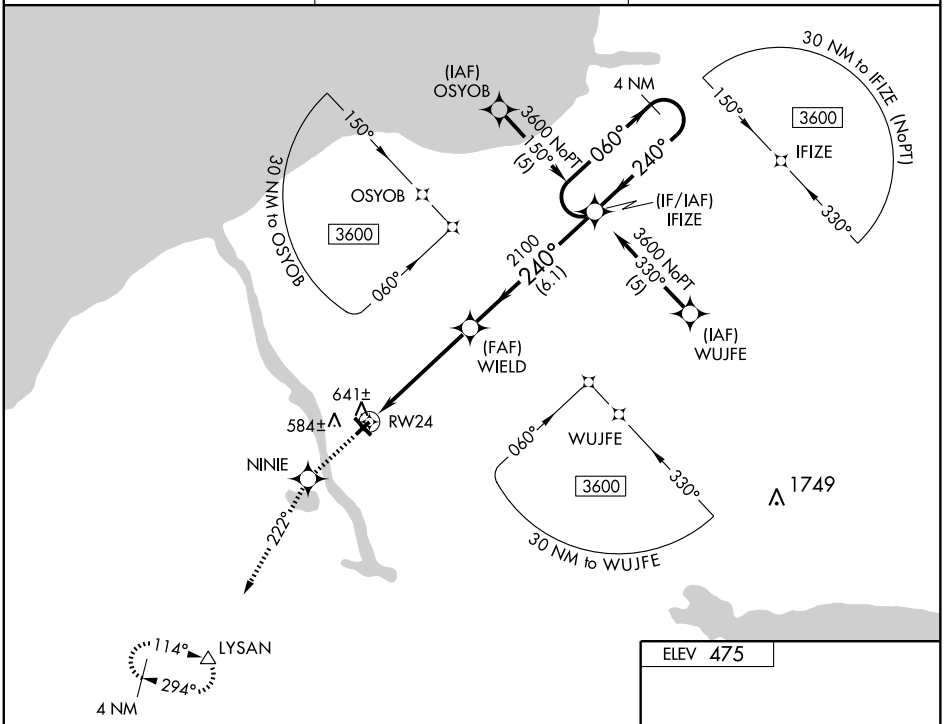
RNAV (GPS) RWY 24

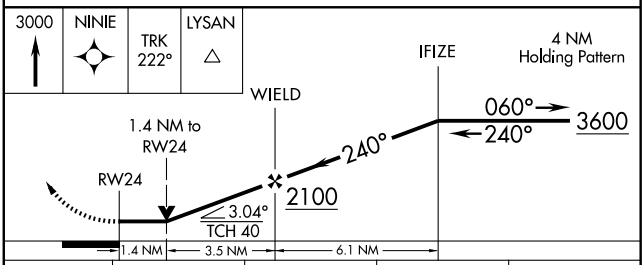
FULTON/OSWEGO COUNTY (FZY)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile. VDP NA when using Syracuse Hancock Intl altimeter setting.

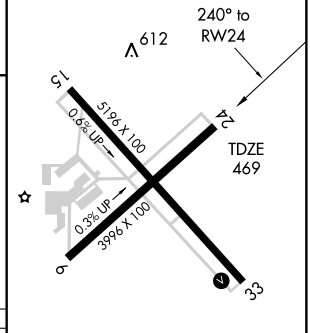
MISSED APPROACH: Climb to 3000 direct NINIE and via track 222° to LYSAN and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 (L)





CATEGORY	A	B	C	D
LNAV MDA	960-1 491 (500-1)		960-1¼ 491 (500-1¼)	960-1½ 491 (500-1½)
CIRCLING	1000-1 525 (600-1)		1000-1½ 525 (600-1½)	1040-2 565 (600-2)



REIL Rwys 15 and 33 (L)
MIRL Rwys 6-24 and 15-33 (L)

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC SYR	APP CRS	Rwy Idg	5197
117.0	336°	TDZE	475
Chan 117		Apt Elev	475

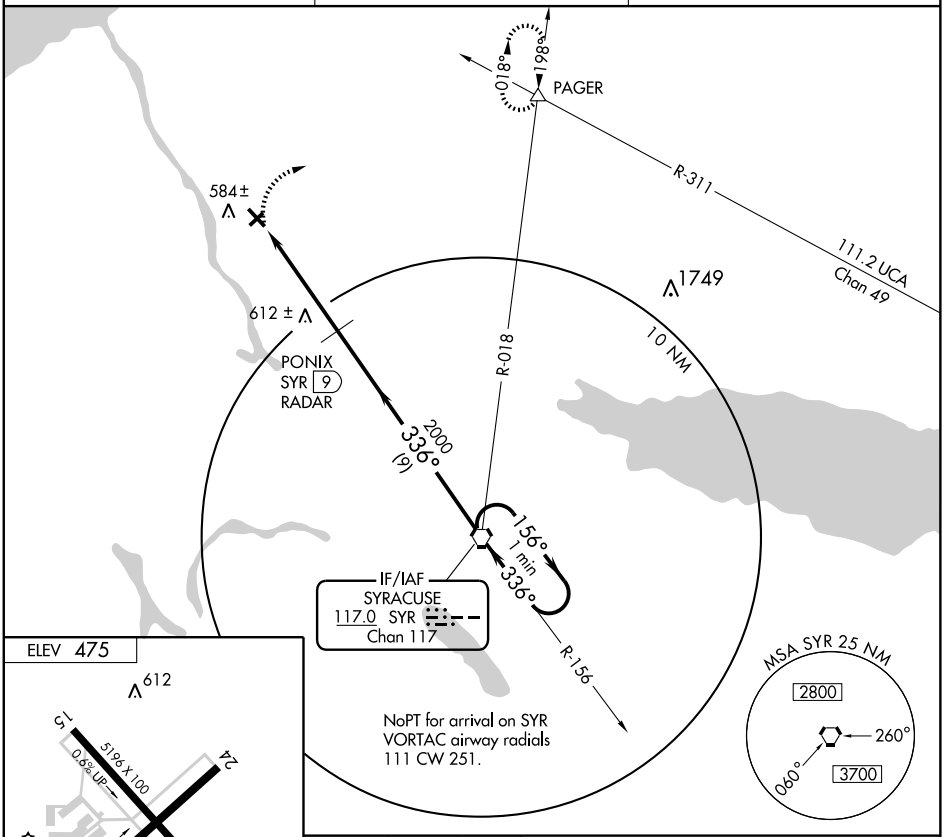
VOR RWY 33

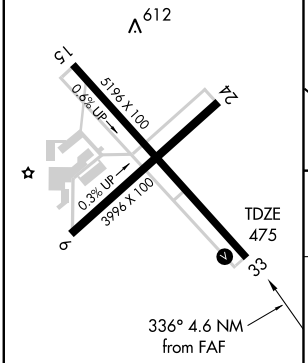
FULTON/ OSWEGO COUNTY (FZY)

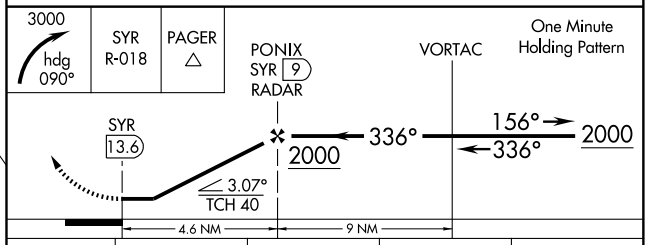
T DME or Radar Required. Visibility reduction by helicopters NA.
When local altimeter setting not received; use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and increase S-33 Cat D visibility and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 090° and SYR R-018 to PAGER INT and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 L







REIL Rwys 15 and 33 L
MIRL Rwys 6-24 and 15-33 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-33	880-1	405 (500-1)	880-1¼	405 (500-1¼)
CIRCLING	1000-1	525 (600-1)	1000-1½	1040-2
			525 (600-1½)	565 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-GFL	APP CRS	Rwy Idg	5000
110.7	012°	TDZE	324
		Apt Elev	328

ILS RWY 1

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

Inoperative table does not apply; Cat. D S-LOC-1 visibility increased ¼ mile for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct GF LOM and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L

ADF REQUIRED

2410 2750 826 601 497 447± 535 MM 1583 683 546 1430 1108± 1195 2079

LOCALIZER 110.7
I-GFL

012° 192° 1 min 012°

LOM/IAF
GANSE
209 GF

10 NM

2000 to GF LOM
313° (3)
and
012° (9.4)

R-313

IAF
CAMBRIDGE
115.0 CAM
Chan 97

3109

ALDEN
CAM 9.8

3200 NoPT
313°
(9.8)

192°

MSA GF 25 NM
4400
135°
225°
3900
5100
045°

ELEV 328

430± 397± 419± 445 416±

6 1 5000 X 150
12 4000 X 100 30

012° 4.8 NM
from FAF

TDZE
324

HIRL Rwy 1-19 L
MIRL Rwy 12-30 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800 2000 GF 209

One Minute
Holding Pattern

LOM 1939 MM 012° 192° 012° 2000 2000

GS 3.00°
TCH 54

0.4 4.4 NM

CATEGORY	A	B	C	D
S-ILS 1	574-1	250 (300-1)		
S-LOC 1	700-1	376 (400-1)		
CIRCLING	840-1	512 (600-1)	840-1½ 512 (600-1½)	900-2 572 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
012°	TDZE	324
	Apt Elev	328

RNAV (GPS) RWY 1

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

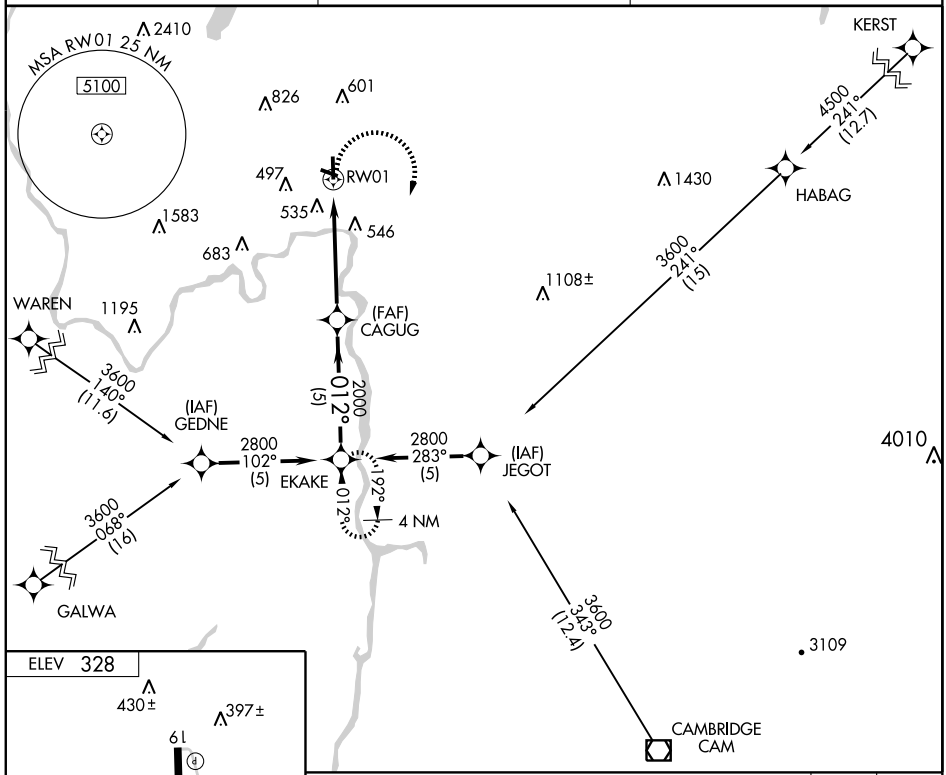
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Inoperative table does not apply to Cat A & B.

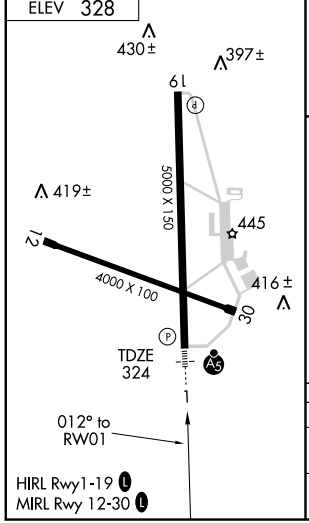
NA

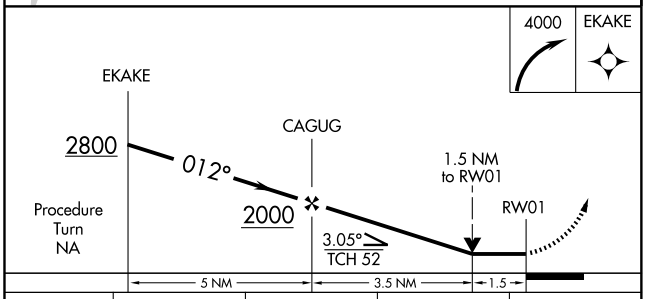
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct EKAKE WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	860-1 536 (600-1)			860-1¼ 536 (600-1¼)
CIRCLING	860-1 532 (600-1)		860-1½ 532 (600-1½)	900-2 572 (600-2)

APP CRS	Rwy Idg	4000
124°	TDZE	328
	Apt Elev	328

RNAV (GPS) RWY 12

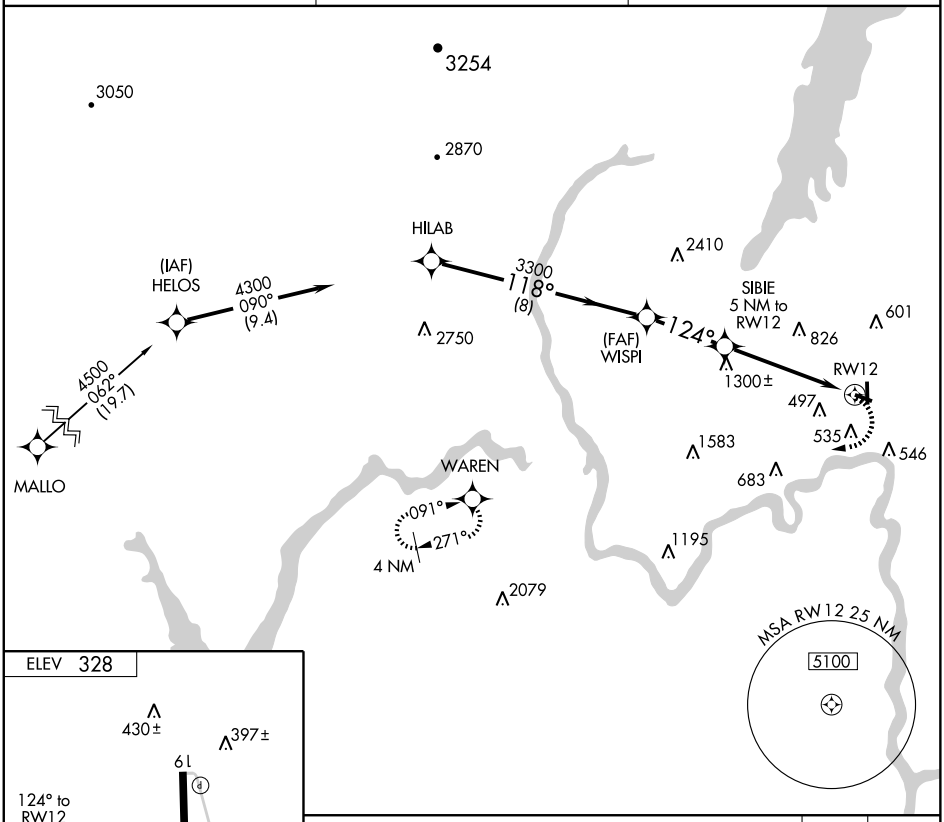
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

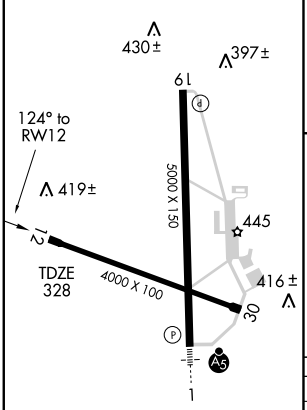
NA

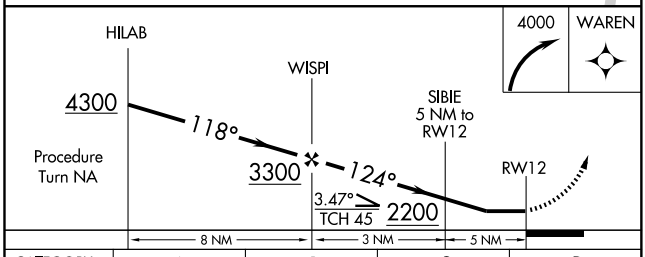
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct to WAREN WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)
CIRCLING	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
177°	TDZE	327
	Apt Elev	328

RNAV (GPS) RWY 19

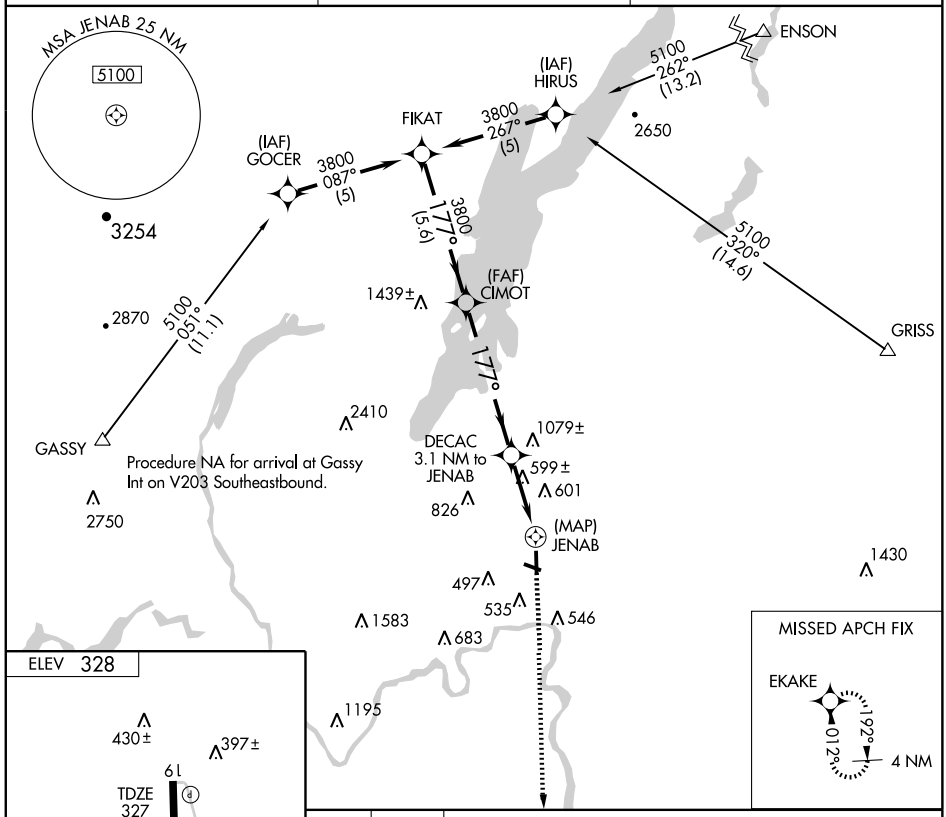
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct EKAKE WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	860-1	533 (600-1)	860-1½ 533 (600-1½)	860-1¾ 533 (600-1¾)
CIRCLING	860-1	532 (600-1)	860-1½ 532 (600-1½)	900-2 572 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

GLENS FALLS, NEW YORK

AL-673 (FAA)

APP CRS	Rwy Idg	4000
305°	TDZE	325
	Apt Elev	328

RNAV (GPS) RWY 30

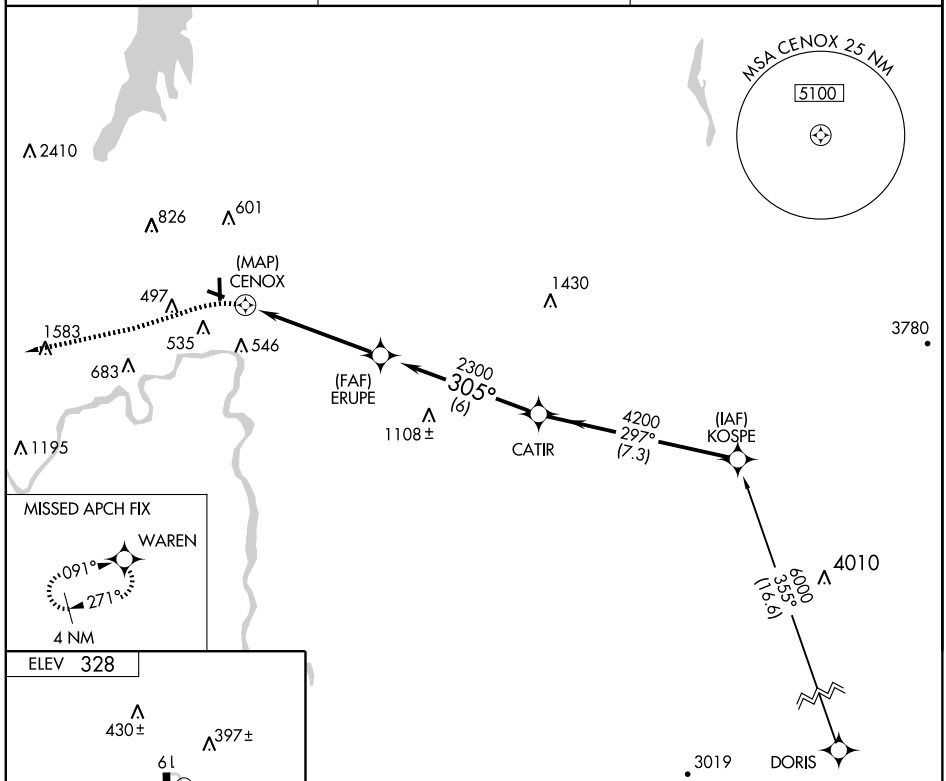
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

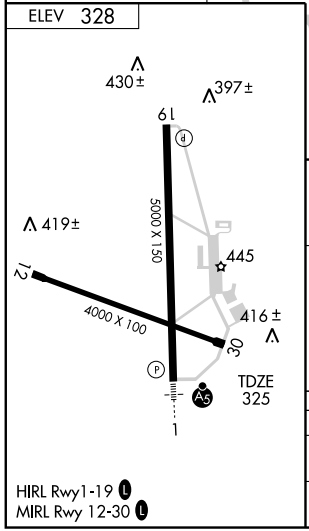
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

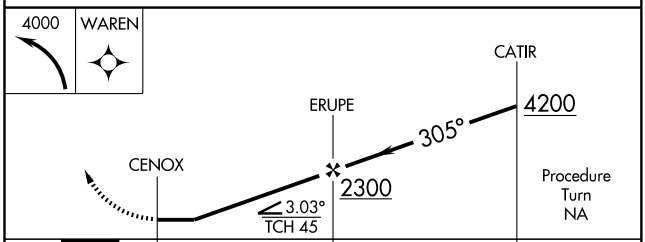
NA

MISSED APPROACH: Climbing left turn to 4000 direct WAREN WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1	695 (700-1)	1020-2 695 (700-2)	1020-2¼ 695 (700-2¼)
CIRCLING	1020-1	692 (700-1)	1020-2 692 (700-2)	1020-2¼ 692 (700-2¼)

HIRL Rwy1-19 L
MIRL Rwy 12-30 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC GGT 117.8 Chan 125	APP CRS 085°	Rwy Idg N/A TDZE N/A Apt Elev 1134

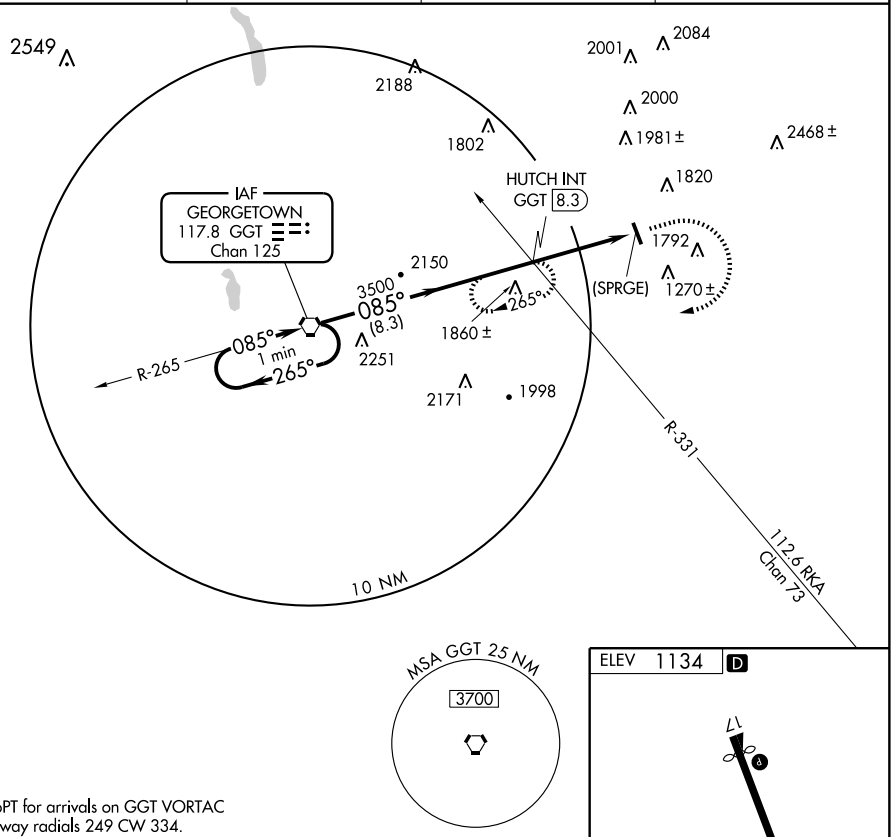
VOR or GPS-A

HAMILTON MUNI (VGC)

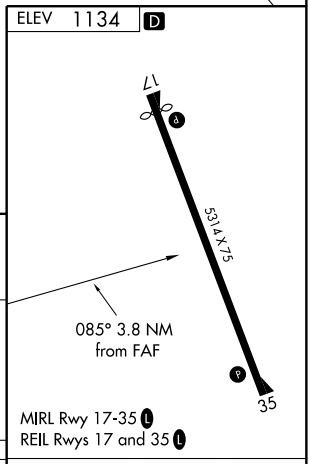
▼ NA — Use Syracuse Hancock Intl altimeter setting.

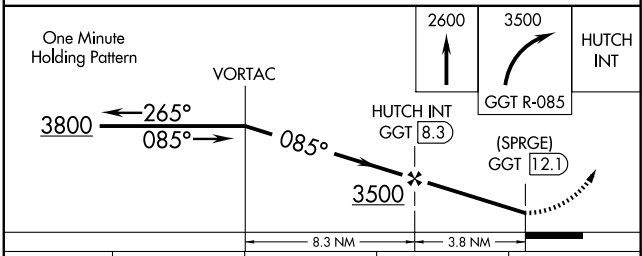
MISSED APPROACH: Climb to 2600 then climbing right turn to 3500 via GGT R-085 to HUTCH Int and hold.

AWOS-3	SYRACUSE APP CON	UNICOM	
119.425	126.125 269.125	123.0 (CTAF)	122.7 L



NoPT for arrivals on GGT VORTAC airway radials 249 CW 334.





CATEGORY	A	B	C	D
CIRCLING	2240-1¼ 1106 (1200-1¼)	2240-1½ 1106 (1200-1½)	2240-3 1106 (1200-3)	NA

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4500
175°	TDZE	1213
	Apt Elev	1220

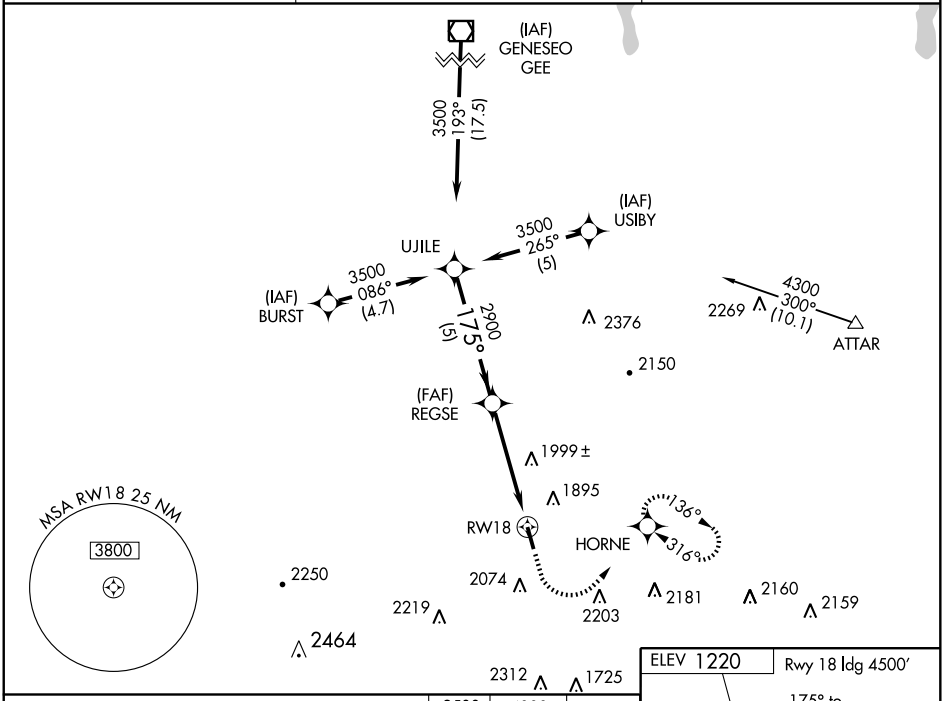
GPS RWY 18
HORNELL MUNI (4G6)

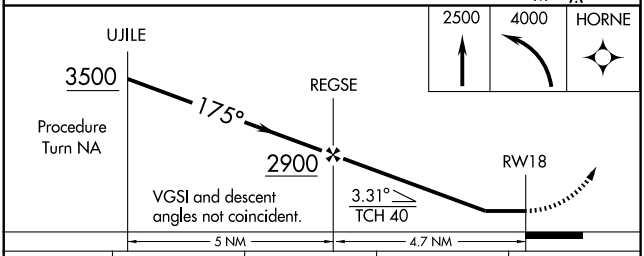
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

NA

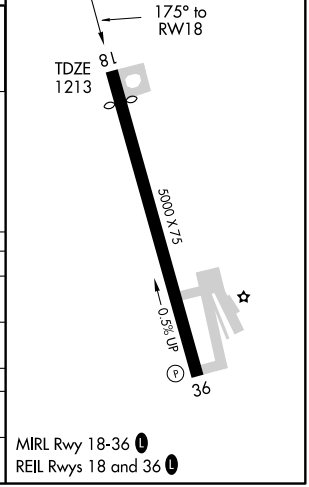
MISSED APPROACH: Climb to 2500, then left climbing turn to 4000 direct HORNE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-18	2260-1¼ 1047 (1100-1¼)	2260-1½ 1047 (1100-1½)	2260-3 1047 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2440-3 1220 (1300-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-18	2520-1¼ 1307 (1300-1¼)	2520-1½ 1307 (1300-1½)	2520-3 1307 (1300-3)	NA
CIRCLING	2600-1¼ 1380 (1400-1¼)	2600-1½ 1380 (1400-1½)	2700-3 1480 (1500-3)	NA



MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
355°	TDZE	1196
	Apt Elev	1220

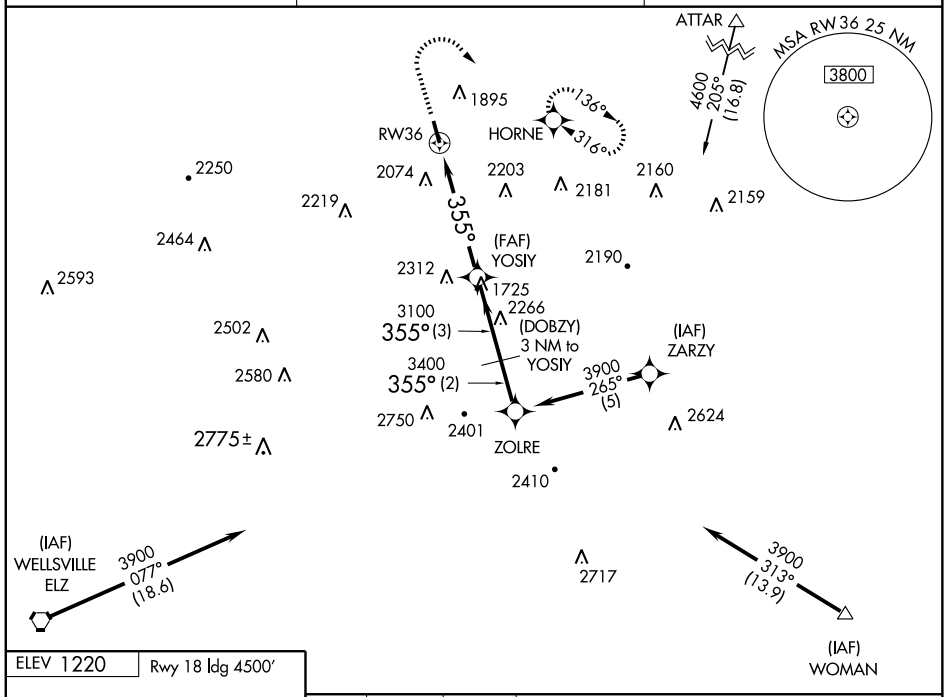
GPS RWY 36
HORNELL MUNI (4G6)

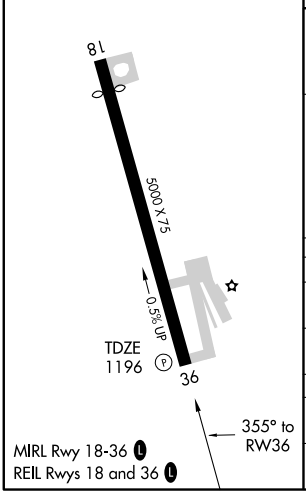
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

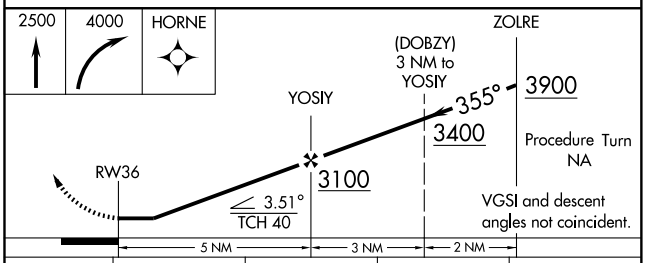
NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct HORNE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	2260-1¼ 1064 (1100-1¼)	2260-1½ 1064 (1100-1½)	2260-3 1064 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2360-3 1140 (1200-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-36	2520-1¼ 1324 (1300-1¼)	2520-1½ 1324 (1300-1½)	2520-3 1324 (1300-3)	NA
CIRCLING	2600-1¼ 1380 (1400-1¼)	2600-1½ 1380 (1400-1½)	2620-3 1400 (1400-3)	NA

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC ELZ	APP CRS	Rwy Idg	N/A
111.4	048°	TDZE	N/A
Chan 51		Apt Elev	1220

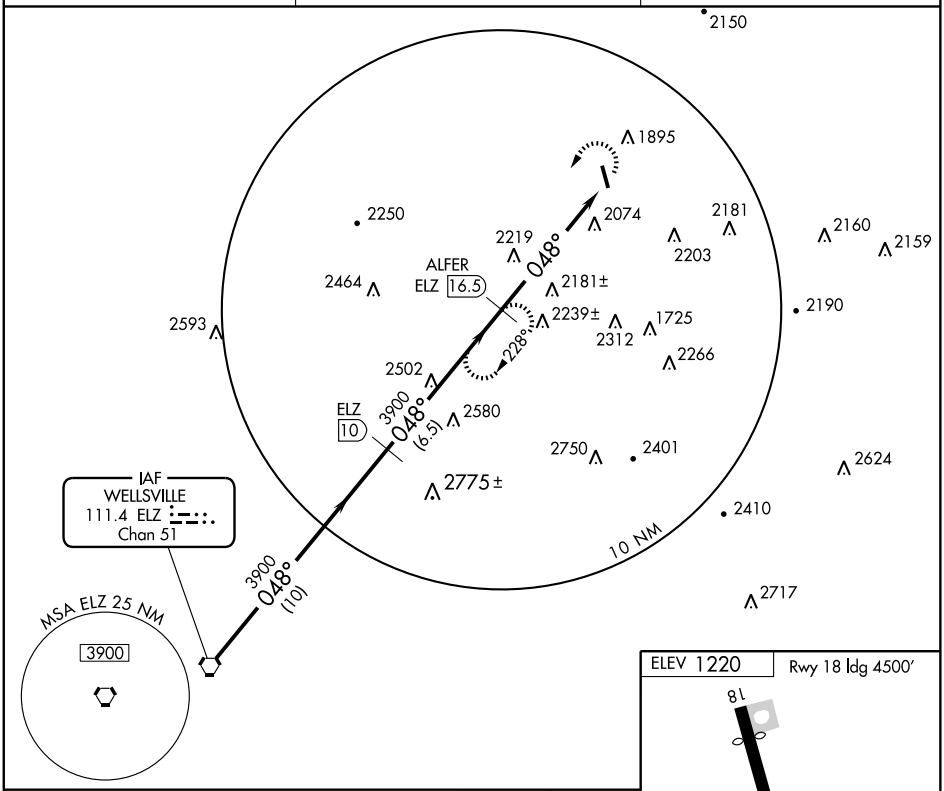
VOR/DME-A
HORNELL MUNI (4G6)

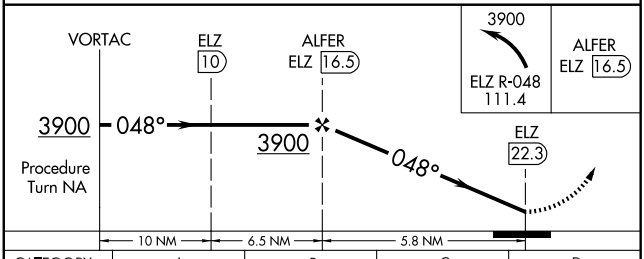
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3900 via ELZ R-048 to ALFER 16.5 DME and hold.

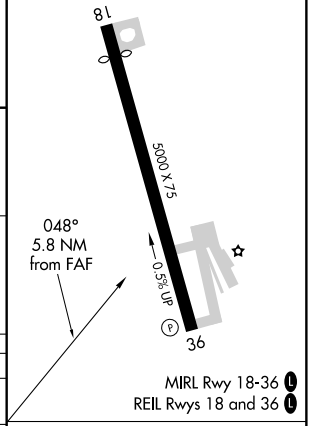
AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L





3900
ELZ R-048
111.4

ALFER
ELZ 16.5



CATEGORY	A	B	C	D
CIRCLING	2440-1¼ 1220 (1300-1¼)	2440-1½ 1220 (1300-1½)	2440-3 1220 (1300-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	2700-1¼ 1480 (1500-1¼)	2700-1½ 1480 (1500-1½)	2700-3 1480 (1500-3)	NA

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

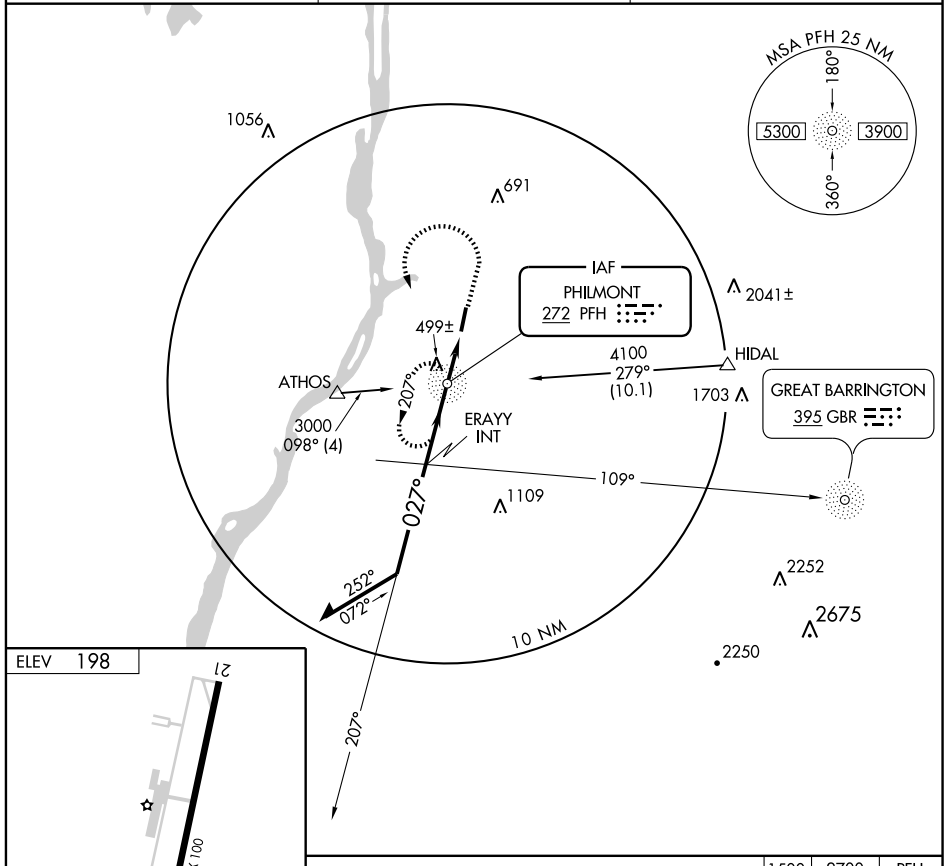
NDB PFH 272	APP CRS 027°	Rwy Idg N/A TDZE N/A Apt Elev 198

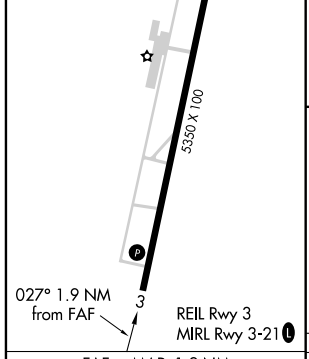
NDB-A

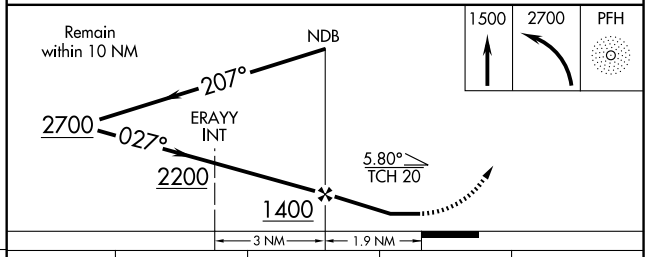
HUDSON/COLUMBIA COUNTY (1B1)

▼ NA	Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PFH NDB and hold.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF) L







FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

CATEGORY	A	B	C	D
CIRCLING	800-1 602 (700-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5350
CH 77715	025°	TDZE	198
W03A		Apt Elev	198

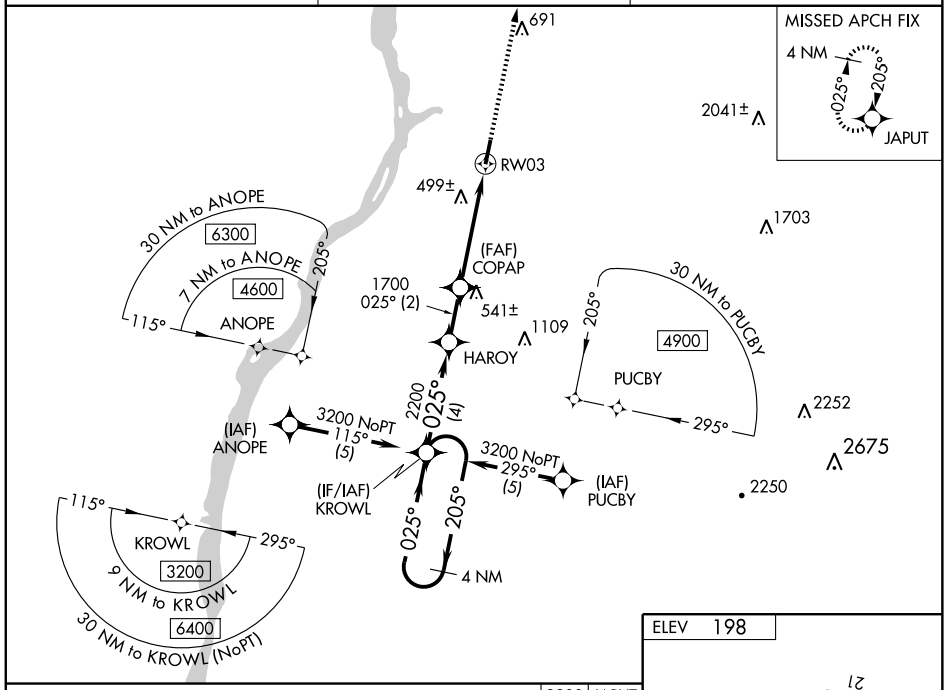
RNAV (GPS) RWY 3

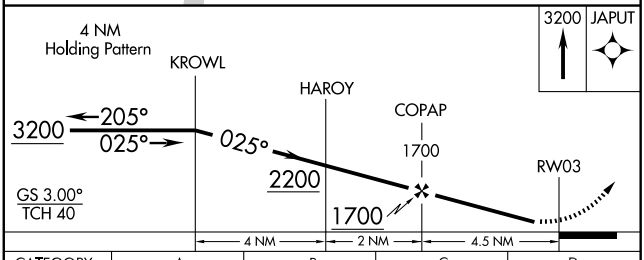
HUDSON/COLUMBIA COUNTY (1B1)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting is not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

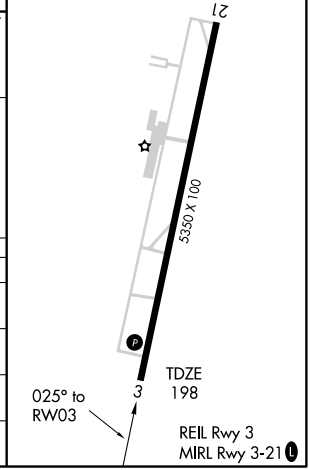
MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	500-1 302 (400-1)			
LNAV/VNAV DA	842-2¼ 644 (700-2¼)			
LNAV MDA	760-1 562 (600-1)		760-1½ 562 (600-1½)	760-1¾ 562 (600-1¾)
CIRCLING	760-1 562 (600-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)



NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 21

HUDSON/COLUMBIA COUNTY (1B1)

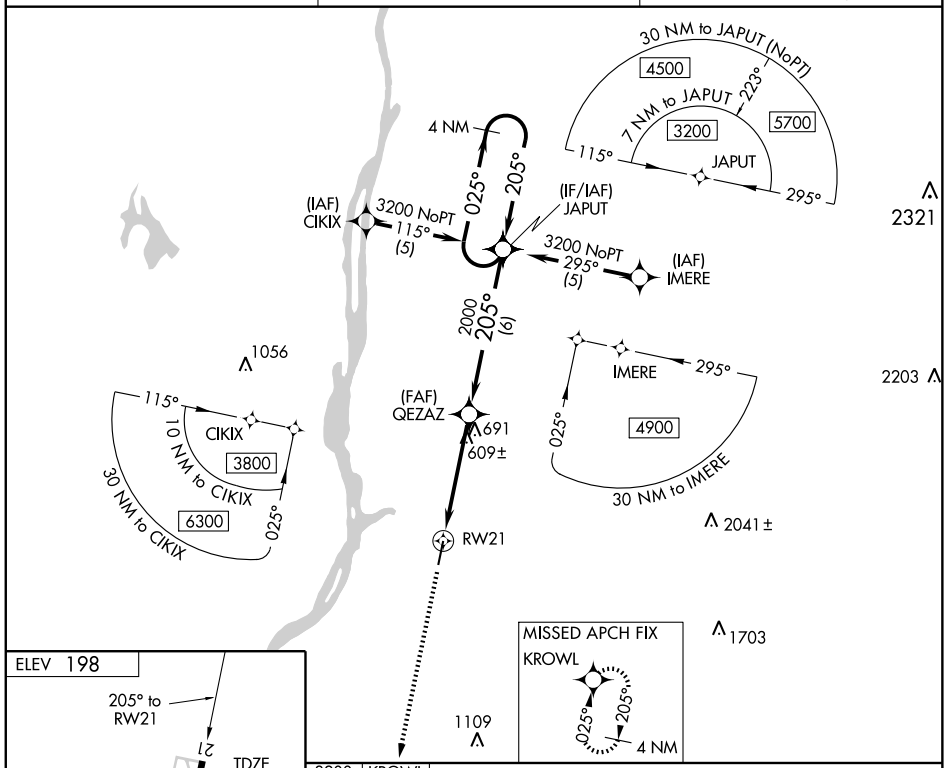
WAAS	APP CRS	Rwy Idg	5350
CH 40215	205°	TDZE	194
W21A		Apt Elev	198

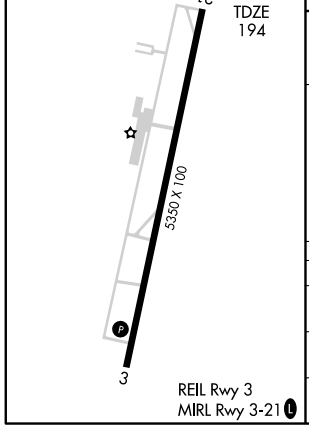
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat B ¼ mile, Cats C and D ½ mile. Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¼ mile.

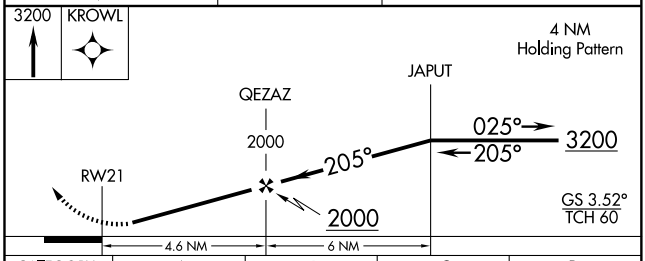
NA

MISSED APPROACH: Climb to 3200 direct KROWL and hold.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	614-1¼ 420 (500-1¼)			NA
LNAV MDA	860-1 666 (700-1)		860-1¾ 666 (700-1¾)	860-2 666 (700-2)
CIRCLING	860-1 662 (700-1)		860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

NE-2. 14 JAN 2010 to 11 FEB 2010

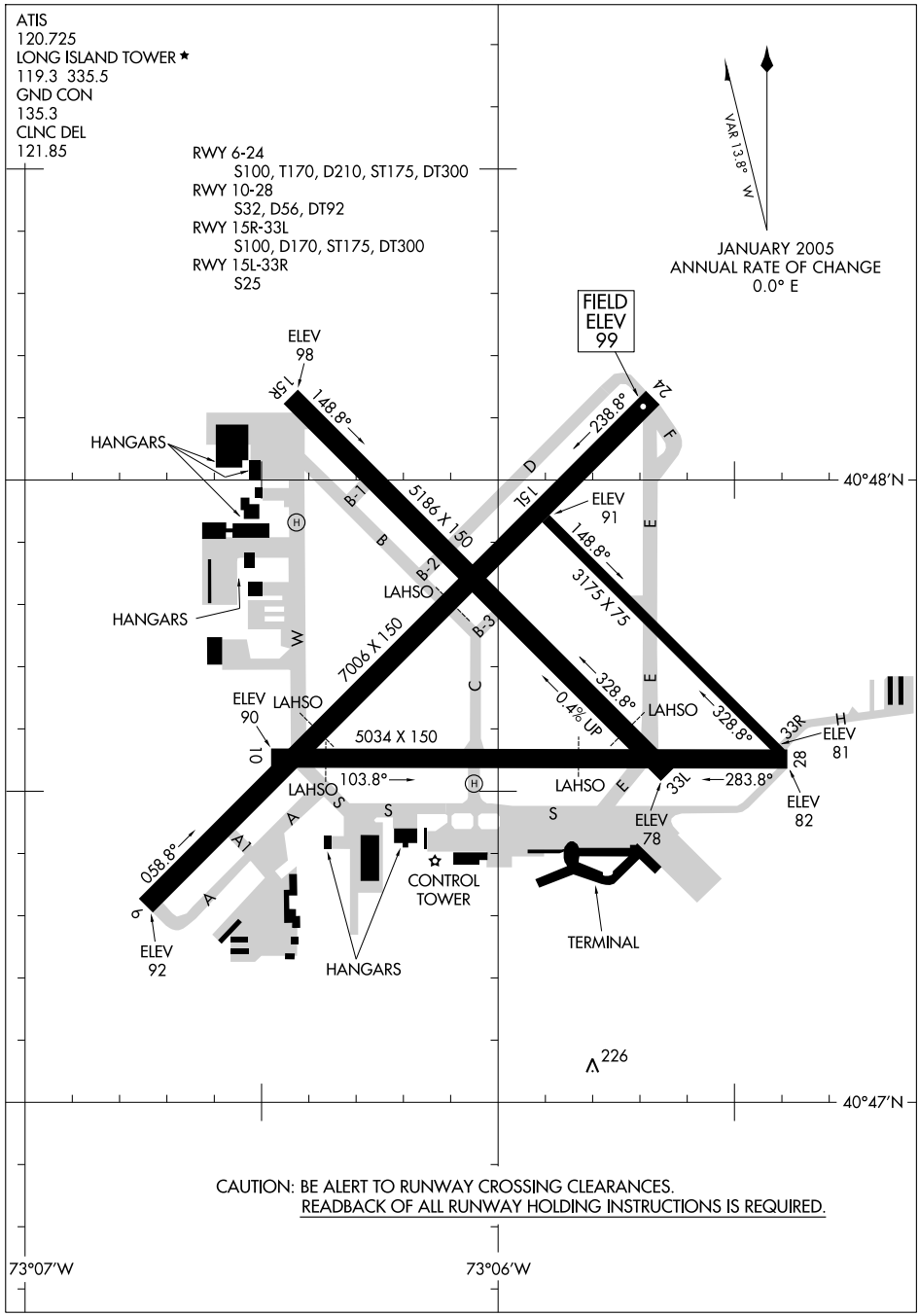
09183

AIRPORT DIAGRAM

AL-948 (FAA)

ISLIP/ LONG ISLAND MACARTHUR (ISP)

ISLIP, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ISP	APP CRS	Rwy Idg	7006
108.3	059°	TDZE	94
		Apt Elev	99

ILS or LOC RWY 6

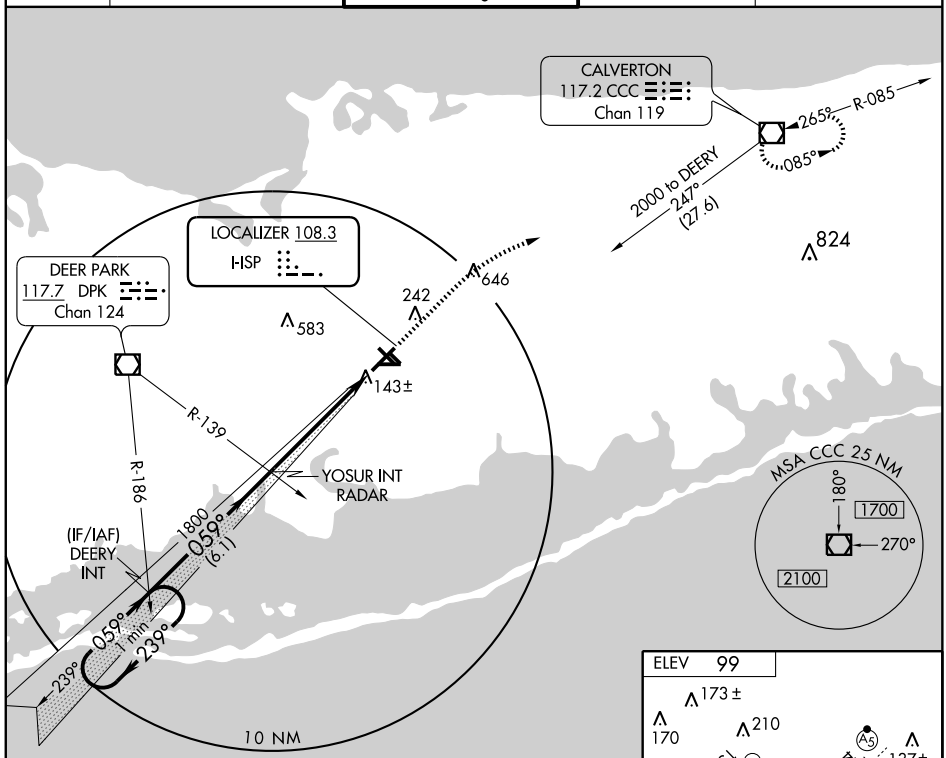
ISLIP/LONG ISLAND MAC ARTHUR (ISP)

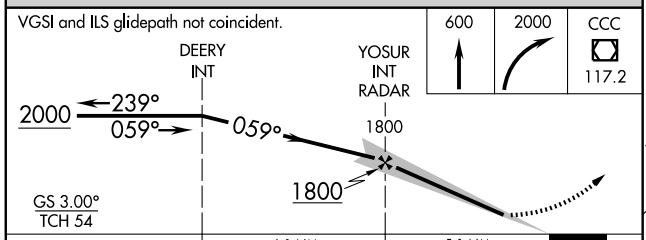
When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 6 DA to 322 and all MDA 40 feet.
For inoperative MALSR, increase S-LOC 6 Cat D visibility to RVR 5000.
** RVR 1800 authorized with the use of FD or or AP or HUD to DA.

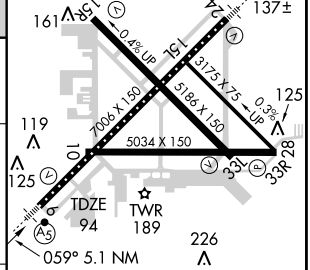
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER ★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85







MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

CATEGORY	A	B	C	D
S-ILS 6	**294/24 200(200-½)			
S-LOC 6	400-24 306 (400-½)			400/40 306 (400-¾)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-RXN	APP CRS	Rwy Idg	7006
108.3	239°	TDZE	99
		Apt Elev	99

ILS or LOC RWY 24

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

**RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 24 DA to 327 and all MDA 40 feet and increase S-LOC Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2000 then left turn via heading 100° and CCC R-221 to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER*	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85

ALTERNATE MISSED APCH FIX

108.8 BDR Chan 25 R-082 082° 262° 117.7 DPK Chan 124 PAZTA R-192

NoPT for arrivals on CCC VOR/DME airway radials 057 CW 193.

108.8 BDR Chan 25 R-192

108.8 BDR Chan 25 R-162

IAF CALVERTON 117.2 CCC Chan 119

(IF) CORAM INT 059° R-085 265° 085° 2000 278° (6.4) R-278 1400 239° (6.5) R-221

DEER PARK 117.7 DPK Chan 124 R-082 583

PAZTA RIZER OM 646 242 824

LOCALIZER 108.3 I-RXN

10 NM

MSA CCC 25 NM 180° 1700 270° 2100

ELEV 99

239° 3.5 NM from FAF

173± 170 210 161 15R 137± 24 0.4% UP 15L TDZE 99 125 3175 X 75 0.3% UP 5186 X 150 7006 X 150 5034 X 150 119 10 125 33L 33R 28 TWR 189 226

MIRL Rwy 15R-33L L

HIRL Rwy 6-24 L

TDZ/CL Rwys 6-24

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

2000	100°	CCC R-221 117.2	CCC 117.2

*LOC only

RIZER OM 1273 239° 1400* 1400 CORAM INT 2000

Procedure Turn NA

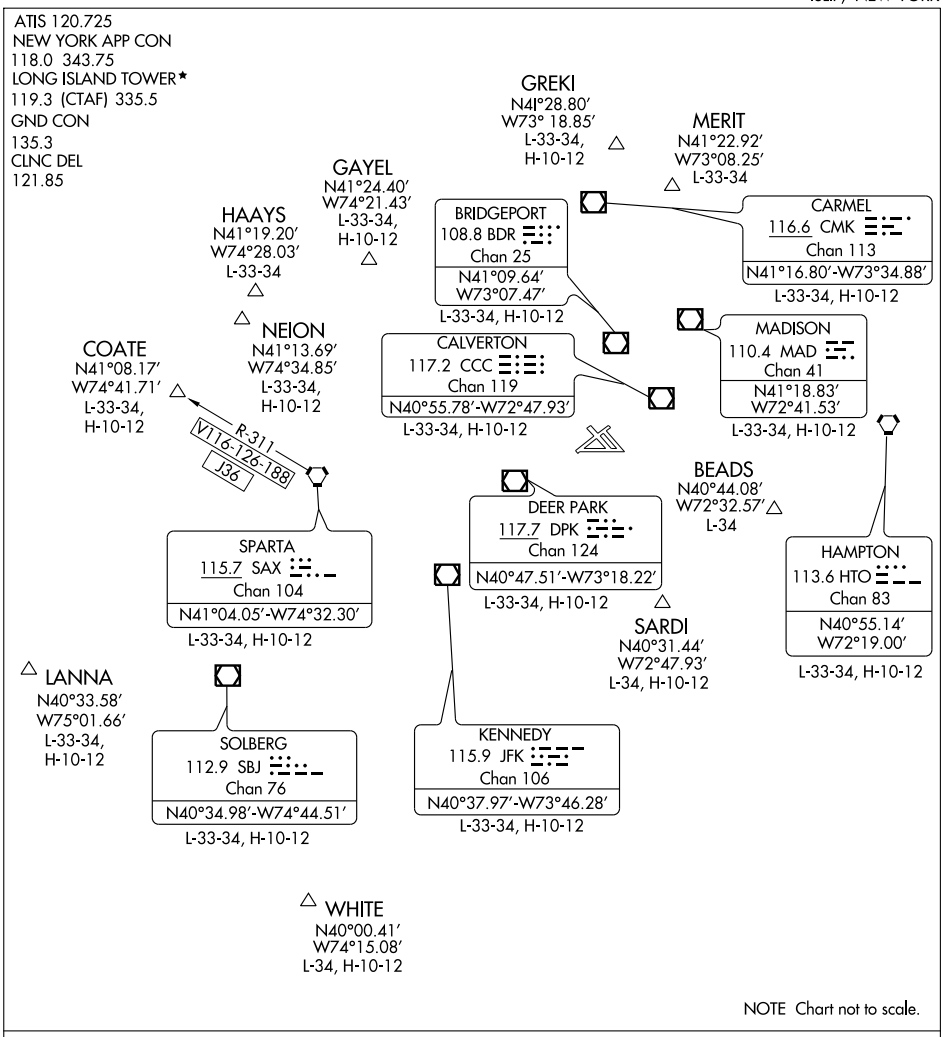
GS 3.00° TCH 52

3.5 NM 6.5 NM

CATEGORY	A	B	C	D
S-ILS 24	** 299/24	200 (200-½)		
S-LOC 24	500/24	401 (500-½)	500/40	401 (500-¾)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

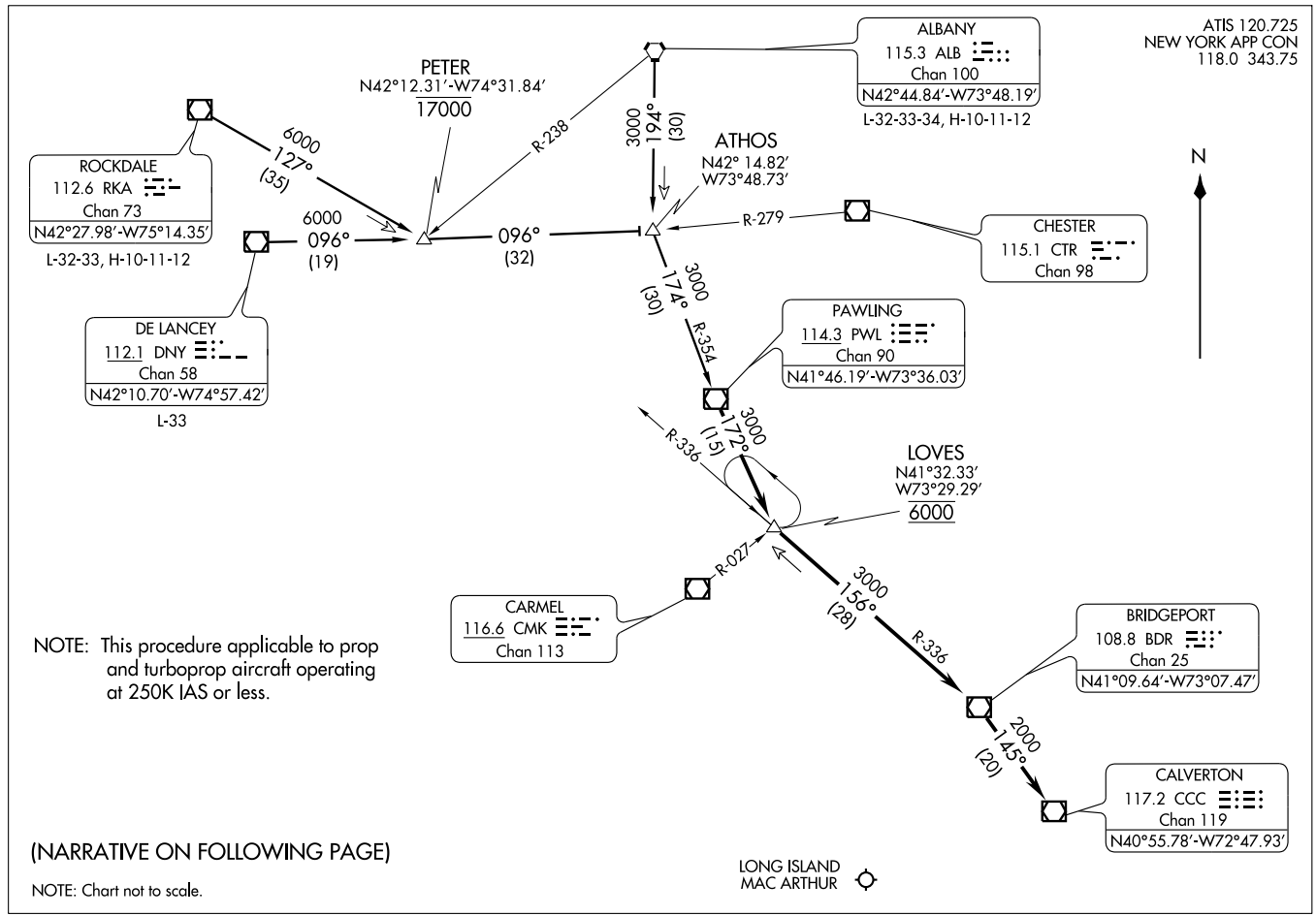
LONG ISLAND THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading. Thence via vectors to assigned route/fix. Maintain 3,000 feet, expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.


ATIS 120.725
NEW YORK APP CON
118.0 343.75
(LOVES.LOVES2) 09015
LOVES TWO ARRIVAL
ST-948 (FAA)
LONG ISLAND MACARTHUR
ISLIP, NEW YORK
ALBANY
115.3 ALB
Chan 100
N42°44.84'-W73°48.19'
L-32-33-34, H-10-11-12
PETER
N42°12.31'-W74°31.84'
17000
ATHOS
N42° 14.82'
W73°48.73'
ROCKDALE
112.6 RKA
Chan 73
N42°27.98'-W75°14.35'
L-32-33, H-10-11-12
6000
127°
(35)
R-238
3000
161°
(30)
6000
096°
(19)
096°
(32)
R-279
CHESTER
115.1 CTR
Chan 98
N
DE LANCEY
112.1 DNY
Chan 58
N42°10.70'-W74°57.42'
L-33
3000
174°
(30)
R-354
PAWLING
114.3 PWL
Chan 90
N41°46.19'-W73°36.03'
3000
172°
(15)
R-336
LOVES
N41°32.33'
W73°29.33'
6000
R-027
CARMEL
116.6 CMK
Chan 113
3000
156°
(28)
R-336
BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64'-W73°07.47'
2000
145°
(20)
CALVERTON
117.2 CCC
Chan 119
N40°55.78'-W72°47.93'
NOTE: This procedure applicable to prop and turboprop aircraft operating at 250K IAS or less.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.
LONG ISLAND
MAC ARTHUR

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.LOVES2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
DE LANCEY TRANSITION (DNY.LOVES2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
ROCKDALE TRANSITION (RKA.LOVES2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via direct to CCC VOR/DME (MEA 2000). Expect radar vectors to the final approach course.

LOM IS	APP CRS	Rwy Idg	7006
366	059°	TDZE	94
		Apt Elev	99

NDB RWY 6

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and increase S-6 Cat C and D visibility ¼.

MALSR

MISSED APPROACH: Climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85

CALVERTON
117.2 CCC
Chan 119

265° R-085
085°
2000
249°
(21.5)

824
646
583
242
276

LOM/IAF
LOKKS
366 IS

059°
194°
014°
239°
10 NM

MSA IS 25 NM
1900

ELEV 99

173±
170
210
161
137±
15R
24
0.4% UP
15L
3175 X 75
5186 X 150
0.3% UP
7006 X 150
5034 X 150
125
119
10
125
33L
33R
28
TDZE 94
TWR 189
226

059° 5 NM from FAF

MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

Remain within 10 NM
LOM
239°
059°
2000
1800
3.10°
TCH 51
5 NM

2000
CCC
117.2

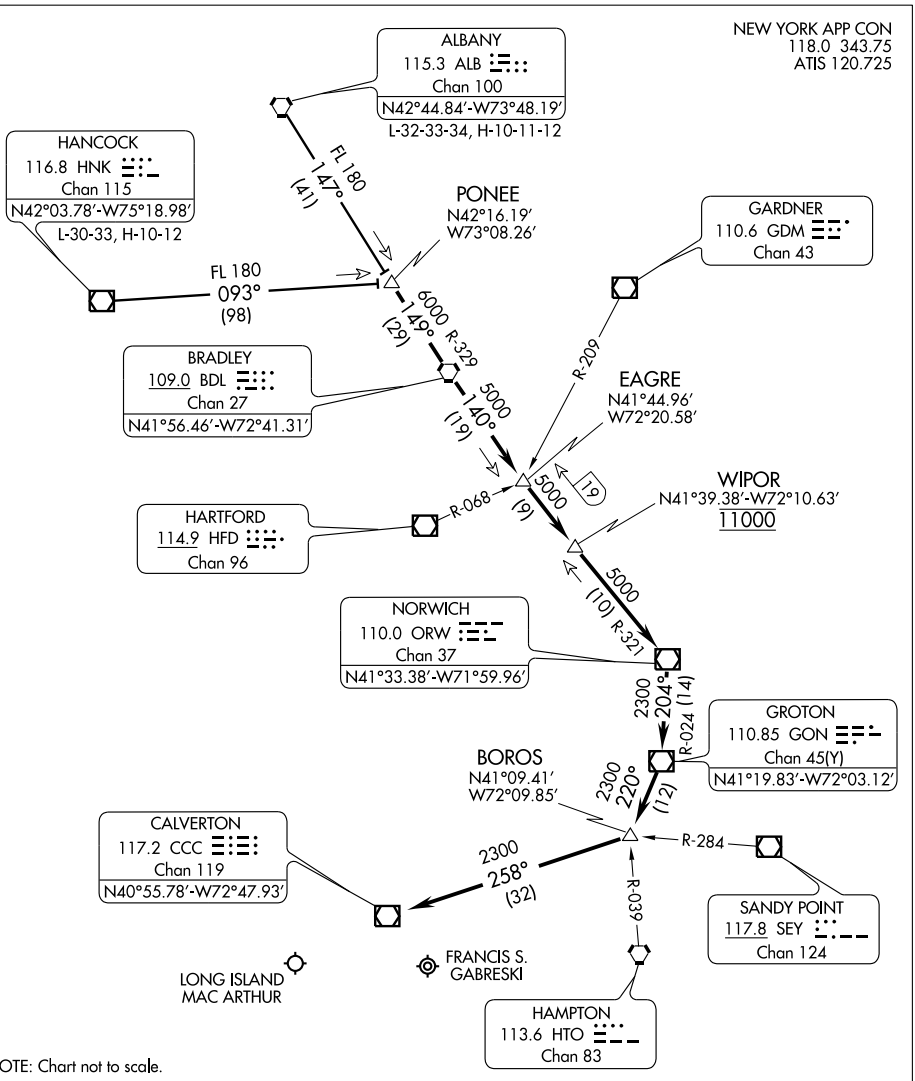
CATEGORY	A	B	C	D
S-6	580/40 486 (500-¾)			580/60 486 (500-1¼)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 14 JAN 2010 to 11 FEB 2010

PONEE TWO ARRIVAL



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7006
CH 66010	059°	TDZE	94
W06A		Apt Elev	99

RNAV (GPS) RWY 6

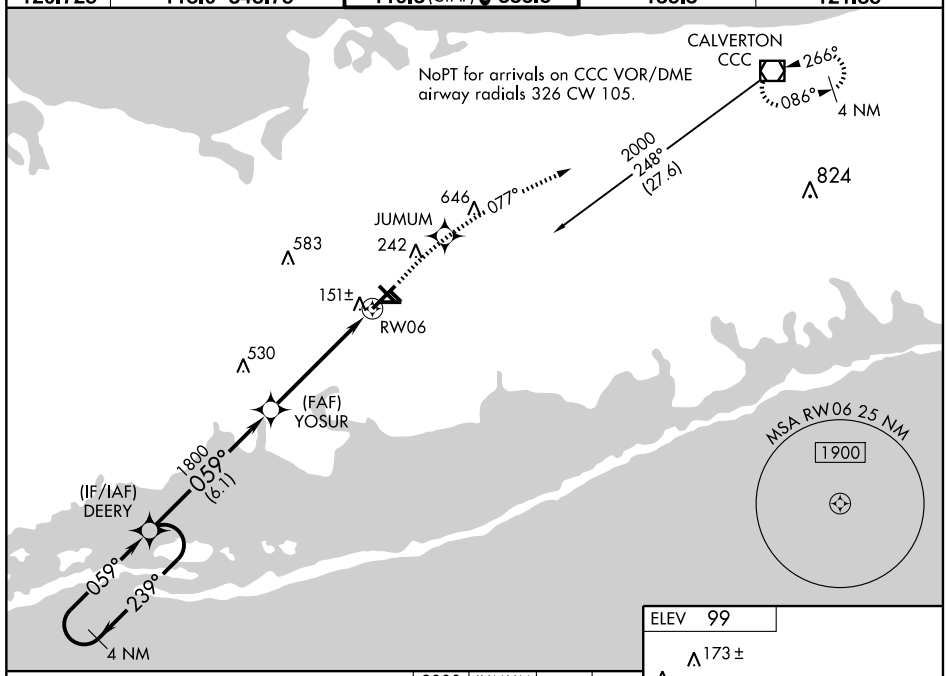
ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

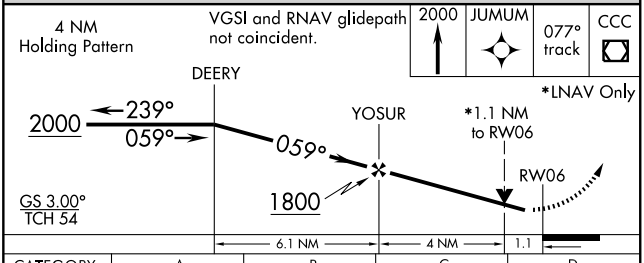
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. Increase LNAV Cat C visibility to RVR 4000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Shirley altimeter setting, increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct JUMUM and via 077° track to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85





CATEGORY	A	B	C	D
LPV DA	294/24 200 (200-½)			
LNAV/ VNAV DA	451/40 357 (400-¾)			
LNAV MDA	480/24 386 (400-½)			480/50 386 (400-1)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82610 W24A	APP CRS 239°	Rwy Idg 7006	TDZE 99	Apt Elev 99

RNAV (GPS) RWY 24

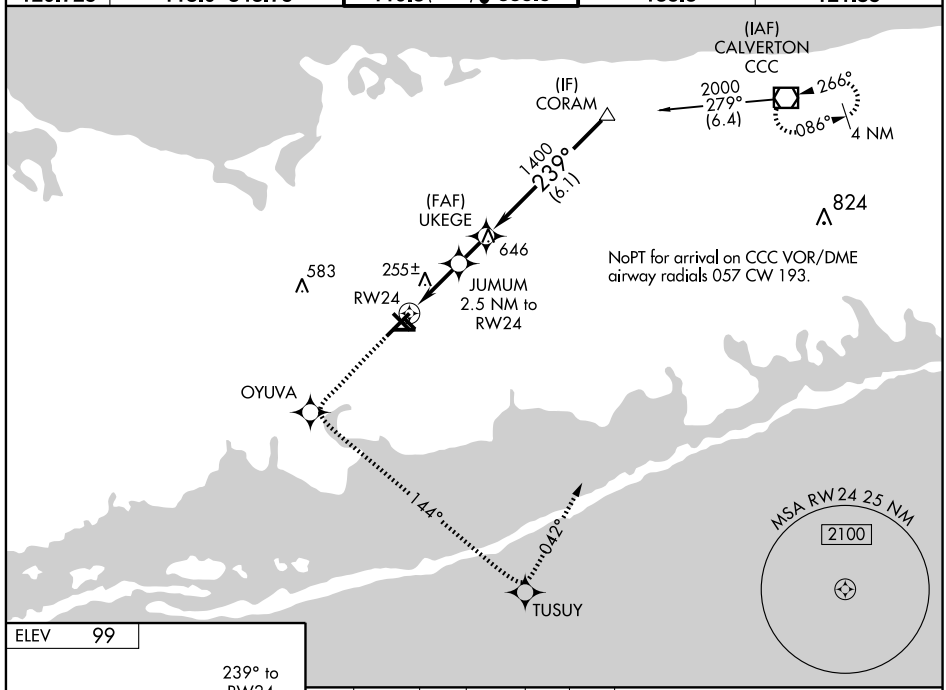
ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

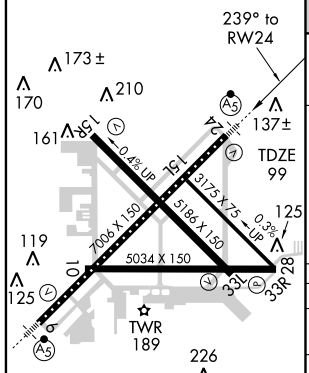
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR

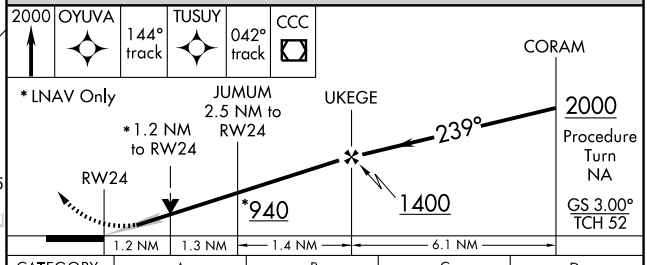
MISSED APPROACH: Climb to 2000 direct OYUVA then via 144° track to TUSUY then via 042° track to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER ★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85





MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24



CATEGORY	A	B	C	D
LPV DA	299/24		200 (200-½)	
LNAV/VNAV DA	593/60		494 (500-1¼)	
LNAV MDA	520/24	421 (500-½)	520/40 421 (500-¾)	520/50 421 (500-1)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

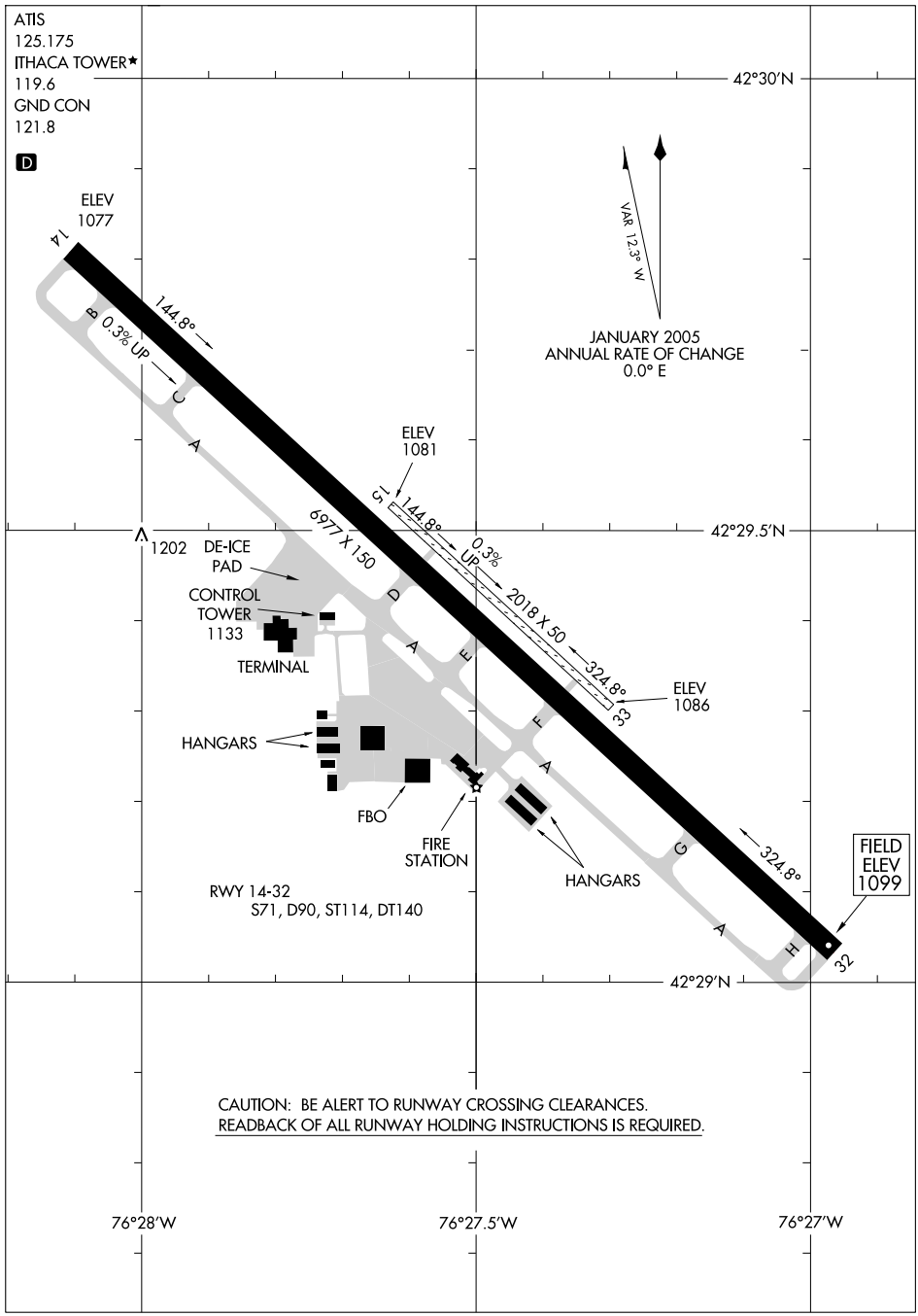
NE-2. 14 JAN 2010 to 11 FEB 2010

09239

AIRPORT DIAGRAM

AL-779 (FAA)

ITHACA TOMPKINS RGNL (ITH)
ITHACA, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ITH	APP CRS	Rwy Idg	6601
108.7	325°	TDZE	1099
		Apt Elev	1099

ILS or LOC RWY 32

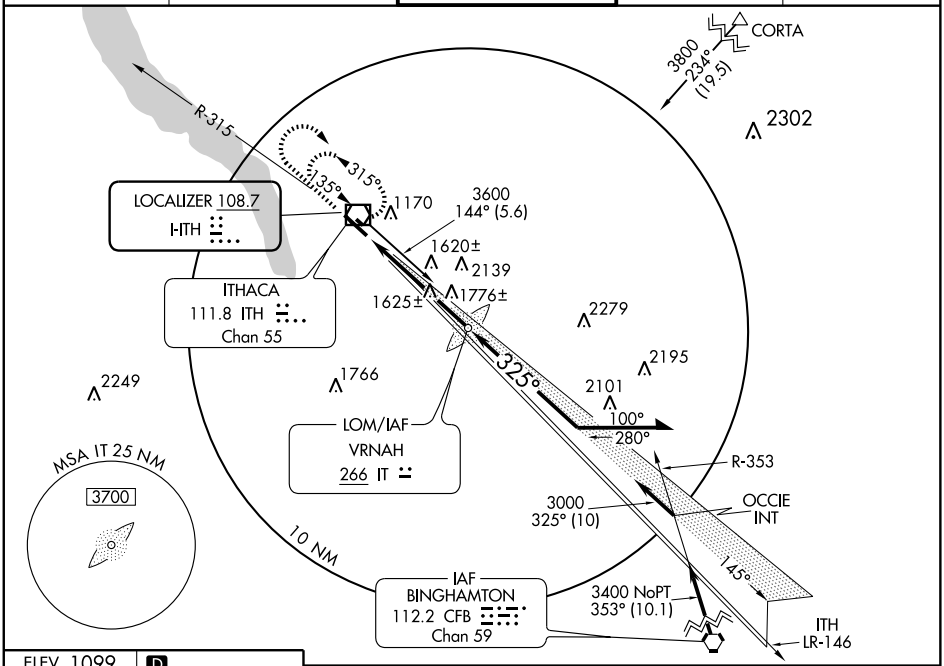
ITHACA TOMPKINS RGNL (ITH)

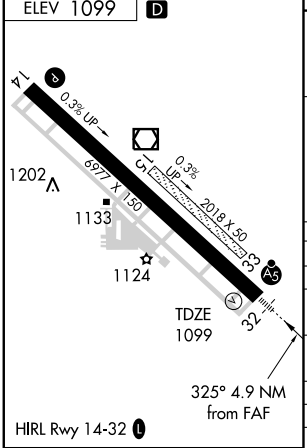
Inoperative table does not apply to S-ILS 32. When local altimeter setting not received, use Elmira altimeter setting.

MALSR

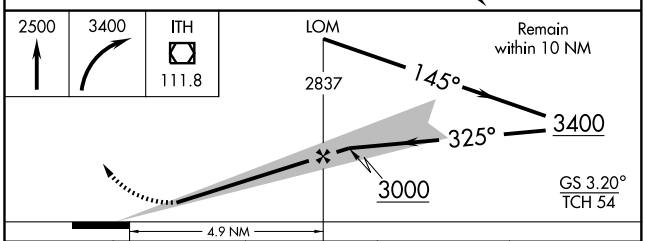
MISSED APPROACH: Climb to 2500 then climbing right turn to 3400 direct ITH VOR/DME and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 32	1349/40 250 (300-¾)			
S-LOC 32	2040/40 941 (1000-¾)		2040-2¼ 941 (1000-2¼)	2040-2½ 941 (1000-2½)
CIRCLING	2040-1¼ 941 (1000-1¼)		2040-2¾ 941 (1000-2¾)	2040-3 941 (1000-3)
	ELMIRA ALTIMETER SETTING MINIMUMS			
S-ILS 32	1433/40 334 (400-¾)			
S-LOC 32	2120/40 1021 (1100-¾)	2120/50 1021 (1100-1)	2120-2½ 1021 (1100-2½)	
CIRCLING	2120-1¼ 1021 (1100-1¼)	2120-1½ 1021 (1100-1½)	2120-3 1021 (1100-3)	

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME ITH	APP CRS	Rwy Idg	6601
111.8	133°	TDZE	1087
Chan 55		Apt Elev	1099

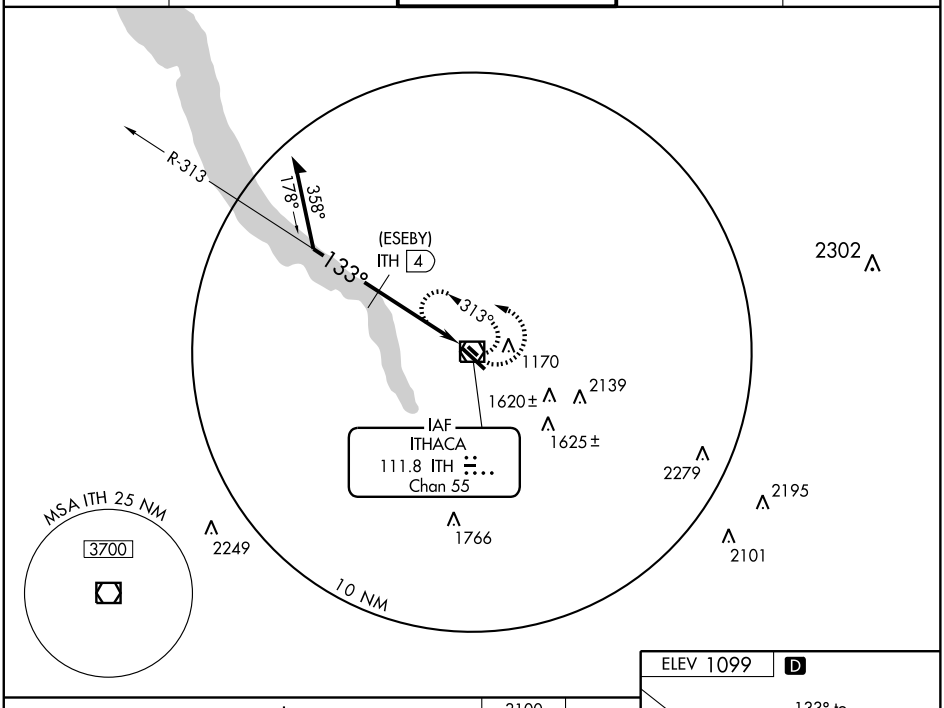
VOR or GPS RWY 14

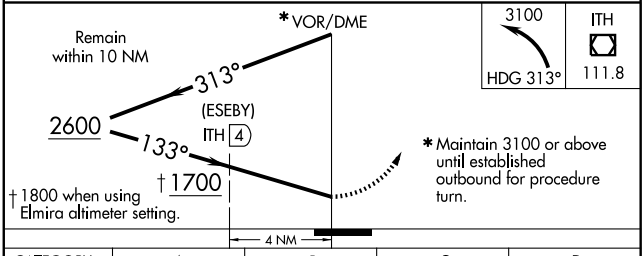
ITHACA TOMPKINS RGNL (ITH)

When control tower closed, except for operators with approved weather reporting service, use Elmira altimeter setting and increase all MDAs 100 feet and visibility Cat C and D ¼ mile.

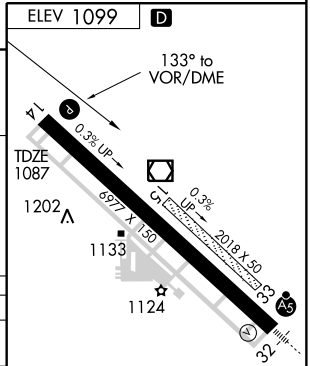
MISSED APPROACH: Climbing left turn to 3100 via heading 313° then direct ITH VOR/DME and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95





CATEGORY	A	B	C	D
S-14	1700-1 613 (700-1)		1700-1¾ 613 (700-1¾)	1700-2 613 (700-2)
CIRCLING	1700-1 601 (700-1)		1700-1¾ 601 (700-1¾)	1820-2¼ 721 (800-2¼)
DME MINIMUMS				
S-14	1460-1 373 (400-1)			1460-1¼ 373 (400-1¼)
CIRCLING	1520-1 421 (500-1)	1560-1 461 (500-1)	1600-1½ 501 (600-1½)	1820-2¼ 721 (800-2¼)



HIRL Rwy 14-32 L

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ITH	APP CRS	Rwy Idg	6601
111.8	329°	TDZE	1099
Chan 55		Apt Elev	1099

VOR or GPS RWY 32

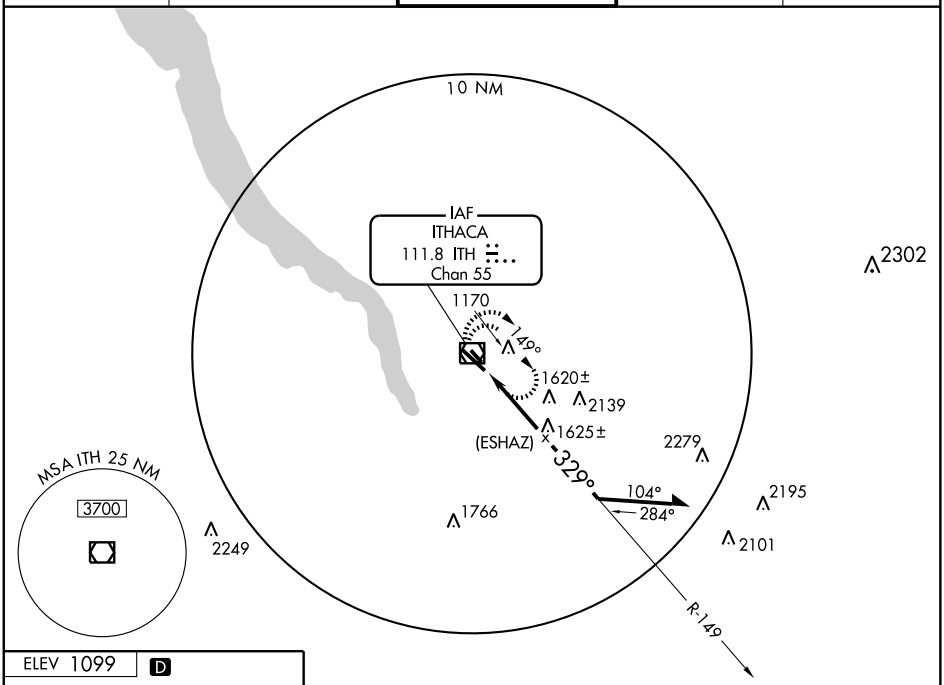
ITHACA TOMPKINS RGNL(ITH)

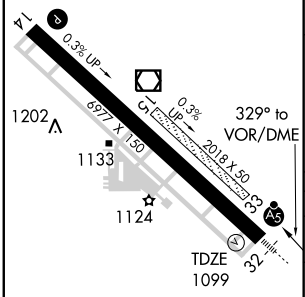
When control tower closed, except for operators with weather reporting service, use Elmira altimeter setting. Inoperative table does not apply to Cats A and B.

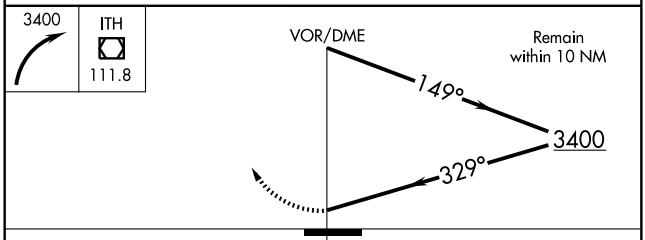
MALSR

MISSED APPROACH: Climbing right turn to 3400 in ITH VOR/DME holding pattern.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
S-32	2500/60 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-2½	1401 (1500-2½)
CIRCLING	2500-1¼ 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-3	1401 (1500-3)
ELMIRA ALTIMETER SETTING MINIMUMS				
S-32	2580/60 1481 (1500-1¼)	2580-1½ 1481 (1500-1½)	2580-2½	1481 (1500-2½)
CIRCLING	2580-1¼ 1481 (1500-1¼)	2580-1½ 1481 (1500-1½)	2580-3	1481 (1500-3)

HIRL Rwy 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JHW	APP CRS	Rwy Idg	5299
109.7	249°	TDZE	1721
Chan 34		Apt Elev	1723

ILS or LOC RWY 25

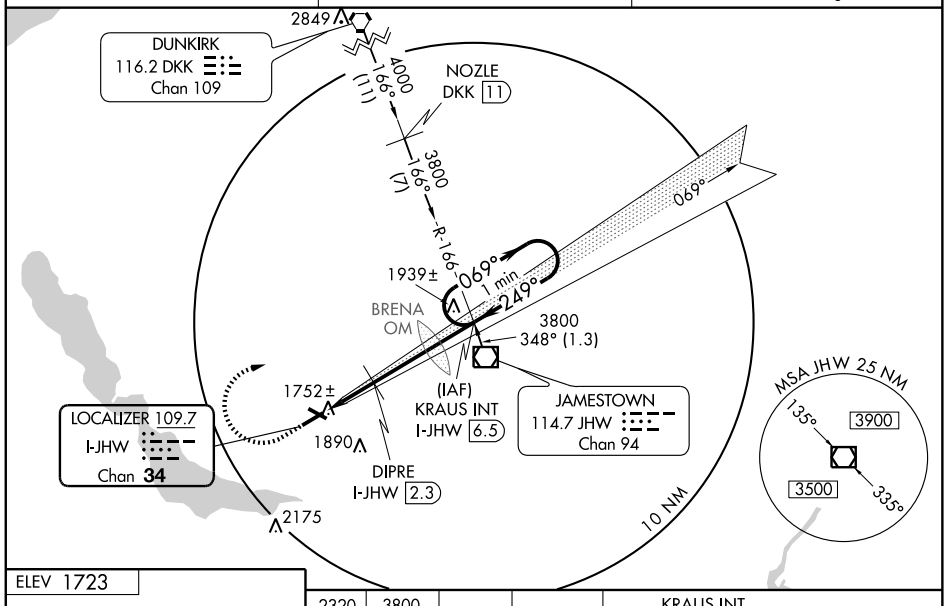
JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

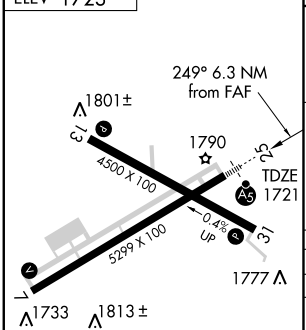
When local altimeter setting not received, use Dunkirk altimeter setting and increase S-ILS 25 DA to 2113 and all MDA 200 feet; increase S-ILS 25 all Cats visibility ½ mile; increase S-LOC 25 Cats C and D, Circling Cats C and D, DIPRE FIX minimums S-LOC 25 Cats C and D, and DIPRE FIX minimums Circling Cats C and D visibility ½ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility ½ mile. VDP NA when using Dunkirk altimeter setting.

MALSR

MISSED APPROACH: Climb to 2320 then climbing right turn to 3800 via heading 125° and I-JHW NE course to KRAUS INT/I-JHW 6.5 DME and hold.

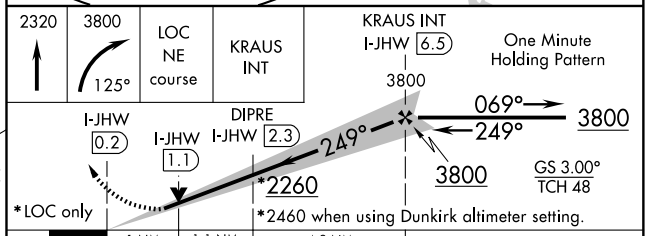
AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L





REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 25	1921-½ 200 (200-½)			
S-LOC 25	2260-½ 539 (600-½)		2260-1 539 (600-1)	2260-1¼ 539 (600-1¼)
CIRCLING	2260-1 537 (600-1)		2260-1½ 537 (600-1½)	2280-2 557 (600-2)
DIPRE FIX MINIMUMS				
S-LOC 25	2080-½ 359 (400-½)			2080-¾ 359 (400-¾)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5299
069°	TDZE	1722
	Apt Elev	1723

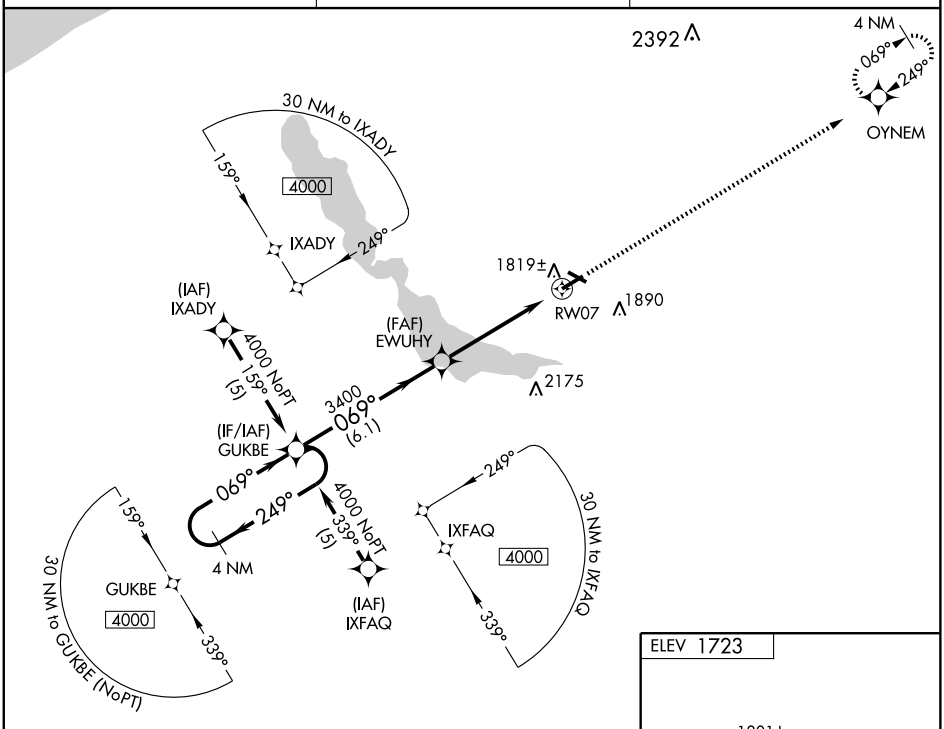
RNAV (GPS) RWY 7

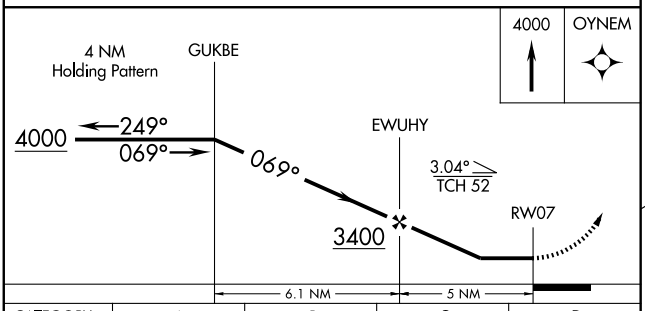
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

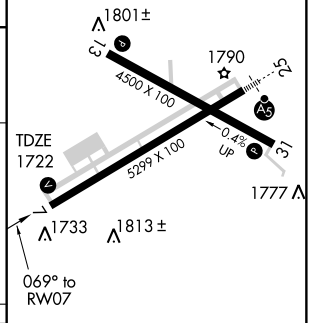
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct OYNEM and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2120-1 398 (400-1)			2120-1¼ 398 (400-1¼)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS		
129°	Rwy Idg	4500
	TDZE	1723
	Apt Elev	1723

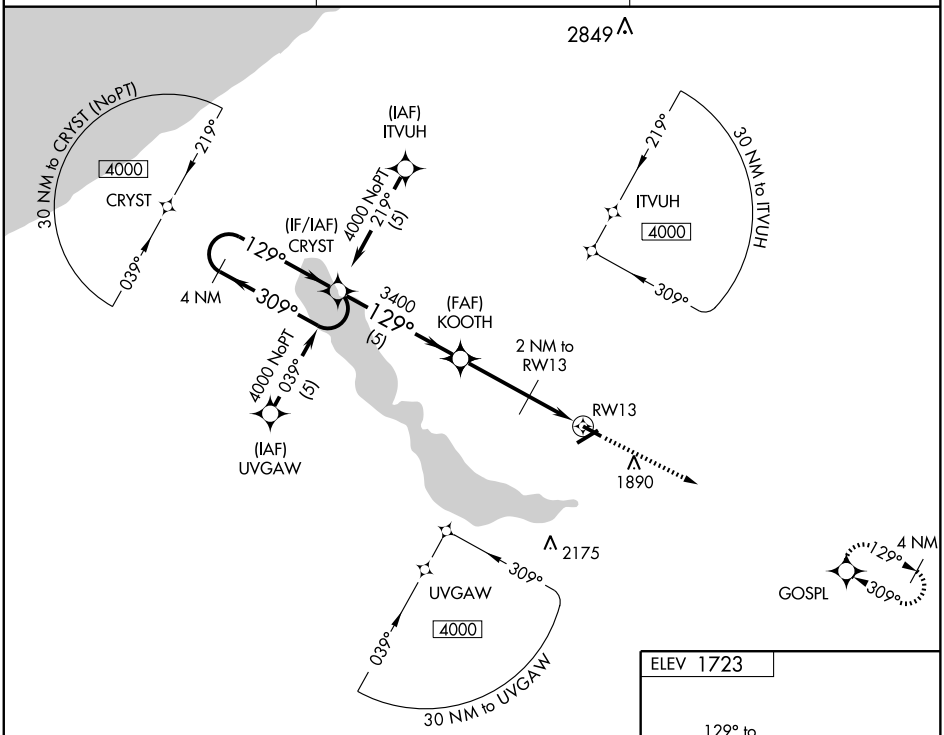
RNAV (GPS) RWY 13

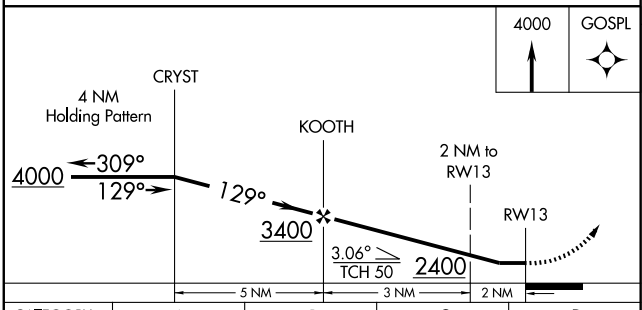
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

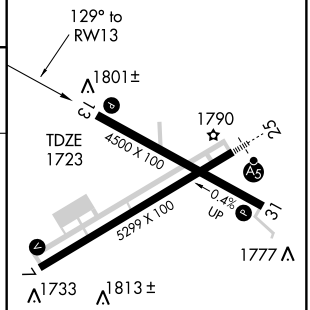
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GOSPL WP and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2140-1 417 (500-1)		2140-1¼ 417 (500-1¼)	
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 62910 W25A	APP CRS 249°	Rwy Idg 5299 TDZE 1721 Apt Elev 1723

RNAV (GPS) RWY 25

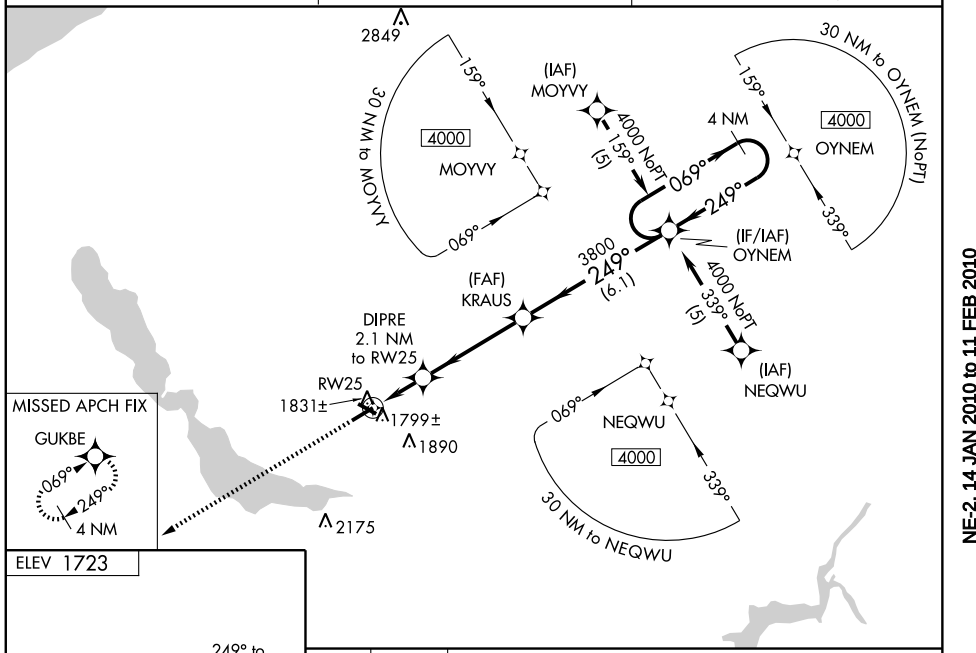
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase LPV DA to 2113, LNAV/VNAV DA to 2246, and all MDA 200 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibility ½ mile; increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting.

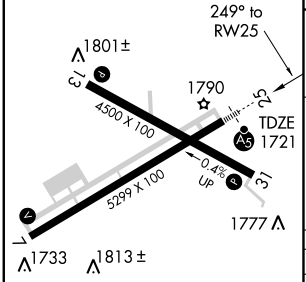
MALSR

MISSED APPROACH: Climb to 4000 direct GUKBE and hold.

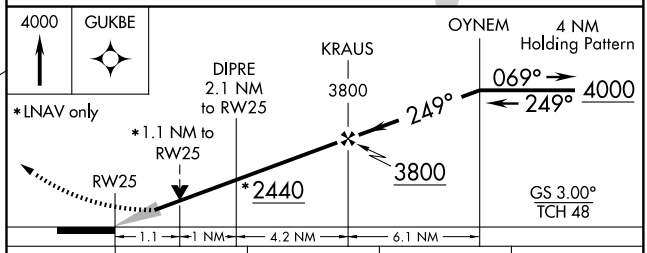
AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L



ELEV 1723



REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



CATEGORY	A	B	C	D
LPV DA	1921-½ 200 (200-½)			
LNAV/VNAV DA	2054-¾ 333 (400-¾)			
LNAV MDA	2100-½ 379 (400-½)			2100-1 379 (400-1)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4500
309°	TDZE	1715
	Apt Elev	1723

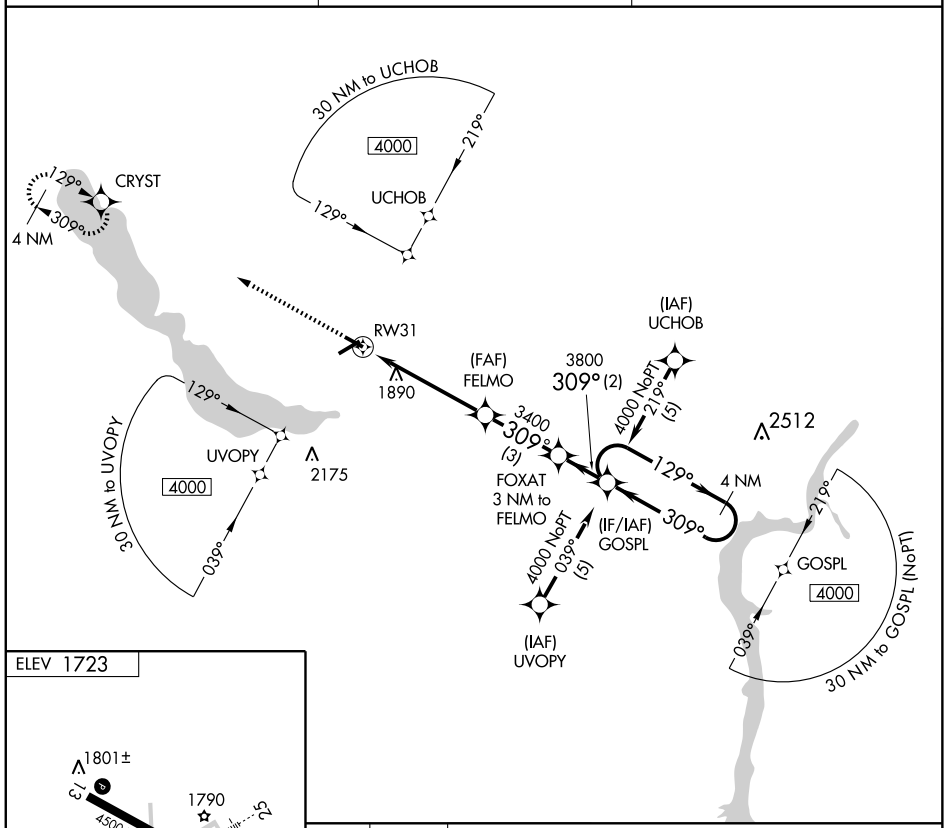
RNAV (GPS) RWY 31

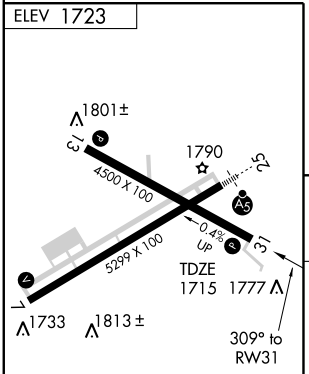
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

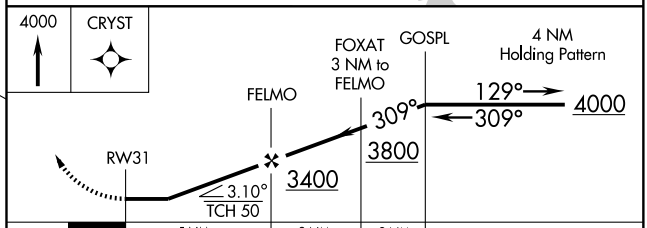
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CRYST WP and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2200-1	485 (500-1)	2200-1¼ 485 (500-1¼)	2200-1½ 485 (500-1½)
CIRCLING	2200-1	477 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2, 14 JAN 2010 to 11 FEB 2010

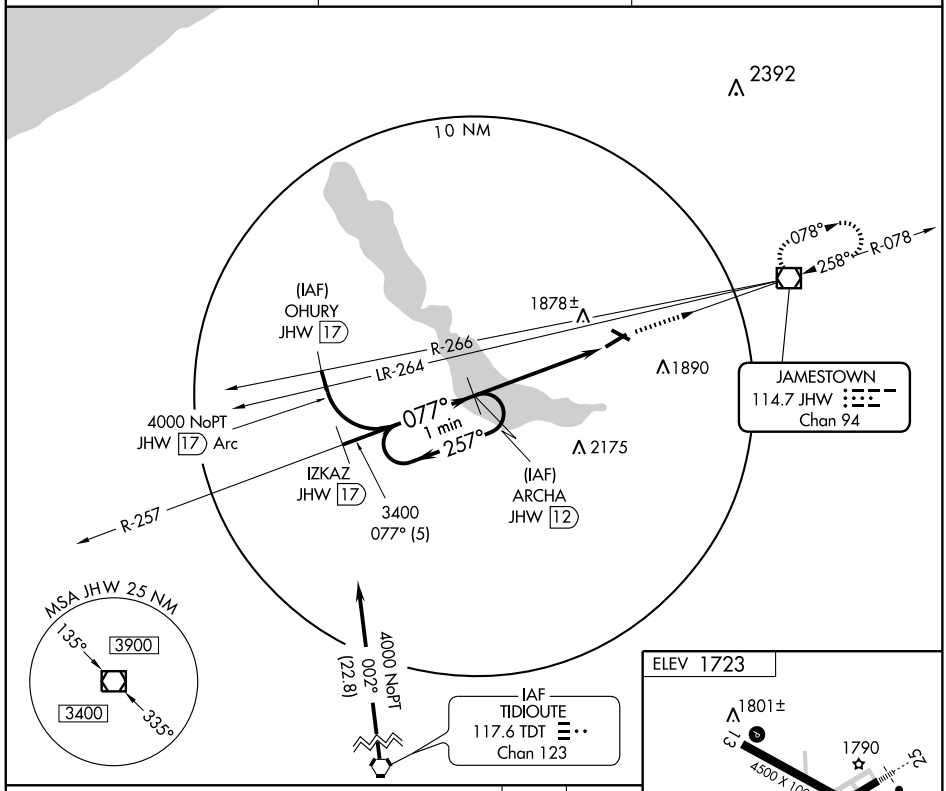
VOR/DME JHW	APP CRS	Rwy Idg	5299
114.7	077°	TDZE	1722
Chan 94		Apt Elev	1723

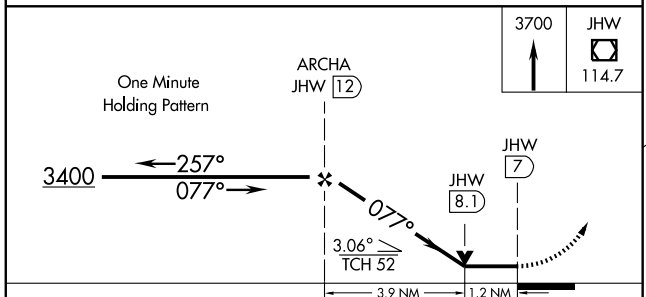
VOR/DME RWY 7

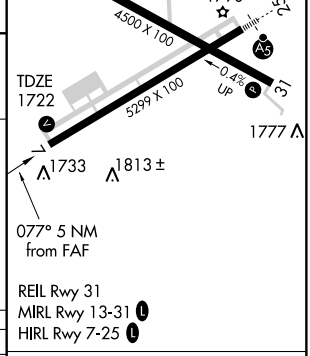
JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

MISSED APPROACH: Climb to 3700 direct JHW VOR/DME and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-7	2140-1	418 (500-1)	2140-1¼	418 (500-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME JHW	APP CRS	Rwy Idg	5299
114.7	258°	TDZE	1721
Chan 94		Apt Elev	1723

VOR RWY 25

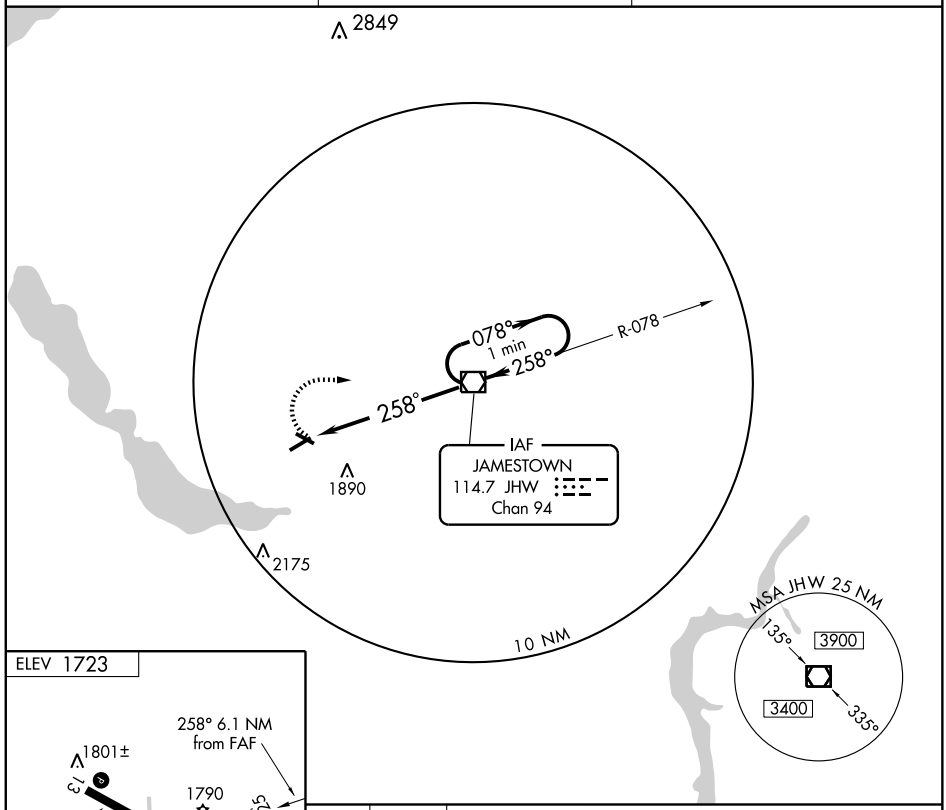
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

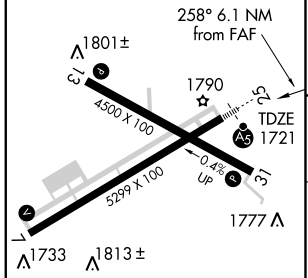
T Inoperative table does not apply.

MALSR

MISSED APPROACH: Climbing right turn to 3700 direct JHW VOR/DME and hold.

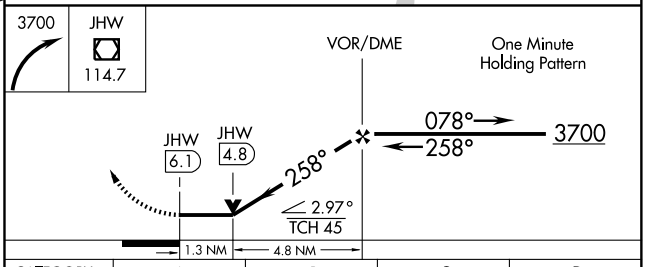
AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L





REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-25	2180-1	459 (500-1)	2180-1¼ 459 (500-1¼)	2180-1½ 459 (500-1½)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
103°	TDZE	881
	Apt Elev	881

GPS RWY 10

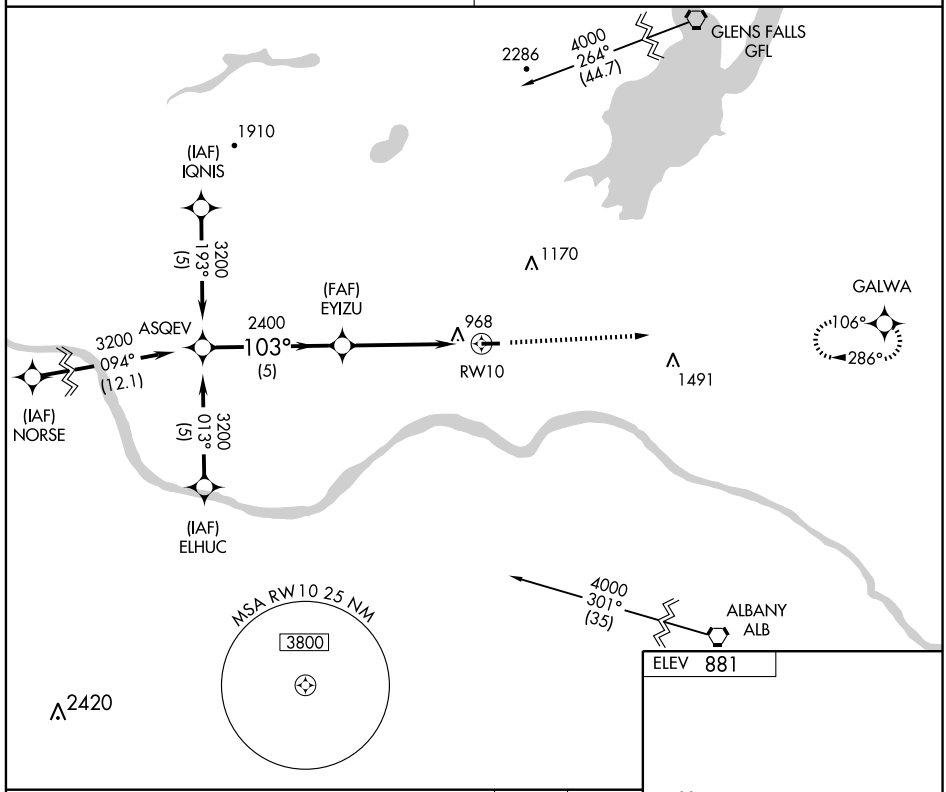
JOHNSTOWN/ FULTON COUNTY (NYØ)

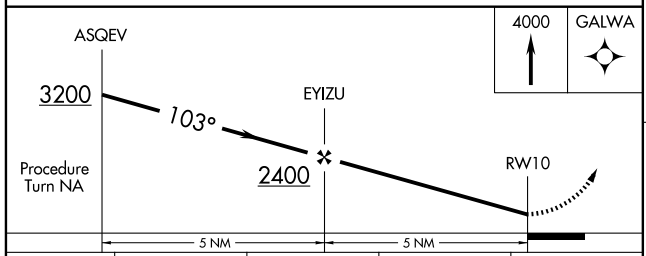
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

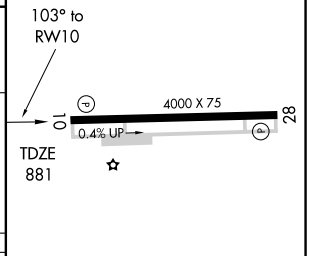
NA

MISSED APPROACH: Climb to 4000 direct GALWA WP and hold.

ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-10	1440-1	559 (600-1)	NA	
CIRCLING	1440-1	559 (600-1)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-10	1480-1	599 (600-1)	NA	
CIRCLING	1480-1	599 (600-1)	NA	

MIRL Rwy 10-28 L

REIL Rwys 10 and 28

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
283°	TDZE	881
	Apt Elev	881

GPS RWY 28

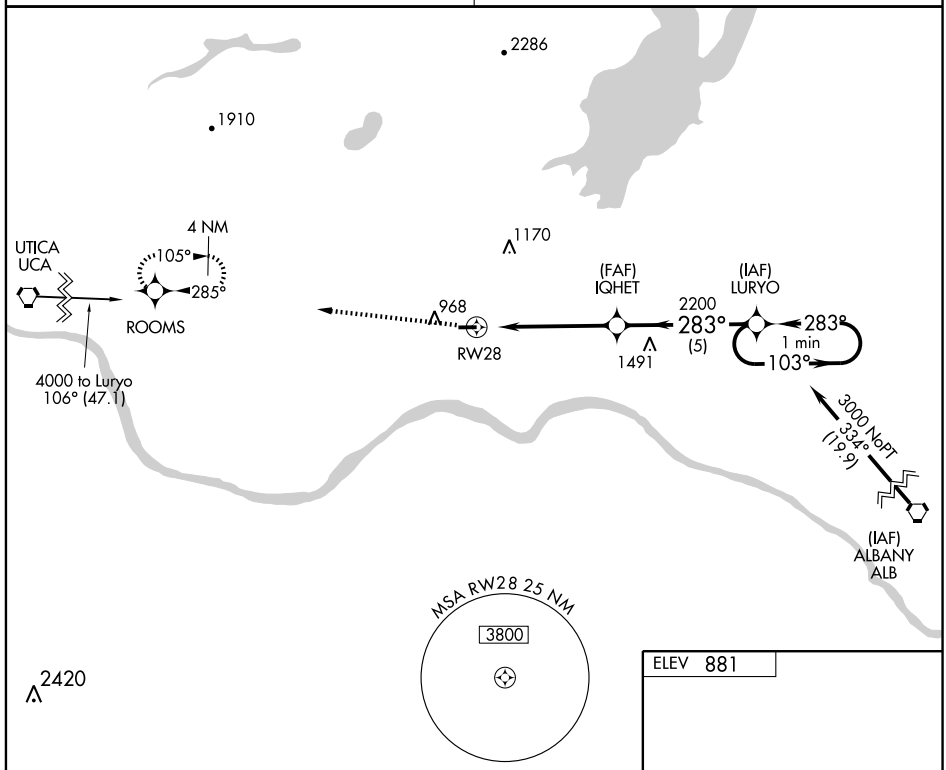
JOHNSTOWN/ FULTON COUNTY (NYØ)

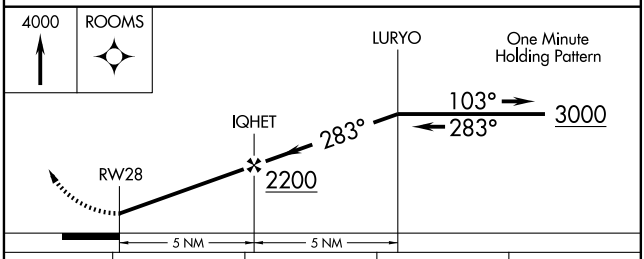
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

NA

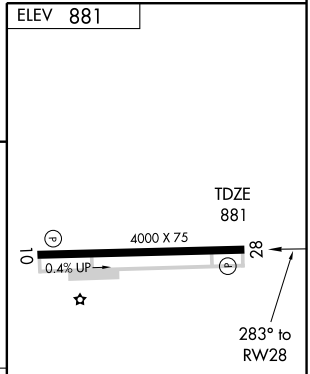
MISSED APPROACH: Climb to 4000 direct ROOMS WP and hold.

ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-28	1480-1	599 (600-1)	NA	
CIRCLING	1480-1	599 (600-1)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-28	1500-1	619 (700-1)	NA	
CIRCLING	1500-1	619 (700-1)	NA	



MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2, 14 JAN 2010 to 11 FEB 2010

NDB JJH 523	APP CRS 084°	Rwy Idg 4000 TDZE 881 Apt Elev 881

NDB RWY 10

JOHNSTOWN/ FULTON COUNTY (NYØ)

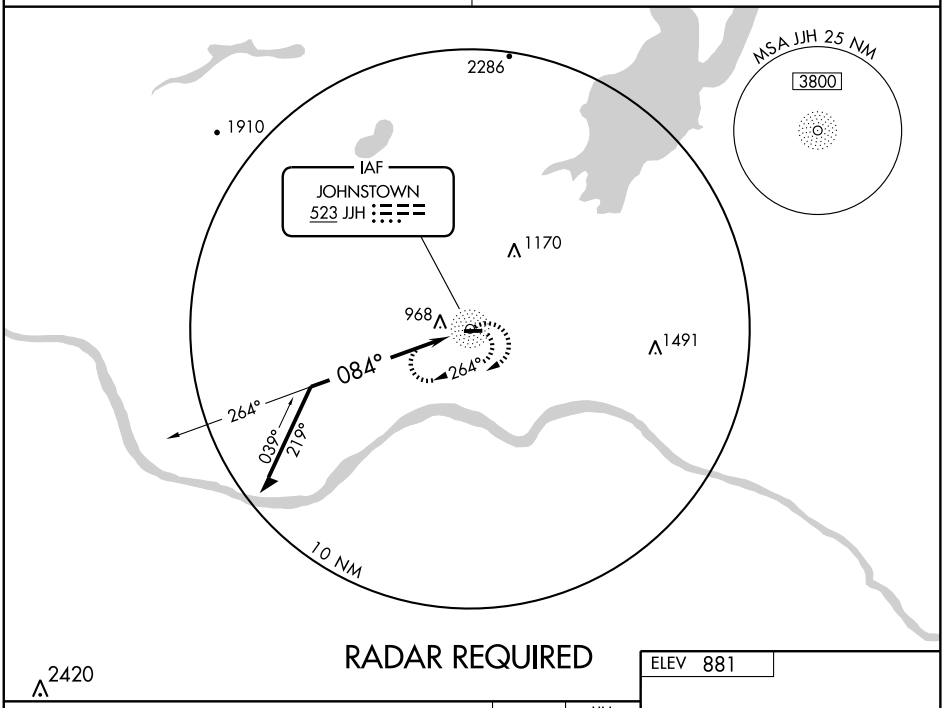
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 3000 in JJH NDB holding pattern.

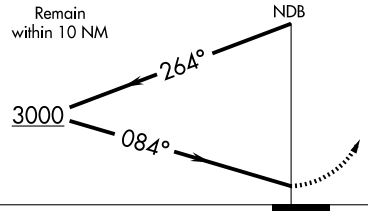
ALBANY APP CON
118.05

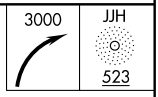
UNICOM
122.7 (CTAF) L

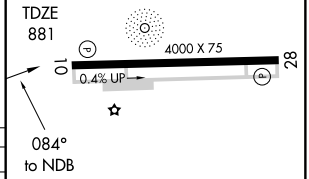


RADAR REQUIRED

2420







CATEGORY	A	B	C	D
S-10	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)	NA	
CIRCLING	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-10	1940-1¼ 1059 (1100-1¼)	1940-1½ 1059 (1100-1½)	NA	
CIRCLING	1940-1¼ 1059 (1100-1¼)	1940-1½ 1059 (1100-1½)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2. 14 JAN 2010 to 11 FEB 2010

NDB JJH 523	APP CRS 292°	Rwy Idg 4000 TDZE 881 Apt Elev 881

NDB RWY 28

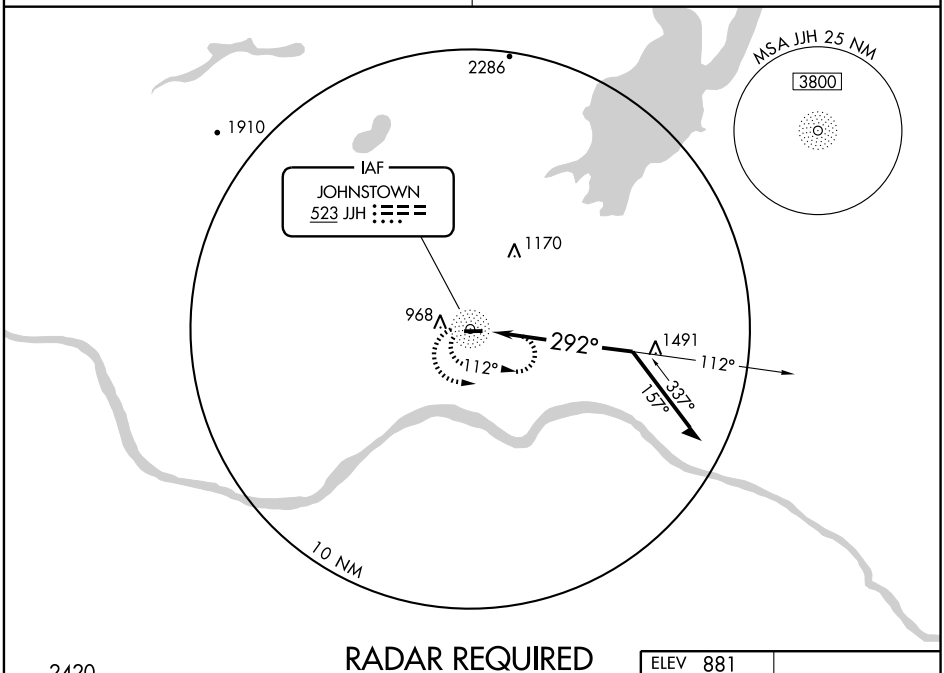
JOHNSTOWN/ FULTON COUNTY (NYØ)

Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 in JJH NDB holding pattern.

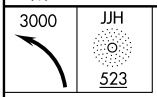
ALBANY APP CON
118.05

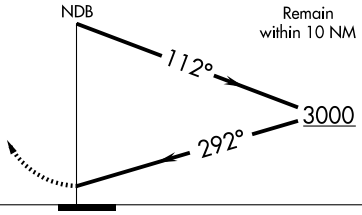
UNICOM
122.7 (CTAF) L

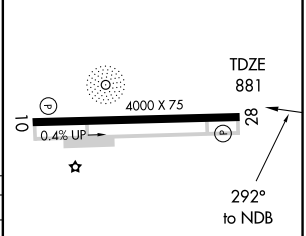


RADAR REQUIRED

2420







CATEGORY	A	B	C	D
S-28	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)	NA	
CIRCLING	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-28	2020-1¼ 1139 (1200-1¼)	2020-1½ 1139 (1200-1½)	NA	
CIRCLING	2020-1¼ 1139 (1200-1¼)	2020-1½ 1139 (1200-1½)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME PWL 114.3 Chan 90	APP CRS 320°	Rwy Idg N/A TDZE N/A Apt Elev 149

VOR or GPS-A

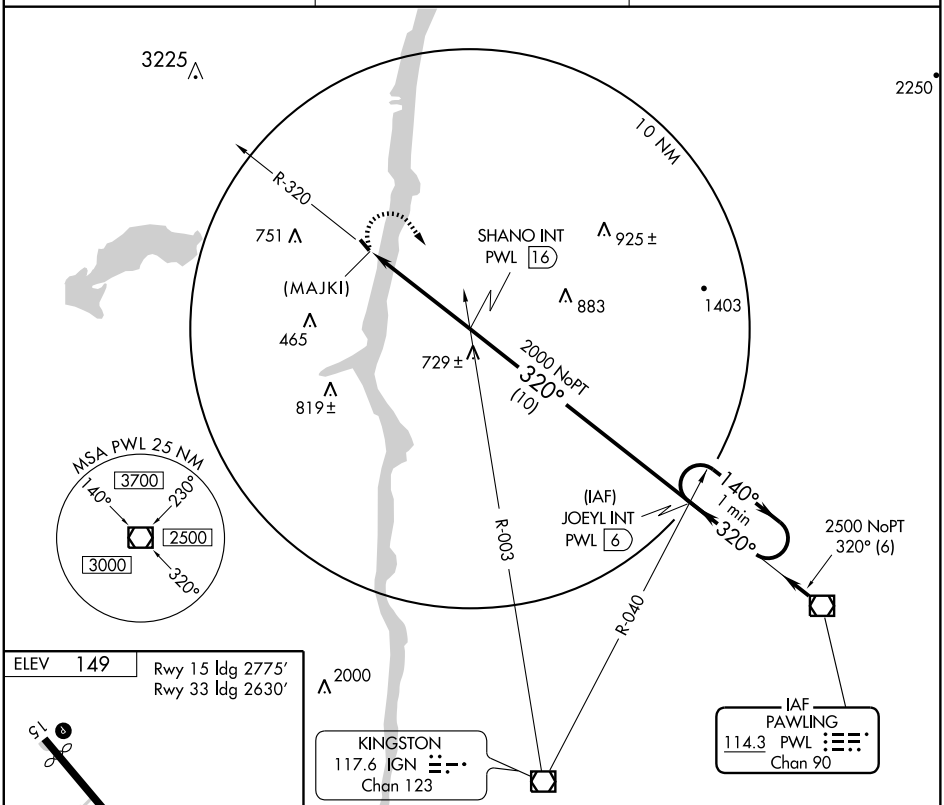
KINGSTON-ULSTER (2ØN)

Use Columbia County altimeter setting; if not received, use Newburgh/Stewart Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2500 via PWL R-320 to JOEYL Int/PWL 6 DME and hold.

NEW YORK APP CON	UNICOM	
132.75 363.1	122.8 (CTAF)	123.3 L



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 1351 (1400-1¼)	NA		

NE-2, 14 JAN 2010 to 11 FEB 2010

LAKE PLACID, NEW YORK AL-9371 (FAA)

RNAV (GPS) -A

LAKE PLACID (LKP)

APP CRS	Rwy Idg	N/A
306°	TDZE	N/A
	Apt Elev	1747

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climb to 5000 direct PUGRE WP and hold.

SARANAC LAKE ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	122.8 (CTAF) L

Procedure NA for arrival at SLK VOR/DME on V496 westbound, V203 northbound.

SARANAC LAKE SLK

6900 to HEDUX 132° (27.6)

MSA RW32 25 NM 6600

Procedure NA for arrival at LEAFY on V489 northbound.

(IAF) LEAFY

6900 NoPT 221° (8.4)

RW32

FAPIM 3.1 NM to RW32

(FAF) CELVU

6100 306° (7.9)

126° 6 NM 306°

(IF/IAF) HEDUX

6900 NoPT 348° (6.7)

(IAF) KEMPE

Procedure NA for arrival at KEMPE on V489 southbound.

MISSED APCH FIX PUGRE 125° 305° 4 NM

ELEV 1747

14 4200 X 60 306° to RW32 32

5000 PUGRE

6 NM Holding Pattern

HEDUX CELVU FAPIM 3.1 NM to RW32 RW32 306° 126° 306° 6900 6100 4540 8.31° TCH 45

3.1 NM 4 NM 7.9 NM

CATEGORY	A	B	C	D
CIRCLING	3300-1¼ 1553 (1600-1¼)	3300-1½ 1553 (1600-1½)	NA	

REIL Rwy 14 and 32
MIRL Rwy 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 14

LAKE PLACID (LKP)

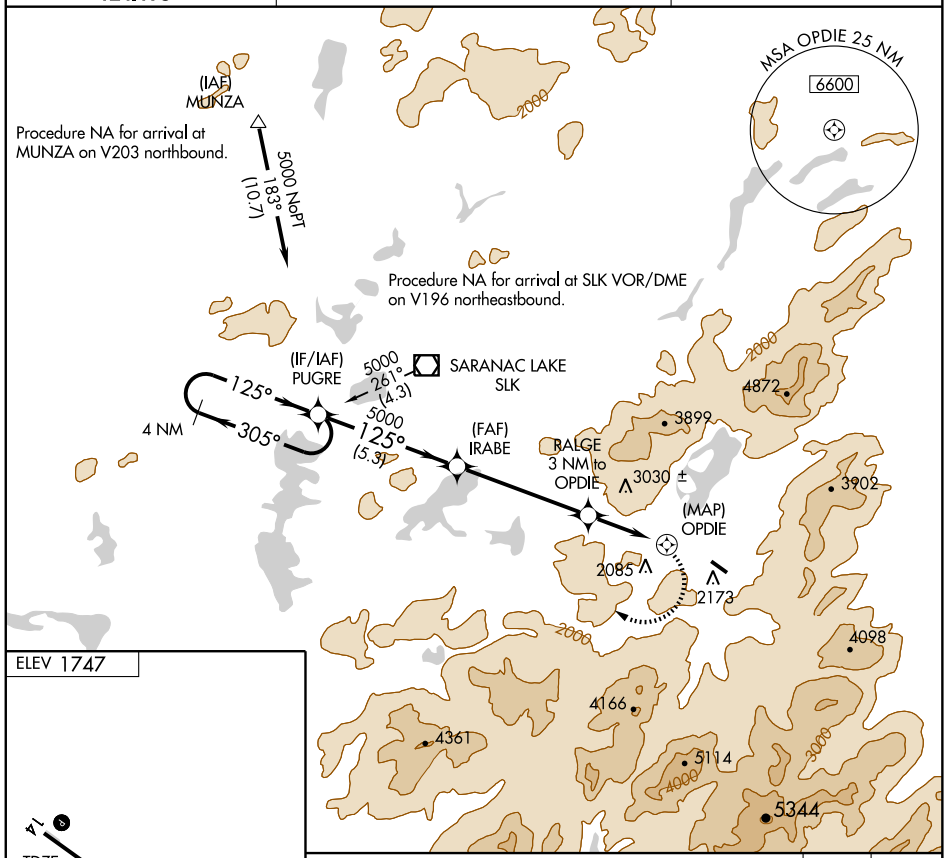
APP CRS	Rwy Idg	4200
125°	TDZE	1746
	Apt Elev	1747

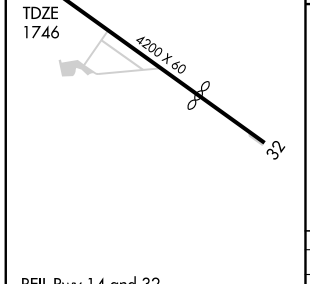
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

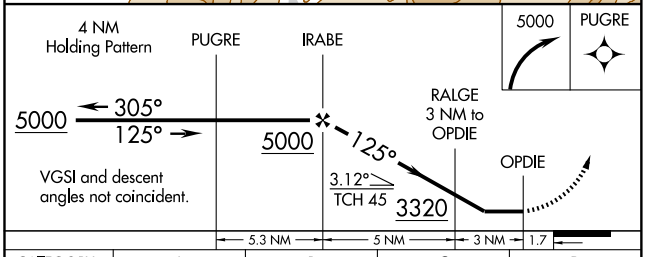
NA

MISSED APPROACH: Climbing right turn to 5000 direct PUGRE WP and hold.

SARANAC LAKE ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3140-2	1394 (1400-2)	NA	
CIRCLING	3140-2	1393 (1400-2)	NA	

REIL Rwy 14 and 32
MIRL Rwy 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	323°	TDZE	N/A
Chan 19		Apt Elev	785

VOR or GPS-A

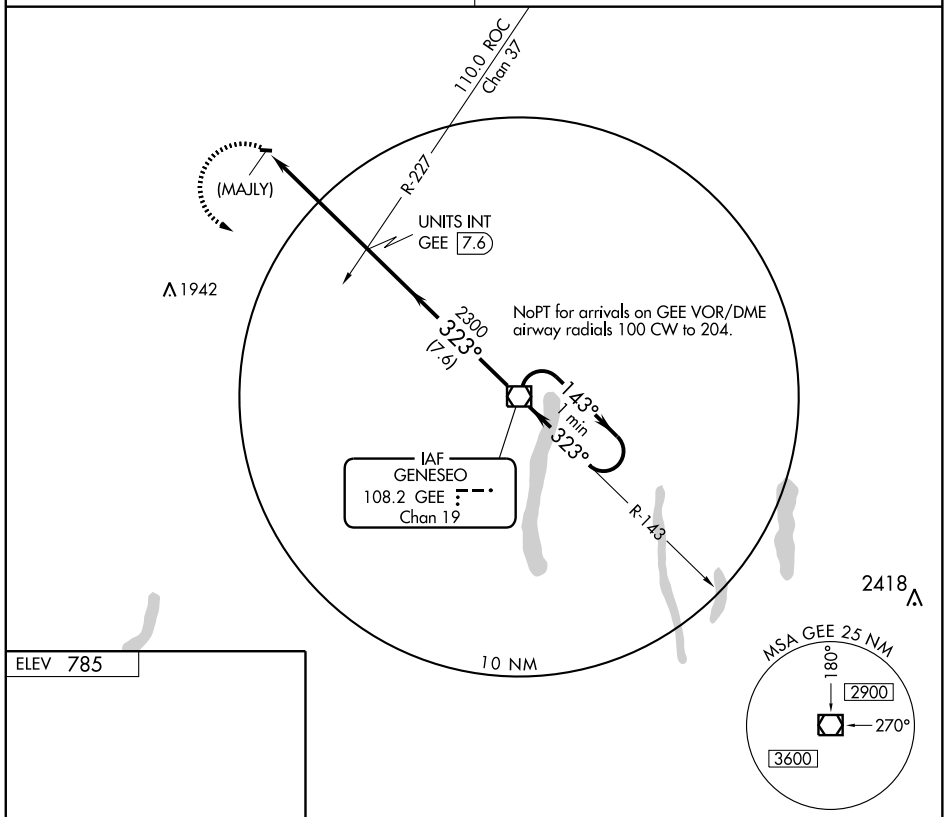
LE ROY (5G0)

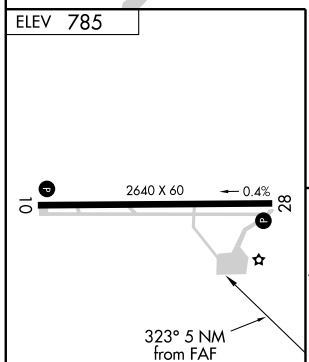
NA

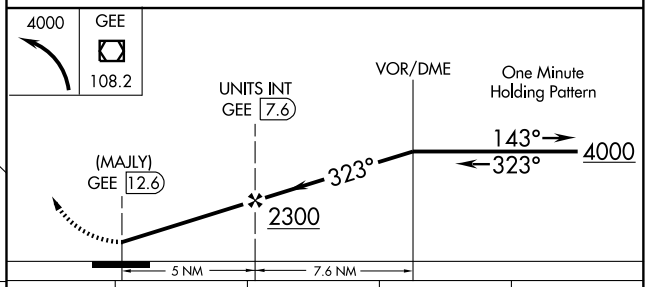
Use Rochester altimeter setting; when not available, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/DME and hold.

ROCHESTER APP CON	UNICOM
123.7 323.3	122.8 (CTAF) L







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1400-1 615 (700-1)	NA		

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2475
282°	TDZE	588
	Apt Elev	588

RNAV (GPS) RWY 28

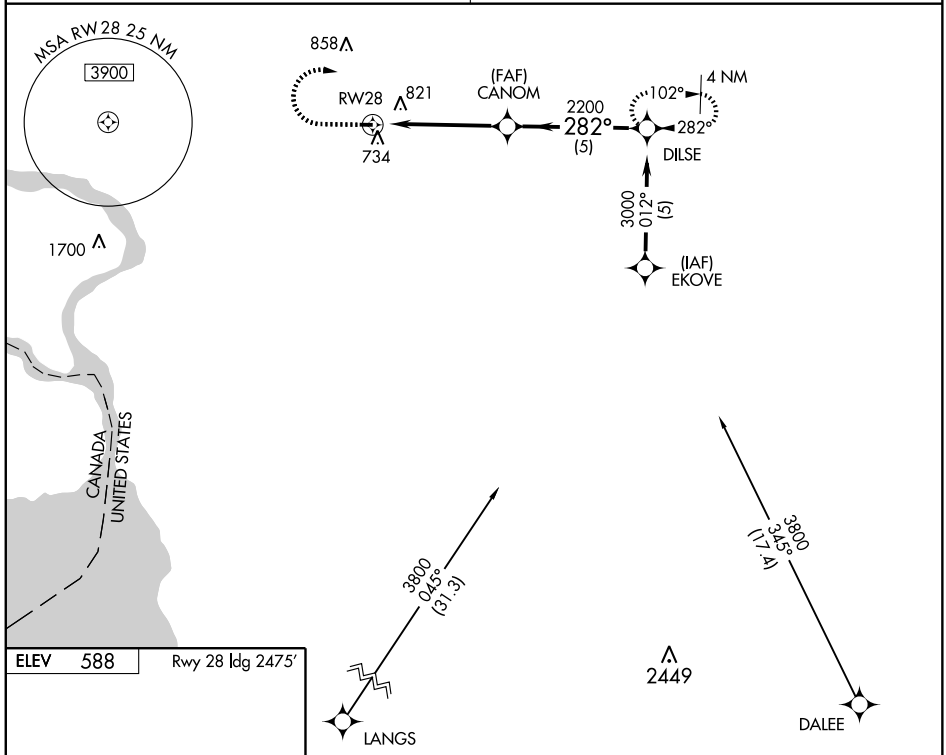
LOCKPORT / NORTH BUFFALO SUBURBAN (ØGØ)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA
Use Buffalo Niagra Intl altimeter setting.
Procedure not authorized at night.

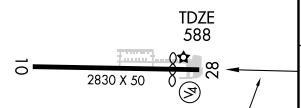
NA

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct DILSE WP and hold.

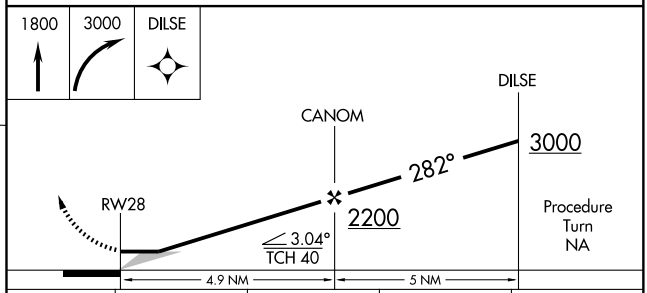
BUFFALO APP CON	UNICOM
126.5 317.6	123.0 (CTAF) L



ELEV 588 Rwy 28 ldg 2475'



MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	1120-1	532 (600-1)	NA	
CIRCLING	1180-1	592 (600-1)	NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
052°	TDZE	770
	Apt Elev	790

GPS RWY 5
MALONE-DUFORT (MAL)

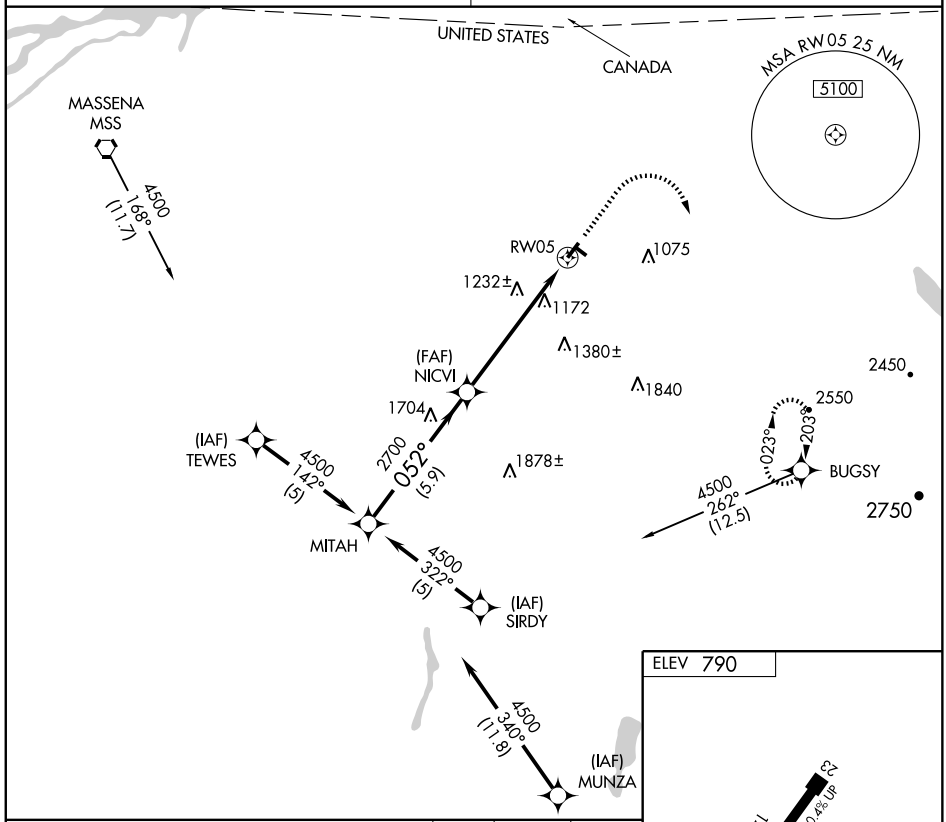
NA

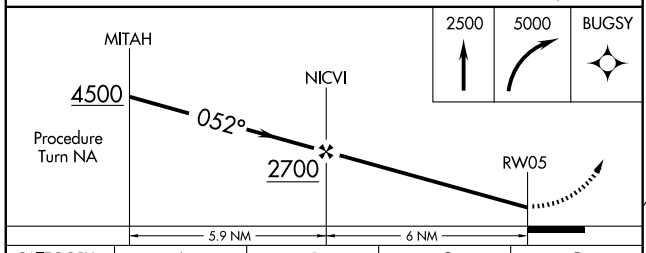
Use Massena Intl-Richards Field altimeter setting.

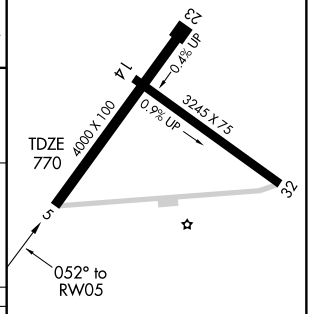
MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1680-1¼	910 (900-1¼)	1680-2¾ 910 (900-2¾)	NA
CIRCLING	1680-1¼	890 (900-1¼)	1680-2¾ 890 (900-2¾)	NA

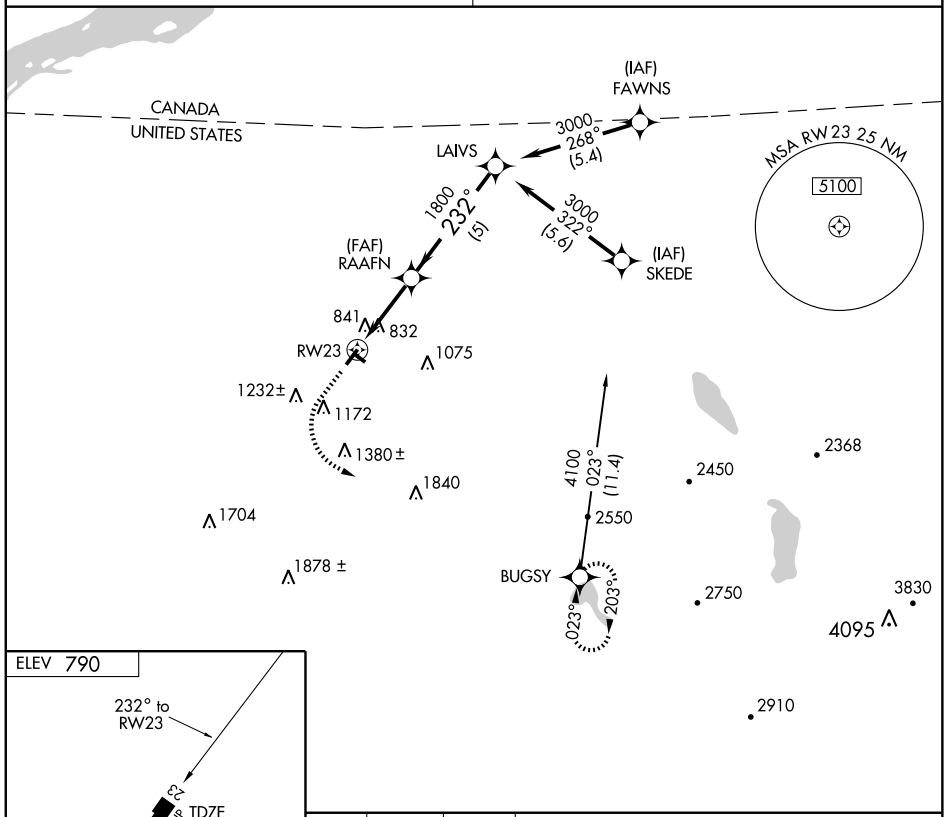
REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L

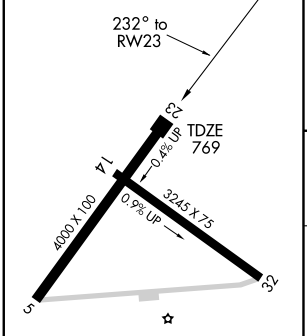
NE-2. 14 JAN 2010 to 11 FEB 2010

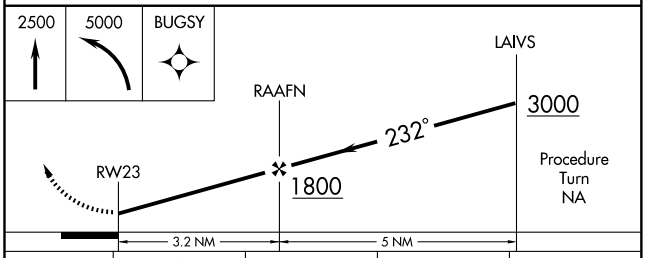
APP CRS	Rwy Idg	4000
232°	TDZE	769
	Apt Elev	790

GPS RWY 23
MALONE-DUFORT (MAL)

▼ NA	Use Massena Intl-Richards Field altimeter setting.
MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct BUGSY WP and hold.	
BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1280-1	511 (500-1)	1280-1½ 511 (500-1½)	NA
CIRCLING	1500-1 710 (800-1)	1520-1 730 (800-1)	1520-2 730 (800-2)	NA

REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-MSS	APP CRS	Rwy Idg	5600
108.7	045°	TDZE	205
		Apt Elev	215

ILS or LOC RWY 5

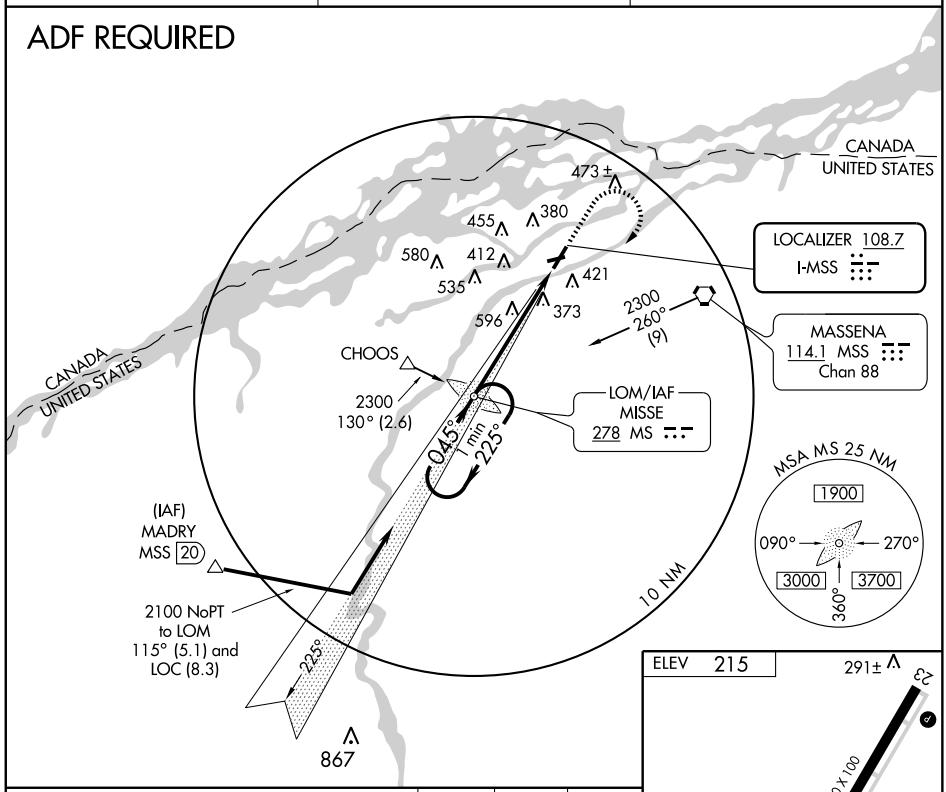
MASSENA INTL-RICHARDS FIELD (MSS)

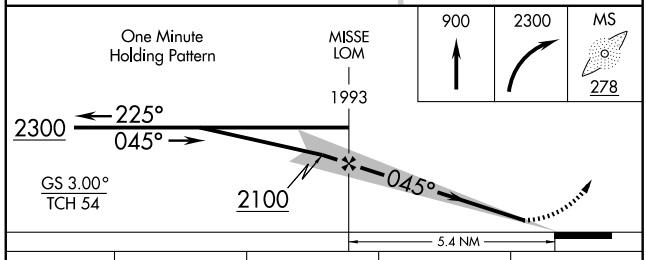
V A NA — Circling to Rwy 9-27 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogdensburg altimeter setting: Increase DA to 332; increase all MDAS 100 feet.

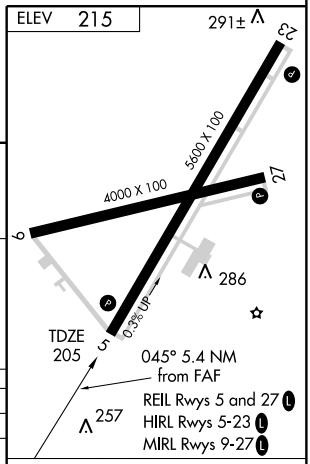
MISSED APPROACH: Climb to 900 then climbing right turn to 2300 direct MISSE LOM and hold, continue climb-in-hold to 2300.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	455-1 250 (300-1)			
S-LOC 5	860-1 655 (700-1)		860-1¾ 655 (700-1¾)	860-2 655 (700-2)
CIRCLING	860-1 645 (700-1)		860-1¾ 645 (700-1¾)	900-2¼ 685 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
075°	TDZE	205
	Apt Elev	215

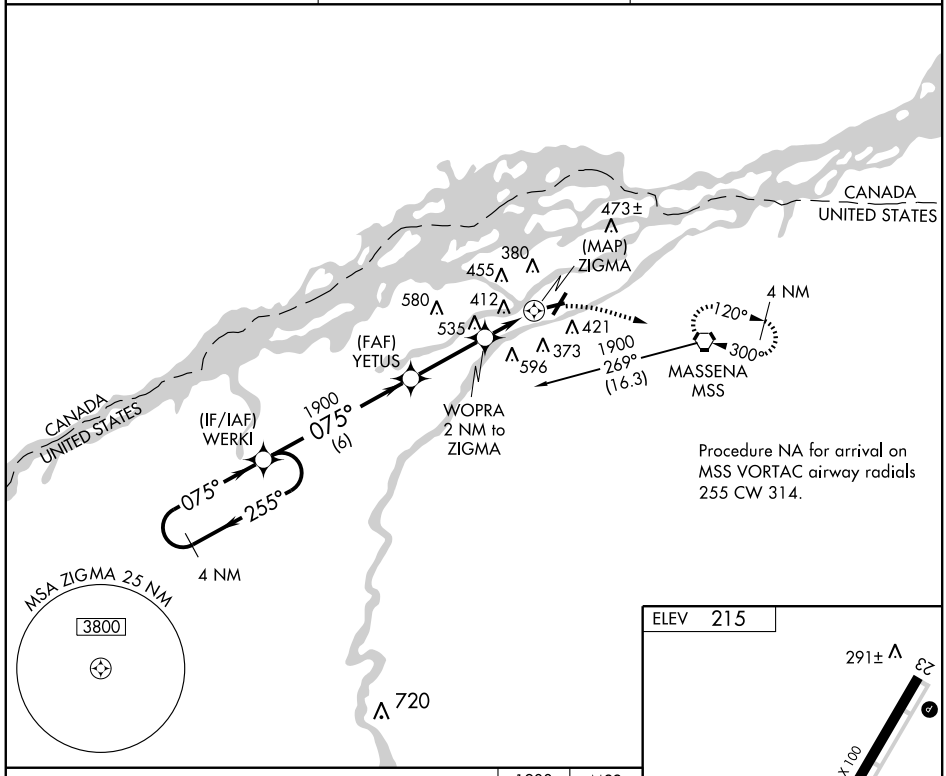
RNAV (GPS) RWY 9

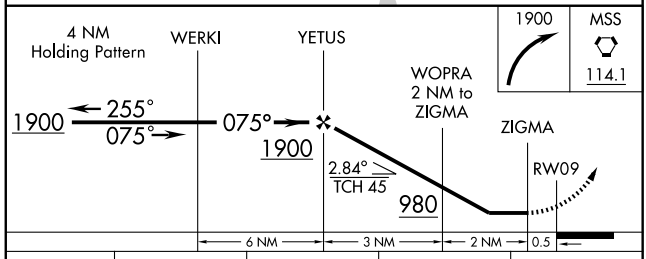
MASSENA INTL-RICHARDS FIELD (MSS)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.
Circling NA at night to Rwy 9-27.
Straight-in minimums NA at night.

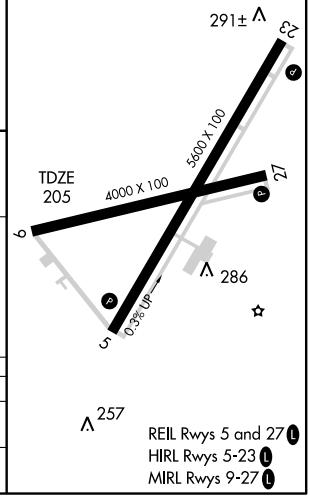
MISSED APPROACH: Climbing right turn to 1900 direct MSS VORTAC and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 475 (500-1)		680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1 525 (600-1)		740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)



REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5600
225°	TDZE	215
	Apt Elev	215

RNAV (GPS) RWY 23

MASSENA INTL-RICHARDS FIELD (MSS)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.
Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climb to 2300 direct DORIE and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF)

900

4 NM
225°
045°
(IF/IAF)
SALAS
1900
225°
(6)
(FAF)
NEKIC
473±
CANADA
UNITED STATES
380
382
455
ZATSI
2.1 NM
to RW23
2500
018°
(11.1)
580
412
RW23
535
421
596
373
MASSENA
MSS
CANADA
UNITED STATES

Procedure NA for arrival on MSS VORTAC airway radial 061.

MSA RW 23 25 NM
3800

ELEV 215
225° to RW23
291± TDZE 215
DORIE
045°
225°
4 NM
5600 X 100
4000 X 100
27
286
0.3% UP

2300
DORIE
SALAS
4 NM Holding Pattern
NEKIC
045°
225°
2500
225°
ZATSI
2.1 NM
to RW23
RW23
1900
960*
3.15°
TCH 36
2.1
2.9 NM
6 NM

* 1060 when using Ogdensburg altimeter setting.

257

REIL Rwys 5 and 27
HIRL Rwys 5-23
MIRL Rwys 9-27

CATEGORY	A	B	C	D
LNAV MDA	640-1	425 (500-1)	640-1¼	425 (500-1¼)
CIRCLING	740-1	525 (600-1)	740-1½	900-2¼
			525 (600-1½)	685 (700-2¼)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
270°	TDZE	205
	Apt Elev	215

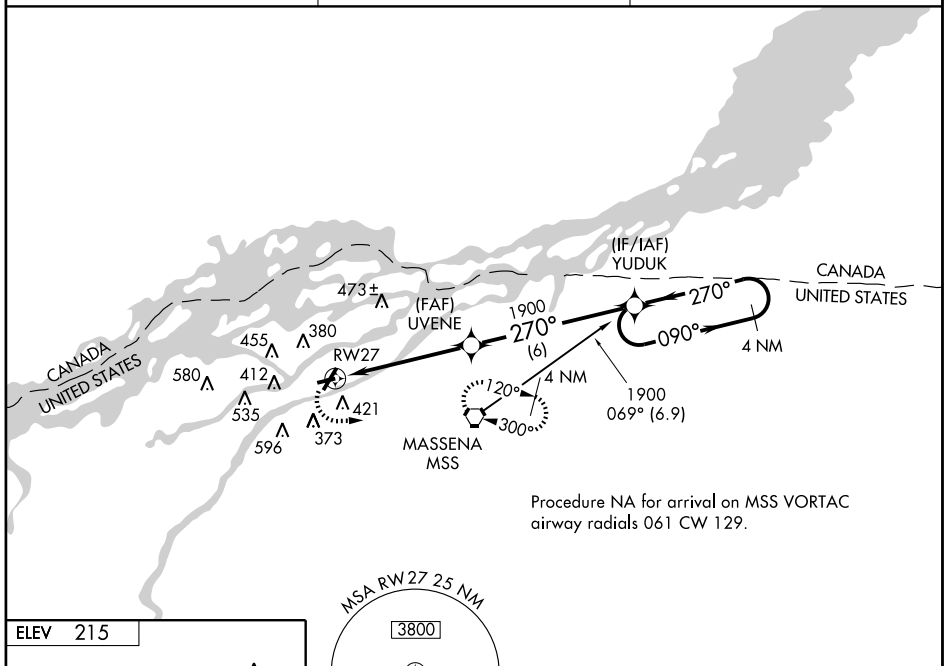
RNAV (GPS) RWY 27

MASSENA INTL-RICHARDS FIELD (MSS)

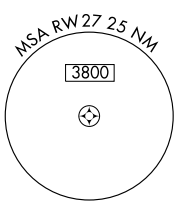
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.
Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climbing left turn to 1900 direct MSS VORTAC and hold.

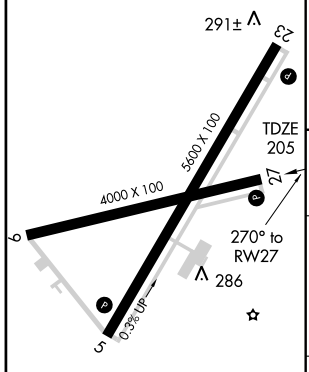
ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L

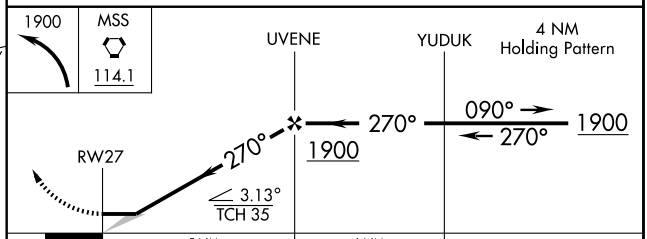


Procedure NA for arrival on MSS VORTAC airway radials 061 CW 129.



1878±





CATEGORY	A	B	C	D
LNAV MDA	680-1 475 (500-1)		680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1 525 (600-1)		740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)

257

REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5600
045°	TDZE	205
	Apt Elev	215

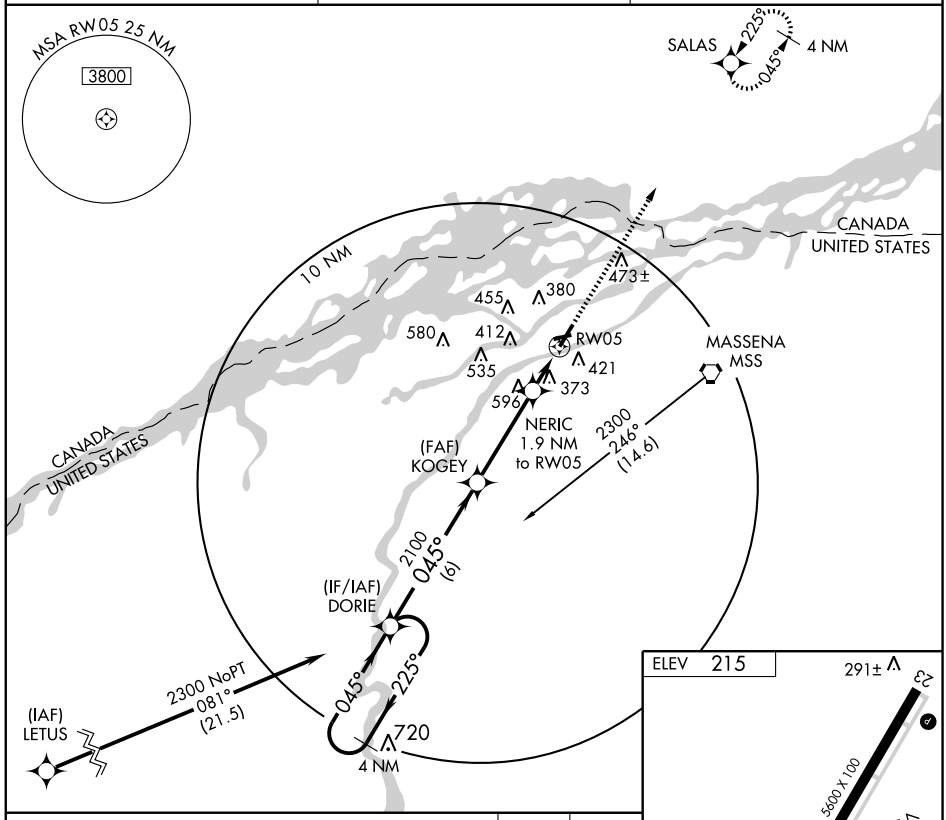
RNAV (GPS) Y RWY 5

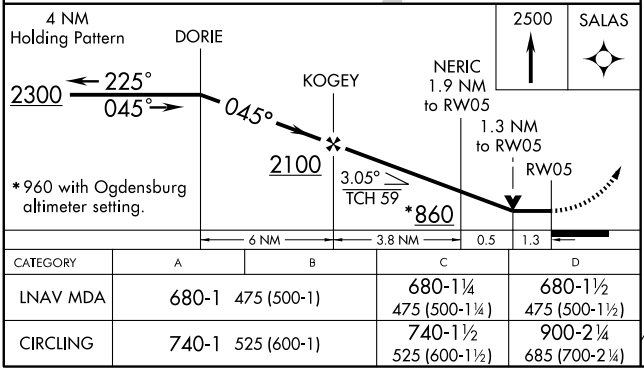
MASSENA INTL-RICHARDS FIELD (MSS)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
VDP and descent angle NA when using Ogdensburg altimeter setting.
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet. Circling NA at night to Rwy 9-27.

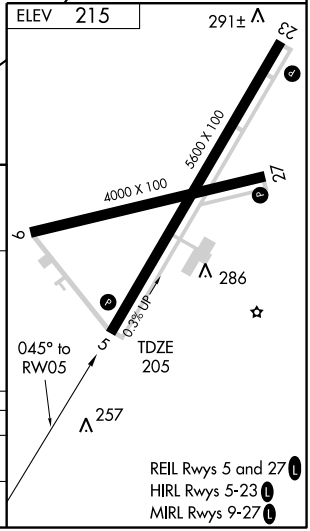
MISSED APPROACH: Climb to 2500 direct SALAS and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 475 (500-1)		680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1 525 (600-1)		740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)



NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS Chan **70303** **W05A**	APP CRS **045°**	Rwy Idg **5600** TDZE **205** Apt Elev **215**

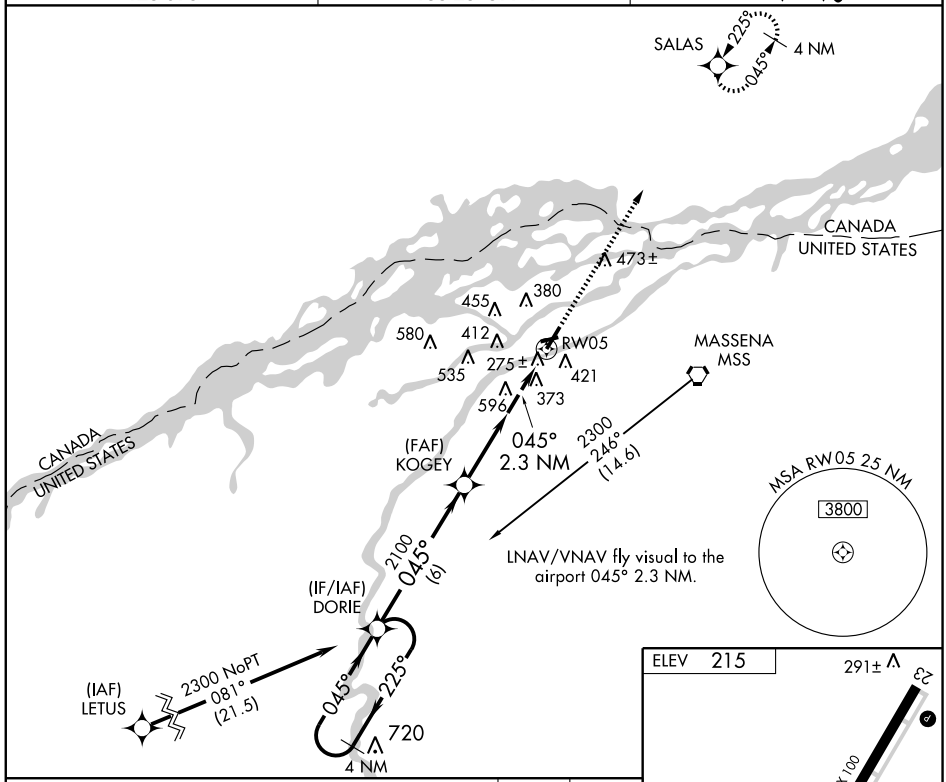
RNAV (GPS) Z RWY 5

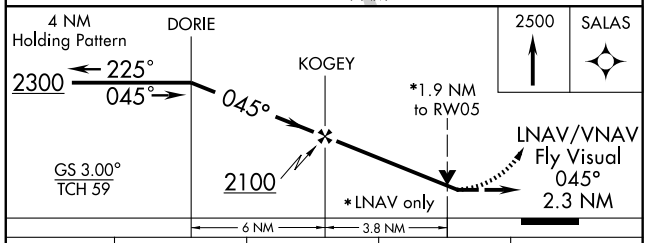
MASSENA INTL-RICHARDS FIELD (MSS)

T A W GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Ogdensburg altimeter setting. If local altimeter setting not received, use Ogdensburg altimeter setting and increase all DAs/MDAs 100 feet. Circling NA at night to Rwy 9-27.

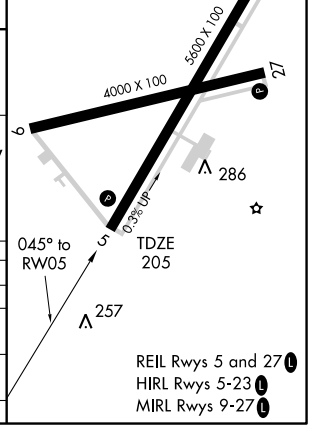
MISSED APPROACH: Climb to 2500 direct SALAS and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	**135.25 377.1**	**123.0** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	500-1 295 (300-1)			
LNAV/ VNAV DA	980-2 775 (800-2)		980-2¼ 775 (800-2¼)	980-2½ 775 (800-2½)
LNAV MDA	860-1 655 (700-1)		860-1¾ 655 (700-1¾)	860-2 655 (700-2)
CIRCLING	980-2¾ 765 (800-2¾)			



NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC MSS 114.1 Chan 88	APP CRS 298°	Rwy Idg N/A TDZE N/A Apt Elev 215

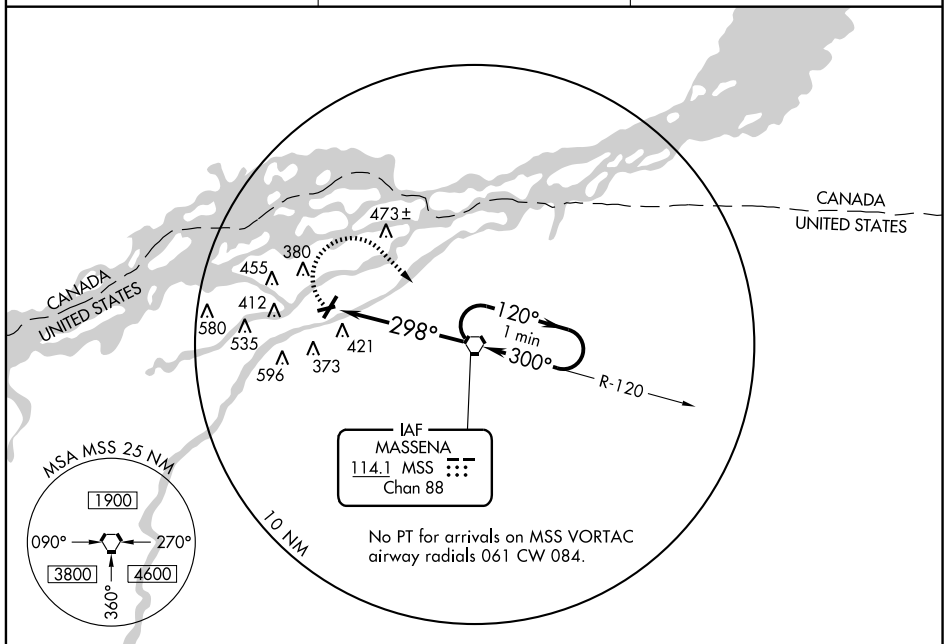
VOR-A

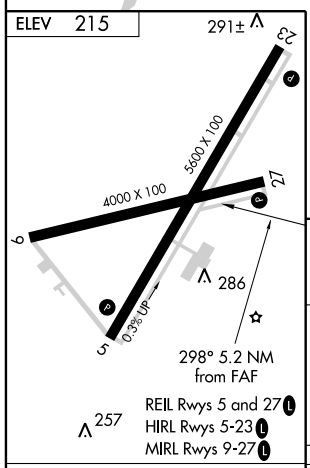
MASSENA INTL-RICHARDS FIELD (MSS)

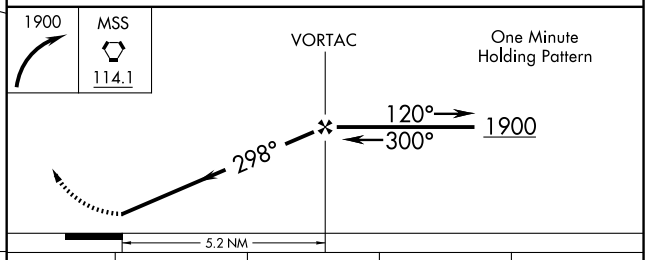
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet. Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climbing right turn to 1900 direct MSS VORTAC and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L







FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	740-1 525 (600-1)		740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOM MG	APP CRS		
353	275°	Rwy Idg	2811
		TDZE	523
		Apt Elev	523

NDB RWY 26

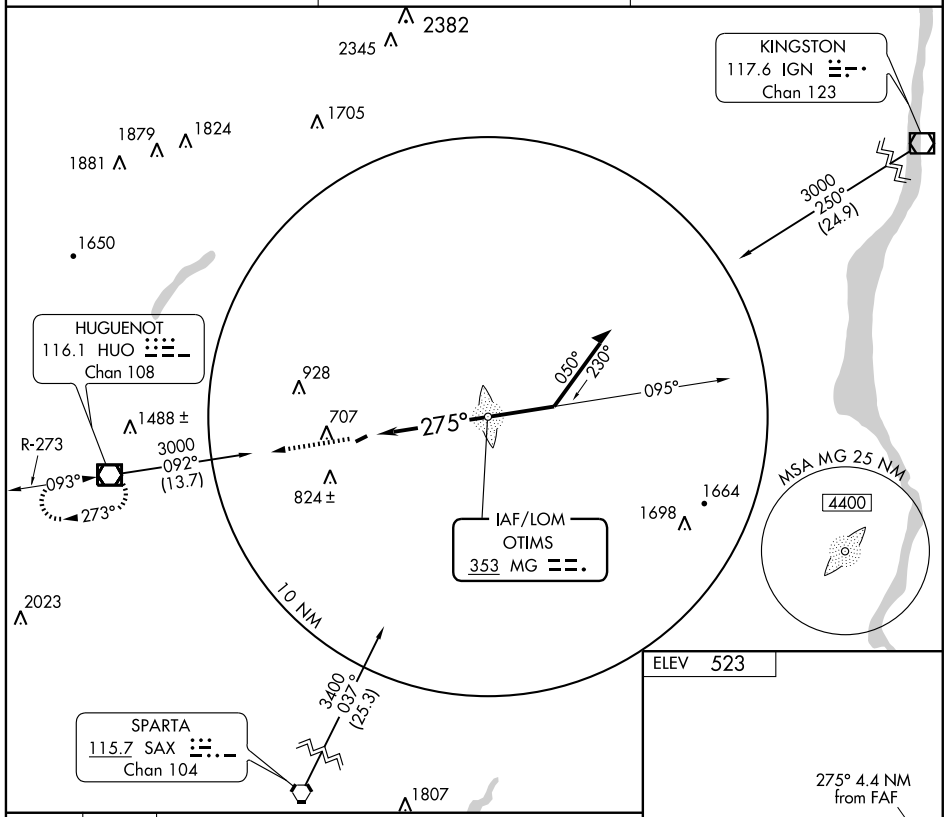
MIDDLETOWN/ RANDALL (Ø6N)

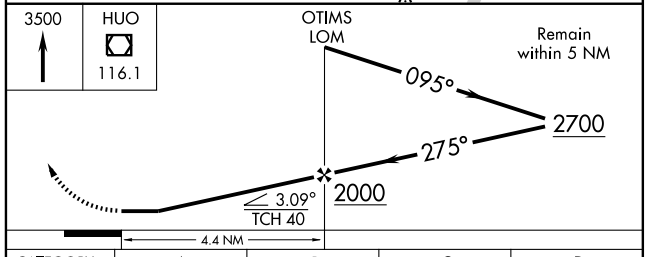
NA

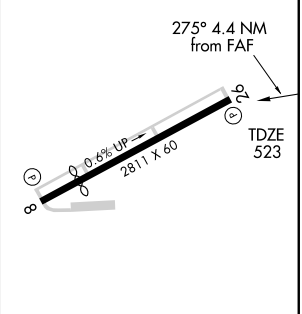
Procedure NA at night.
Use Orange County altimeter setting.

MISSED APPROACH: Climb to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-26	1200-1 677 (700-1)	NA		
CIRCLING	1200-1 677 (700-1)	NA		

MIRL Rwy 8-26

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2248
075°	TDZE	523
	Apt Elev	523

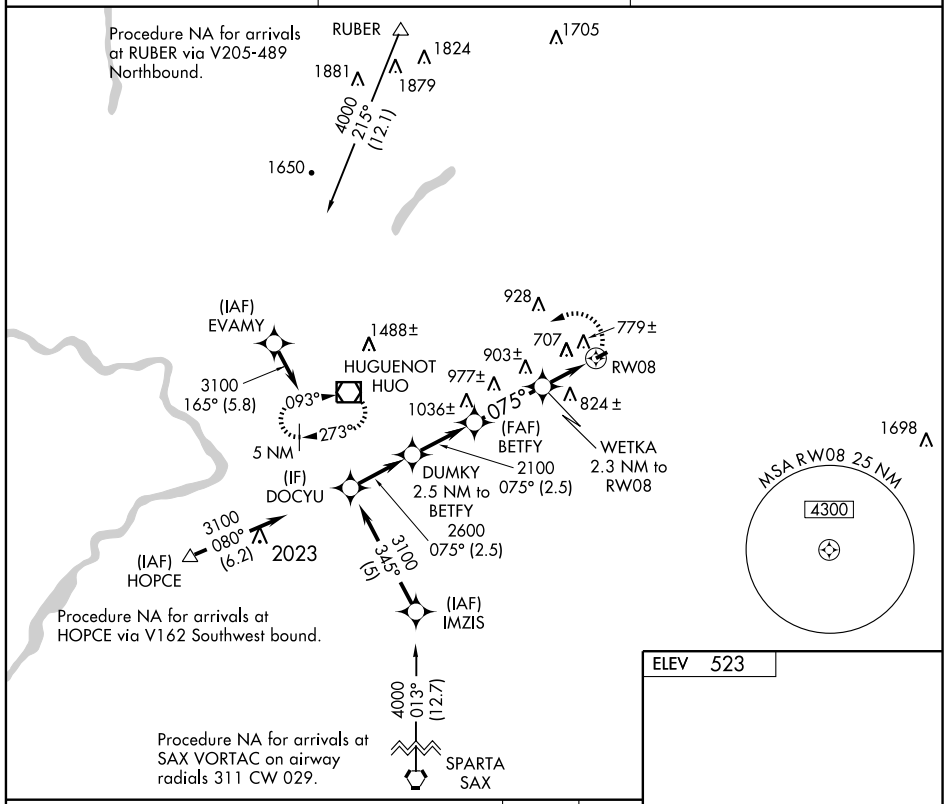
RNAV (GPS) RWY 8

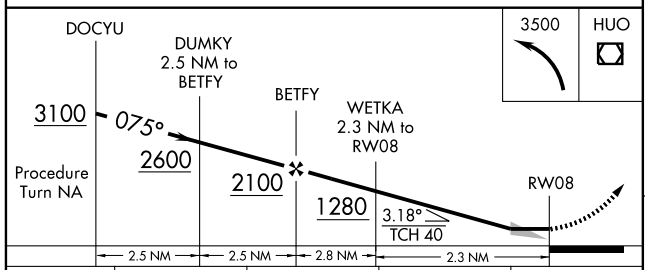
MIDDLETOWN / RANDALL (Ø6N)

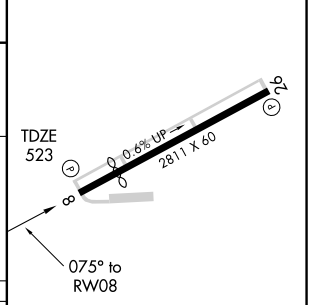
DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1080-1 557 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		

MIRL Rwy 8-26

NE-2. 14 JAN 2010 to 11 FEB 2010

MIDDLETOWN, NEW YORK AL-5389 (FAA)

RNAV (GPS) RWY 26

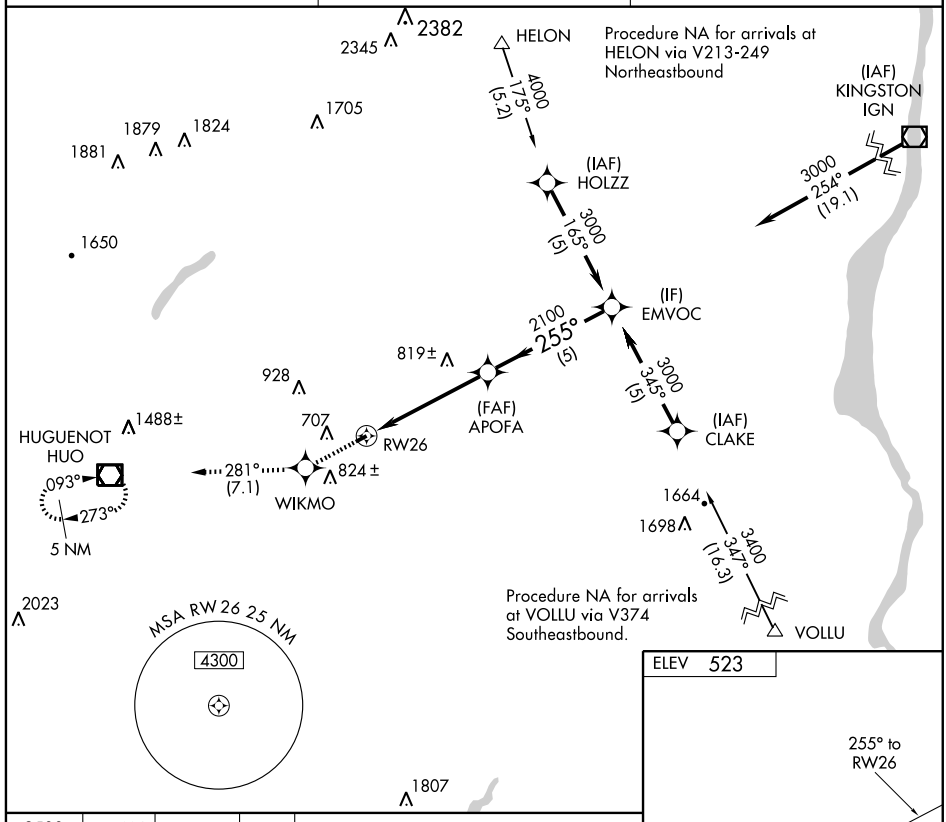
MIDDLETOWN / RANDALL (Ø6N)

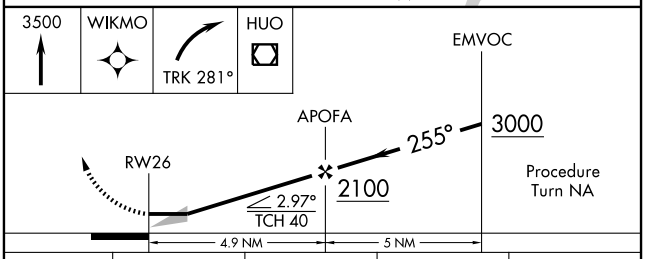
APP CRS	Rwy Idg	2811
255°	TDZE	523
	Apt Elev	523

DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

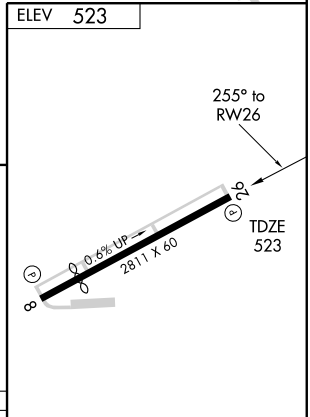
MISSED APPROACH: Climb to 3500 direct WIKMO and right turn via 281° track to HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1120-1 597 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		



NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME HUO	APP CRS	Rwy Idg	2248
116.1	093°	TDZE	523
Chan 108		Apt Elev	523

VOR RWY 8

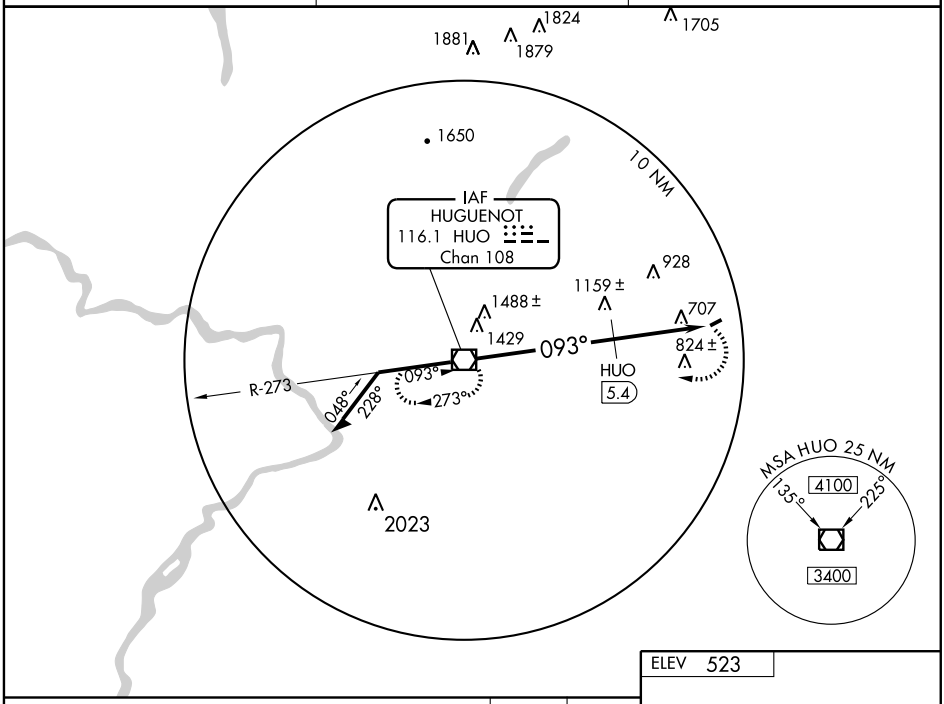
MIDDLETOWN/ RANDALL (Ø6N)

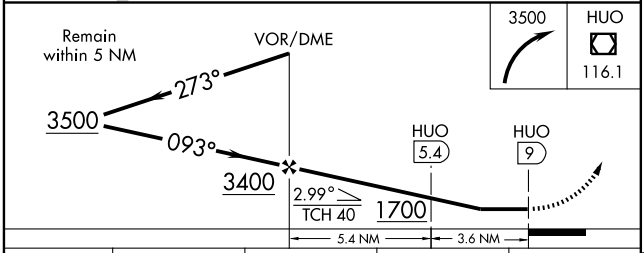
NA

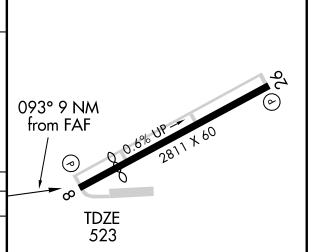
Use Orange County altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-8	1700-1¼ 1177 (1200-1¼)	NA		
CIRCLING	1700-1¼ 1177 (1200-1¼)	NA		
DME MINIMUMS				
S-8	1460-1¼ 937 (1000-1¼)	NA		
CIRCLING	1460-1¼ 937 (1000-1¼)	NA		

MIRL Rwy 8-26

FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 78008 W17A	APP CRS 167°	Rwy Idg 3830 TDZE 694 Apt Elev 698

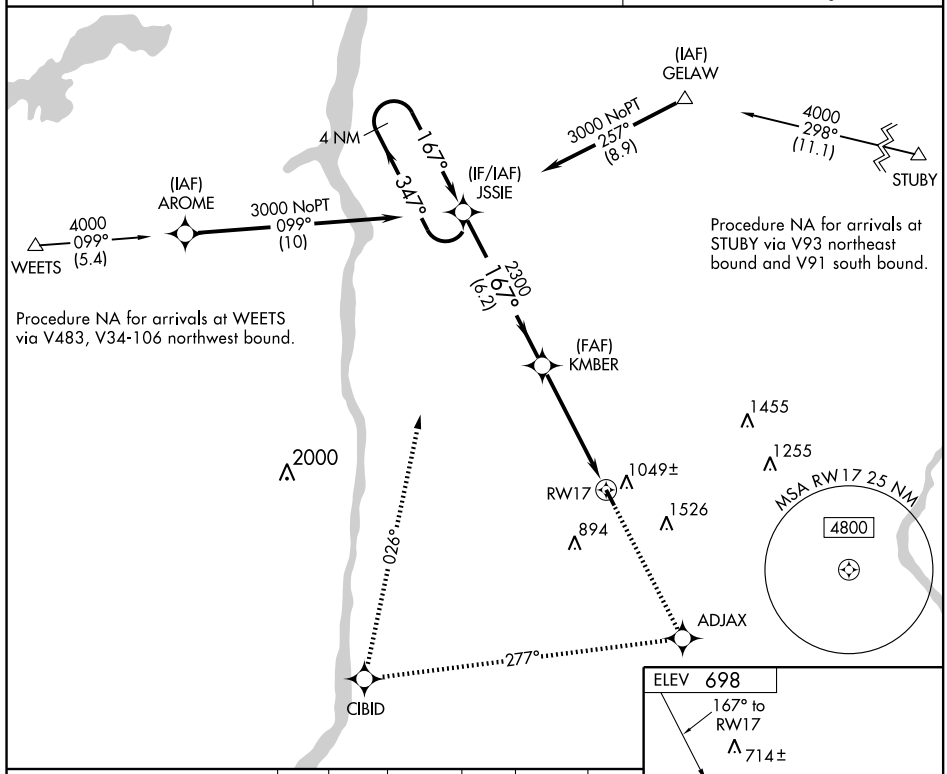
RNAV (GPS) RWY 17

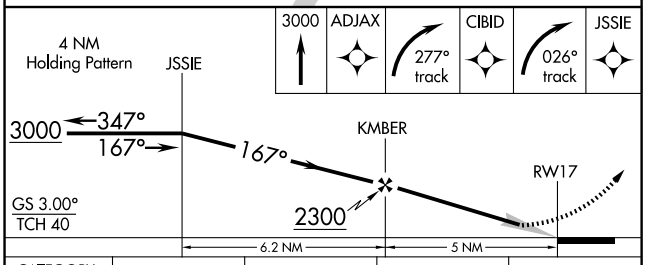
MILLBROOK/ SKY ACRES (44N)

DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1038, all MDA 20 feet, and LPV all Cats visibility ¼ mile.

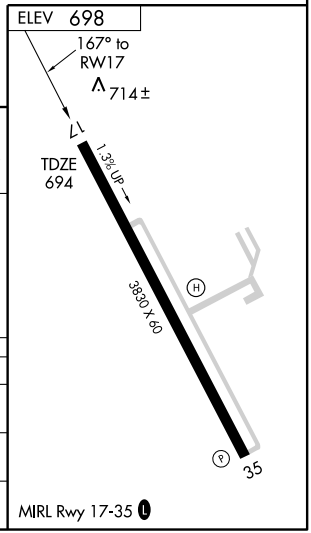
MISSED APPROACH: Climb to 3000 direct ADJAX and right turn via 277° track to CIBID and right turn via 026° track to JSSIE and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1021-1¼ 327 (400-1¼)		NA	
LNAV MDA	1620-1¼ 926 (1000-1¼)		NA	
CIRCLING	1620-1¼ 922 (1000-1¼)		NA	



NE-2, 14 JAN 2010 to 11 FEB 2010

MILLBROOK, NEW YORK AL-5473 (FAA)

WAAS	APP CRS	Rwy Idg	3830
CH 86308	347°	TDZE	698
W35A		Apt Elev	698

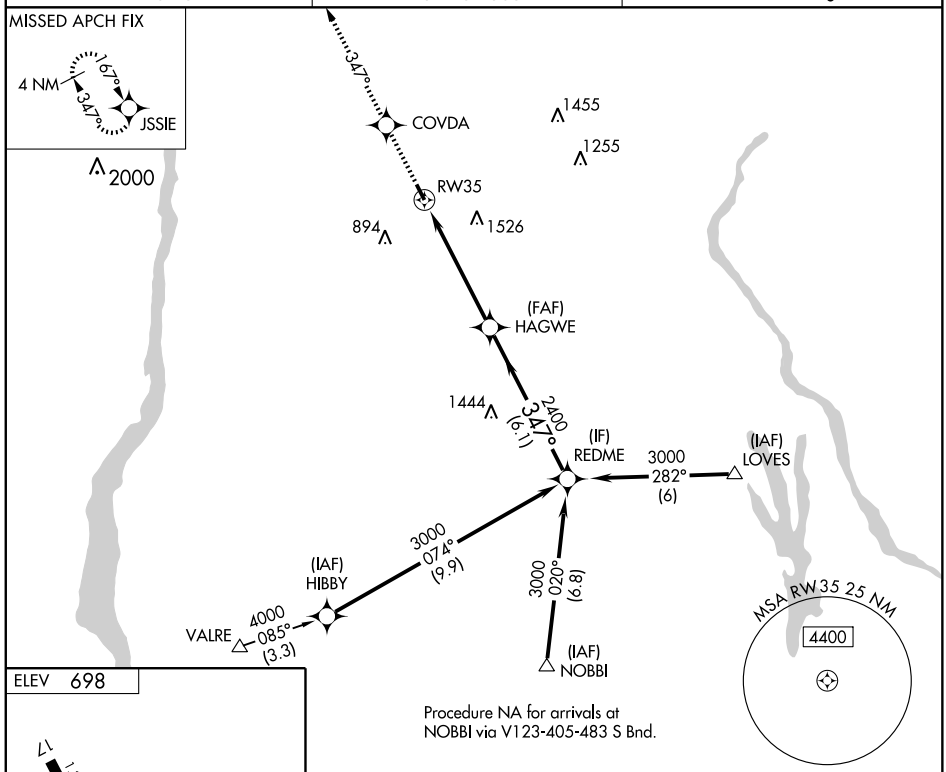
RNAV (GPS) RWY 35

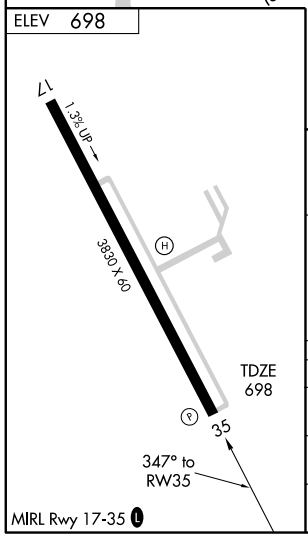
MILLBROOK/ SKY ACRES (44N)

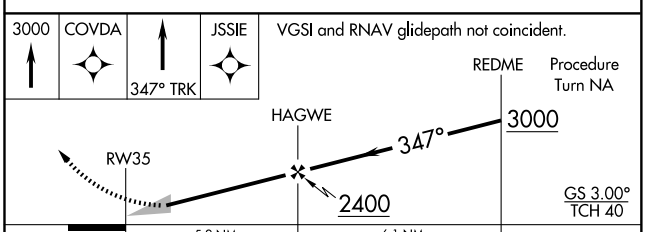
DME/DME RNP-0.3 NA.
NA Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1046-1¼	348 (400-1¼)	NA	
LNAV MDA	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA	
CIRCLING	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
069°	TDZE	N/A
	Apt Elev	700

VOR-A

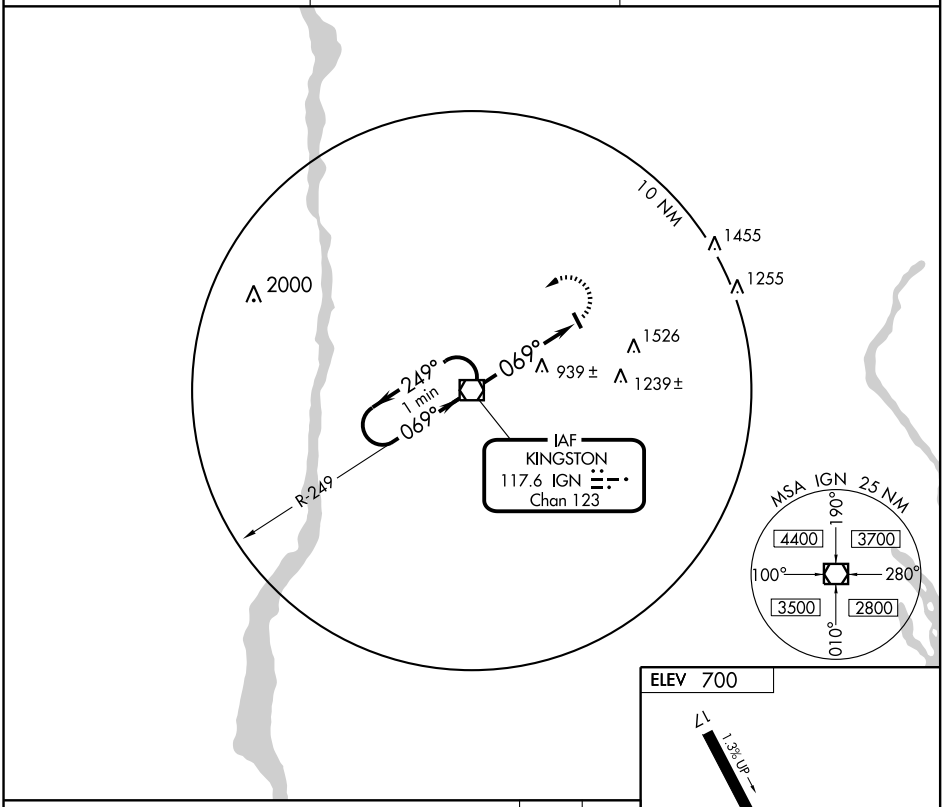
MILLBROOK/ SKY ACRES (44N)

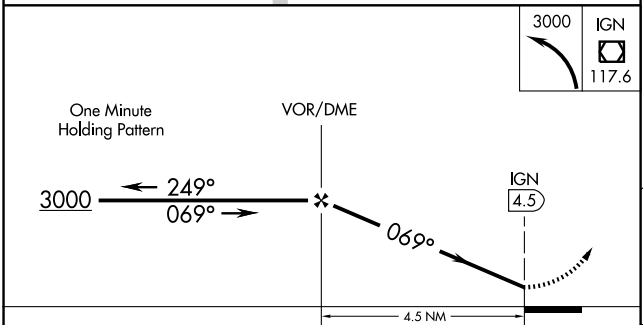
Use Poughkeepsie altimeter setting.
NoPT for arrival on IGN VOR/DME airway radials 203 CW 316.

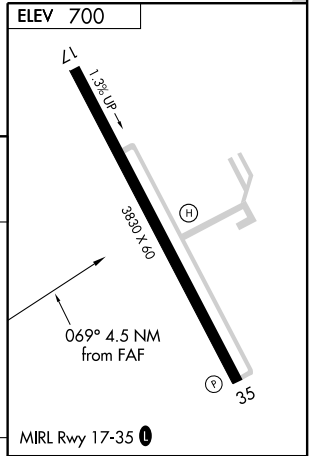
NA

MISSED APPROACH: Climbing left turn to 3000 direct IGN VOR/DME and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580 - 1 880 (900-1)	1580 - 1¼ 880 (900-1¼)	NA	

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3024
242°	TDZE	7
	Apt Elev	7

RNAV (GPS) RWY 24
MONTAUK (MTP)

Use Block Island State altimeter setting.
NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2500 direct FEKSA WP and hold.

NEW YORK APP CON ★	UNICOM	
125.97 343.65	122.7 (CTAF)	121.7 L

GROTON GON
468
2500 133° (16.1)
4 NM
062°
242°
1600 242° (6)
(IF/IAF) FEKSA
2500 NoPT 301° (7.7)
(IAF) SANDY POINT SEY
(FAF) COBER
MSA RW24 25 NM
2600
RW24
70±
159±
238±
2500 to FEKSA 072° (31.3)
HAMPTON HTO

ELEV 7
Rwy 6 ldg 2944′
Rwy 24 ldg 3024′
242° to RW24
24
6
TDZE 7
3481 X 75

2500 | FEKSA

4 NM Holding Pattern
FEKSA
COBER
062°
242°
2500
242°
1600
RW24
2.93°
TCH 40
VGSI and descent angles not coincident.
5 NM
6 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1 473 (500-1)			
CIRCLING	580-1 573 (600-1)			

MIRL Rwy 6-24 L

NE-2. 14 JAN 2010 to 11 FEB 2010

HTO VORTAC	APP CRS	Rwy Idg	2944
113.6	075°	TDZE	6
Chan 83		Apt Elev	7

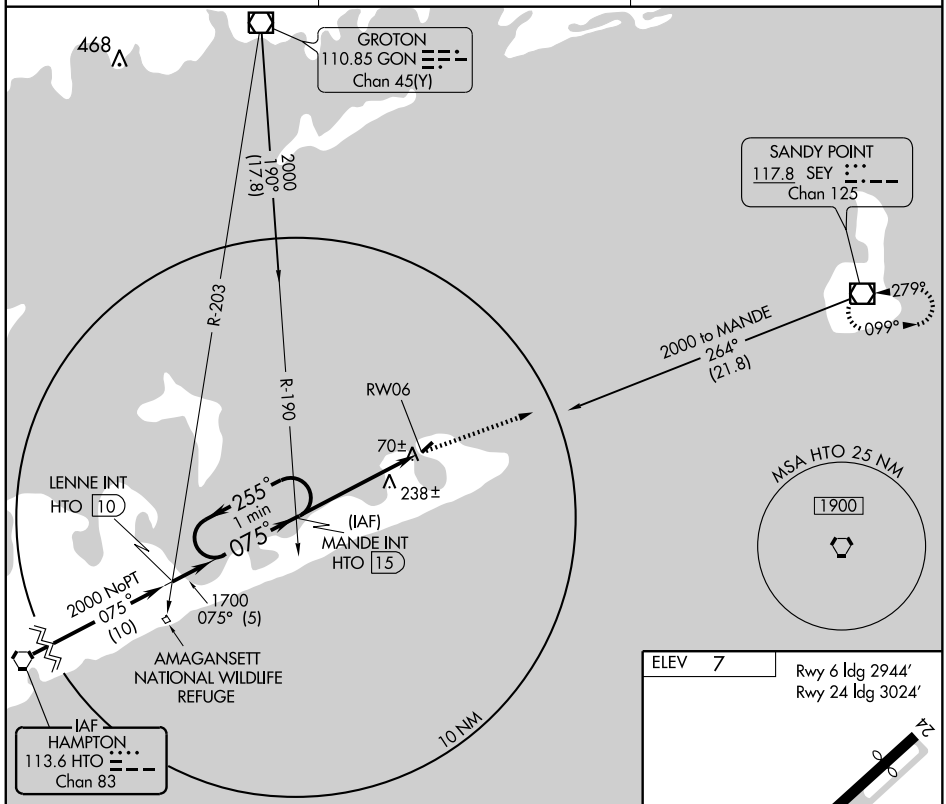
VOR or GPS RWY 6

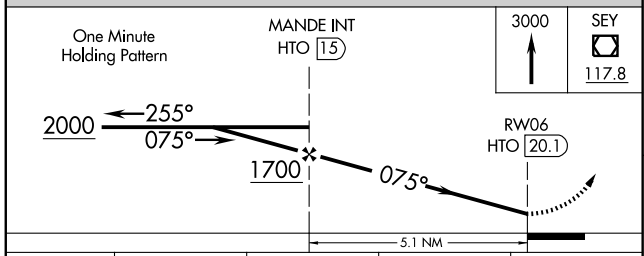
MONTAUK (MTP)

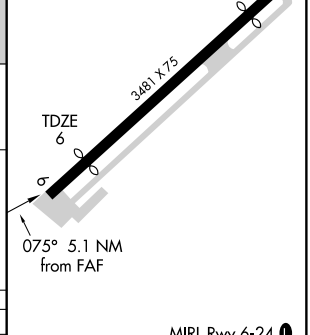
Use Block Island State altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

NEW YORK APP CON ★	UNICOM	121.7 L
125.975 343.65	122.7 (CTAF)	







MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-6	660-1 654 (700-1)	660-1¼ 654 (700-1¼)	NA	
CIRCLING	660-1 653 (700-1)	660-1¼ 653 (700-1¼)	NA	

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-MGJ	APP CRS	Rwy Idg	4701
111.7	029°	TDZE	354
		Apt Elev	365

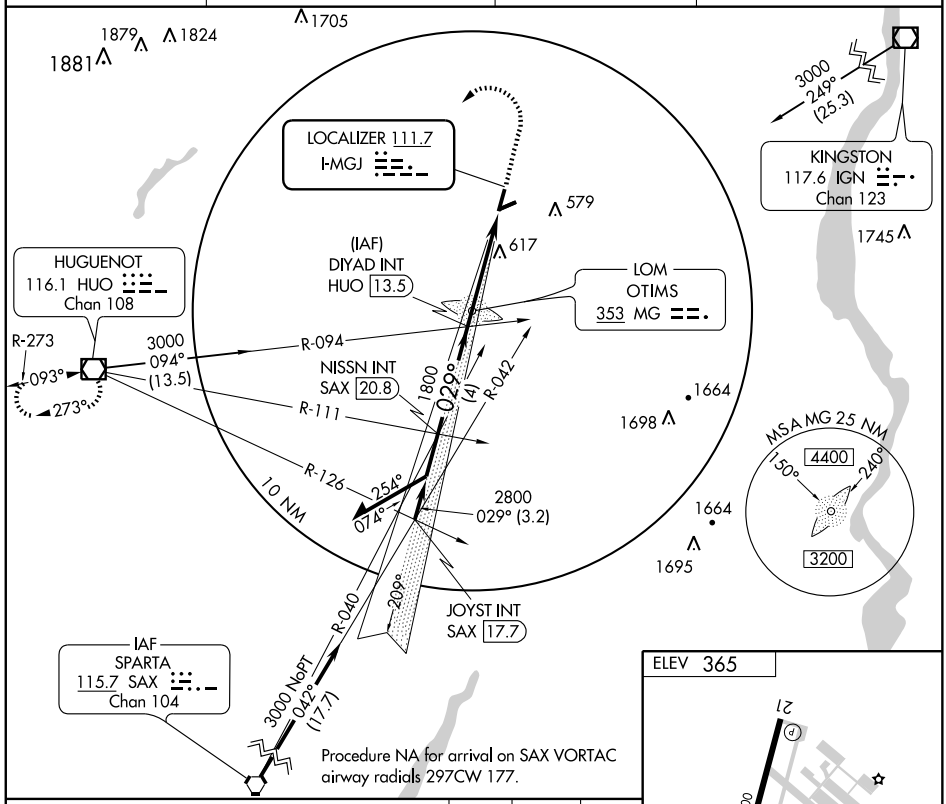
ILS RWY 3

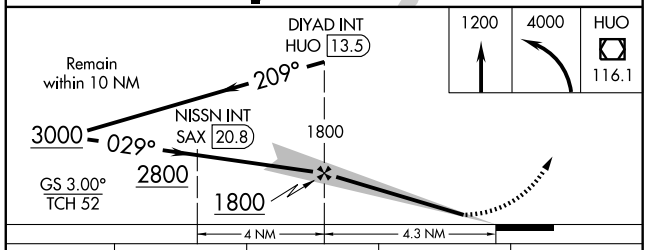
MONTGOMERY/ORANGE COUNTY (MGJ)

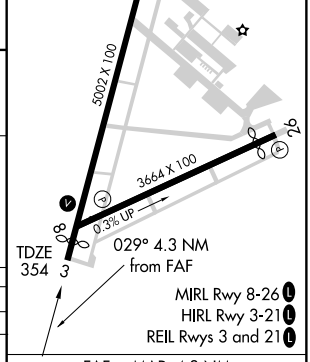
NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 3	618-1 264 (300-1)			
S-LOC 3	880-1 526 (600-1)		880-1½ 526 (600-1½)	880-1¾ 526 (600-1¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-2. 14 JAN 2010 to 11 FEB 2010

LOM MG	APP CRS	Rwy Idg	4701
353	029°	TDZE	354
		Apt Elev	365

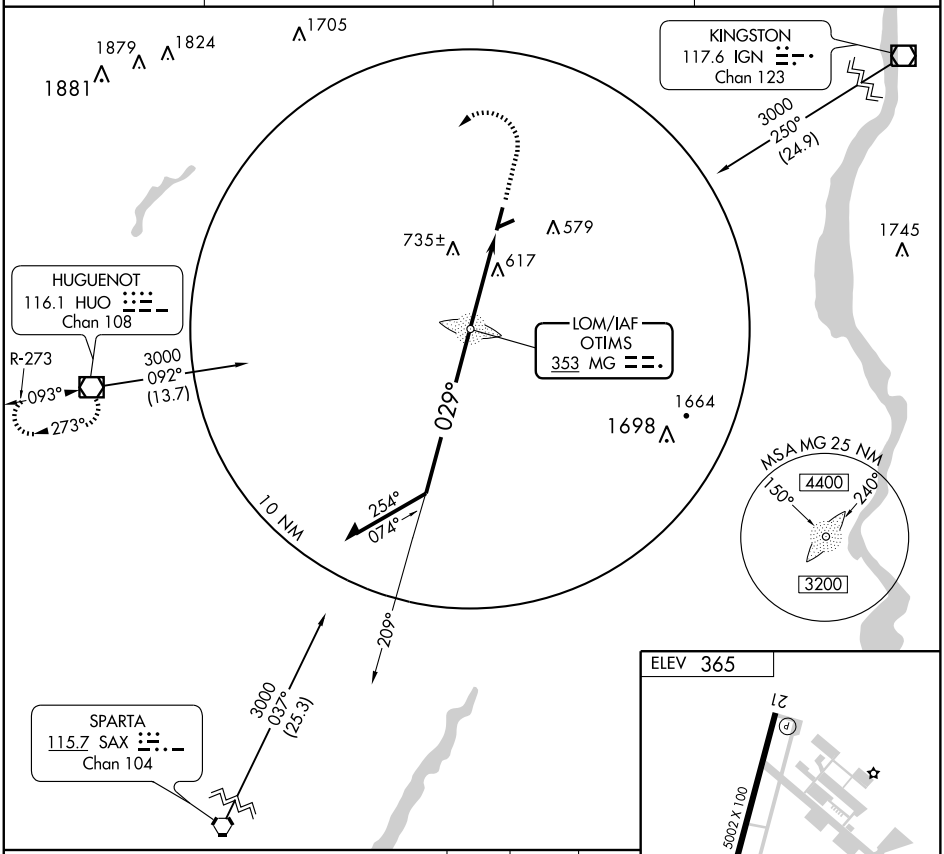
NDB RWY 3

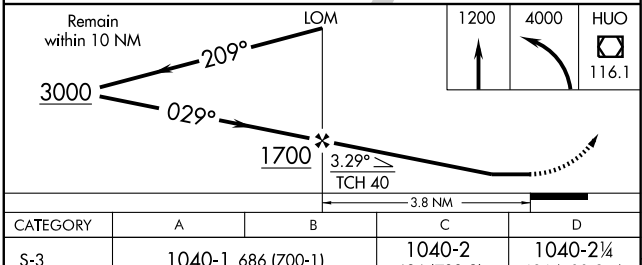
MONTGOMERY/ORANGE COUNTY (MGJ)

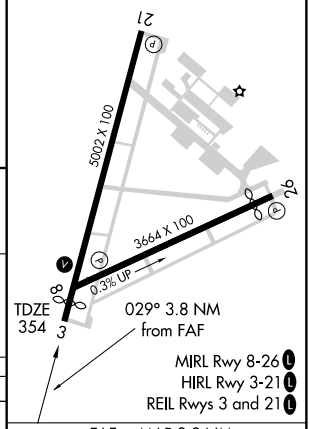
NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-3	1040-1 686 (700-1)		1040-2 686 (700-2)	1040-2¼ 686 (700-2¼)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2. 14 JAN 2010 to 11 FEB 2010

MONTGOMERY, NEW YORK AL-5264 (FAA)

APP CRS	Rwy Idg	4701
029°	TDZE	354
	Apt Elev	365

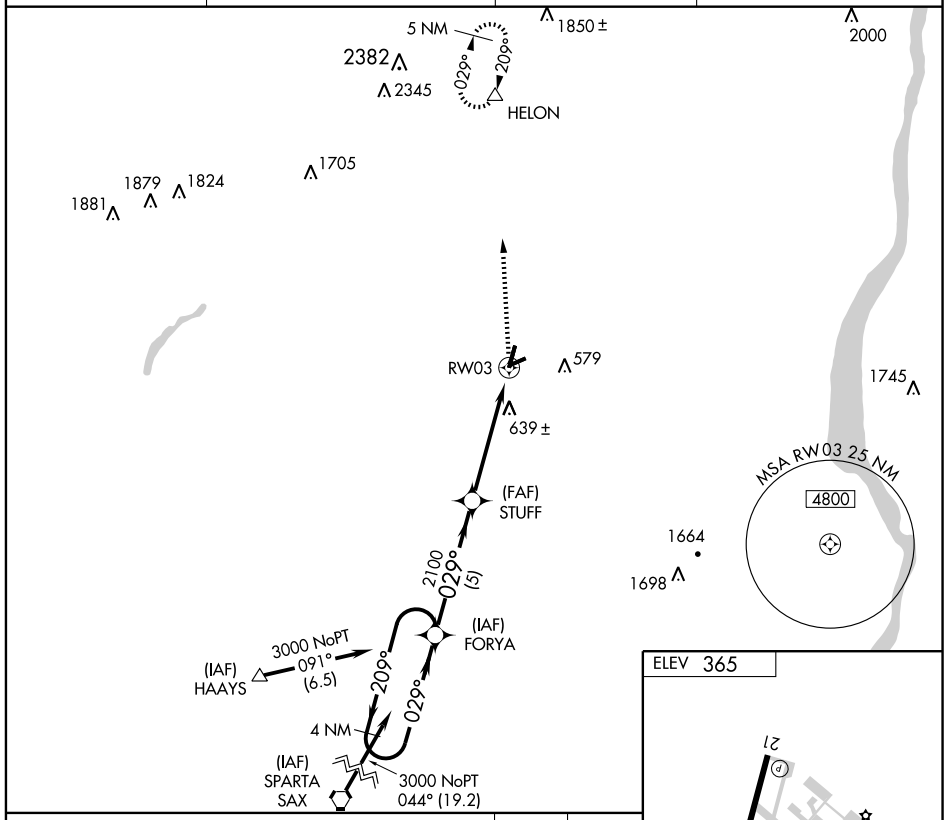
RNAV (GPS) RWY 3

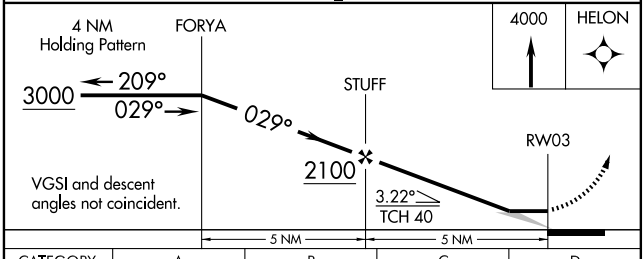
MONTGOMERY / ORANGE COUNTY (MGJ)

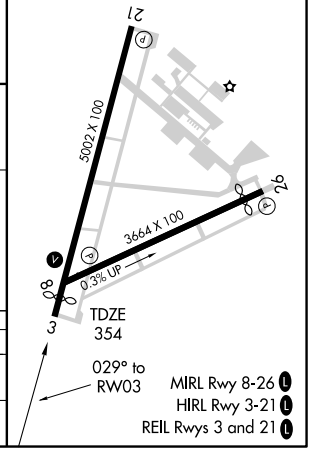
T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HELON WP and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-1 566 (600-1)		920-1½ 566 (600-1½)	920-1¾ 566 (600-1¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3664
080°	TDZE	360
	Apt Elev	365

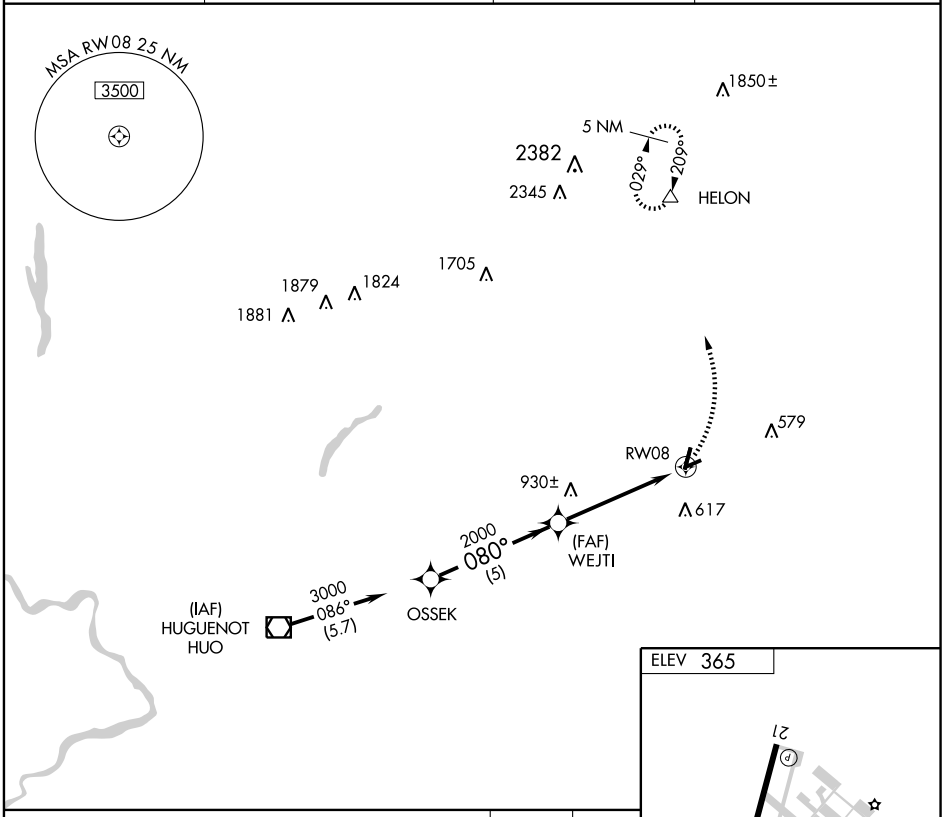
RNAV (GPS) RWY 8

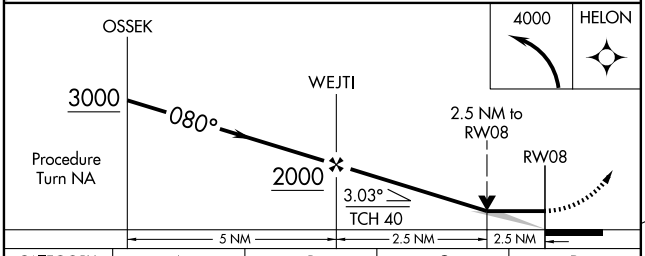
MONTGOMERY / ORANGE COUNTY (MGJ)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

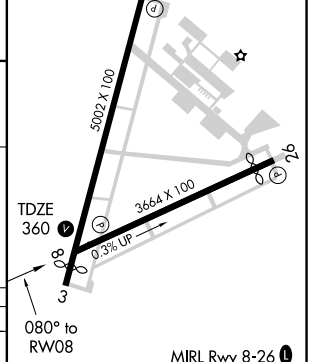
MISSED APPROACH: Climbing left turn to 4000 direct HELON WP and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1180-1 820 (900-1)	1180-1¼ 820 (900-1¼)	1180-2½ 820 (900-2½)	1180-2¾ 820 (900-2¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)



MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

APP CRS	Rwy Idg	5002
210°	TDZE	353
	Apt Elev	365

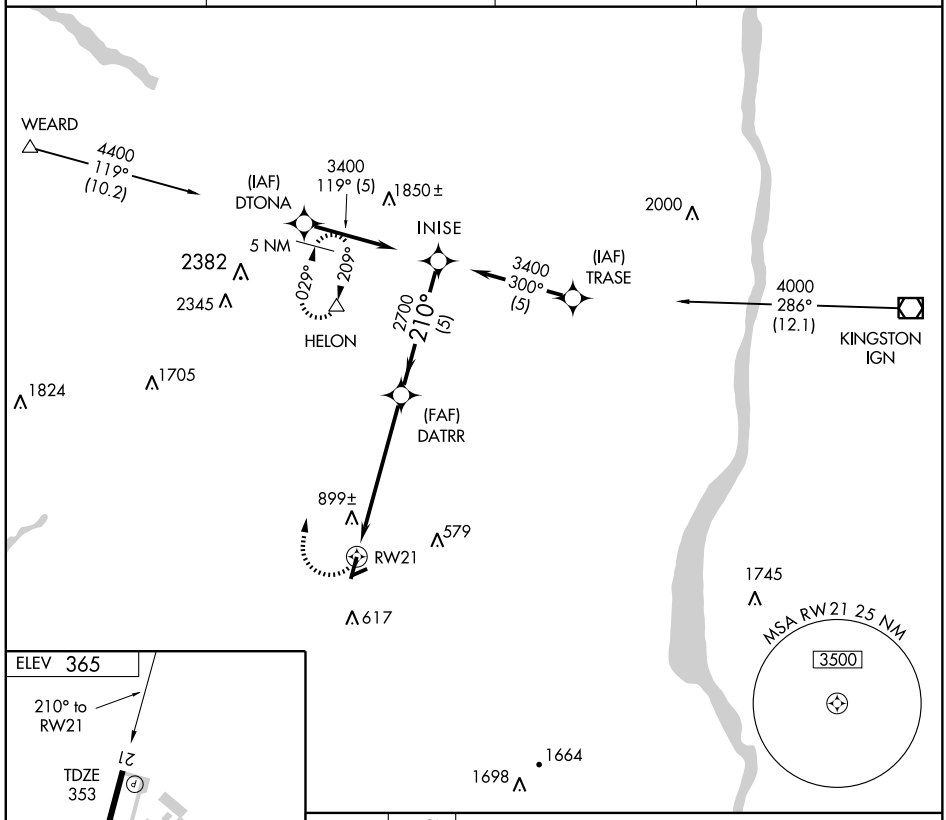
RNAV (GPS) RWY 21

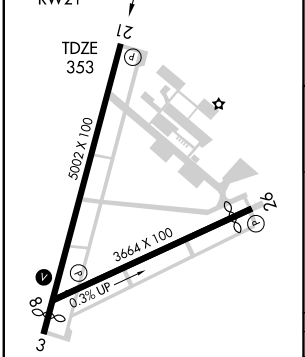
MONTGOMERY / ORANGE COUNTY (MGJ)

T GPS or RNP-0.3 required.
A NA DME/DME RNP-0.3 NA.

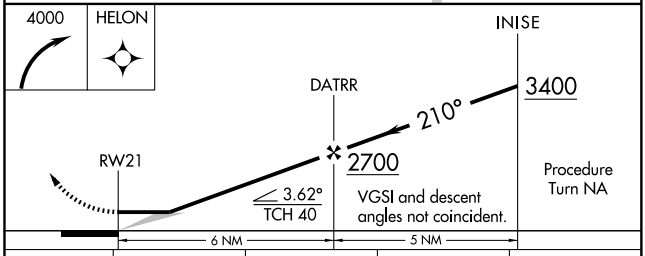
MISSED APPROACH: Climbing right turn to 4000 direct HELON WP and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LNAV MDA	1160-1 807 (800-1)	1160-1¼ 807 (800-1¼)	1160-2¼ 807 (800-2¼)	1160-2½ 807 (800-2½)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3349
260°	TDZE	365
	Apt Elev	365

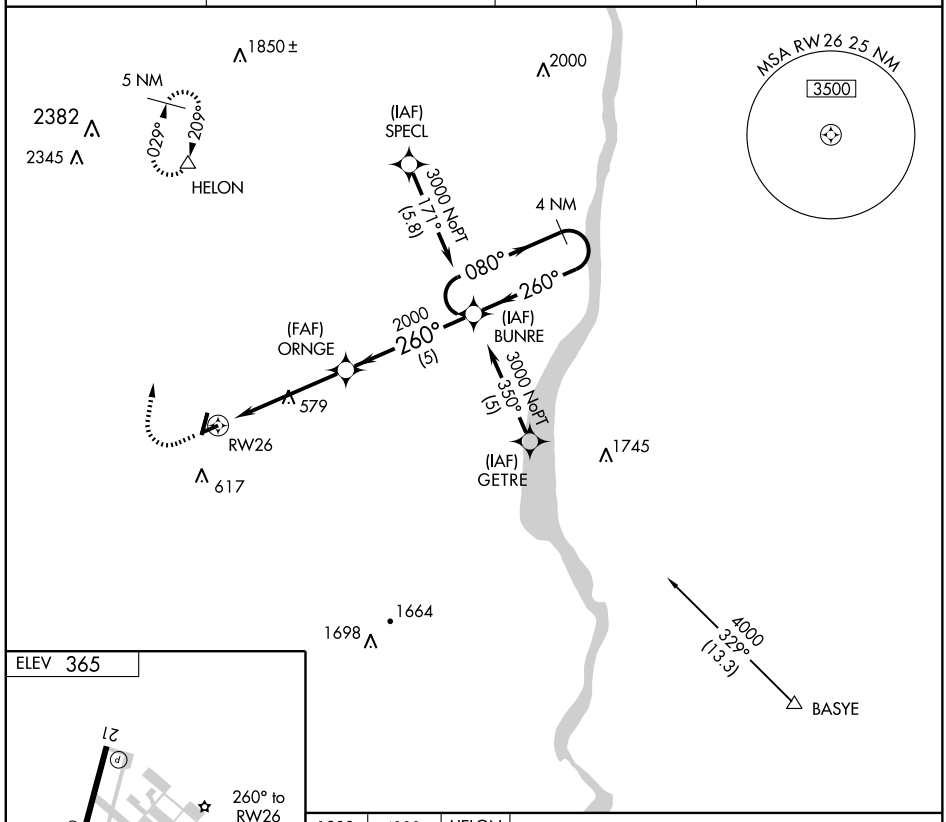
RNAV (GPS) RWY 26

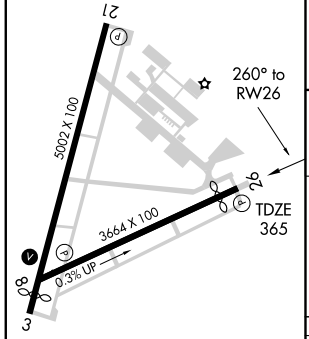
MONTGOMERY / ORANGE COUNTY (MGJ)

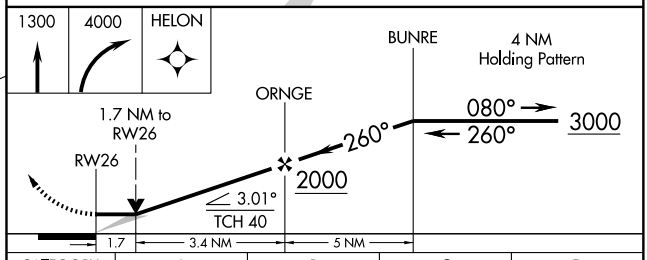
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct HELON WP and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L



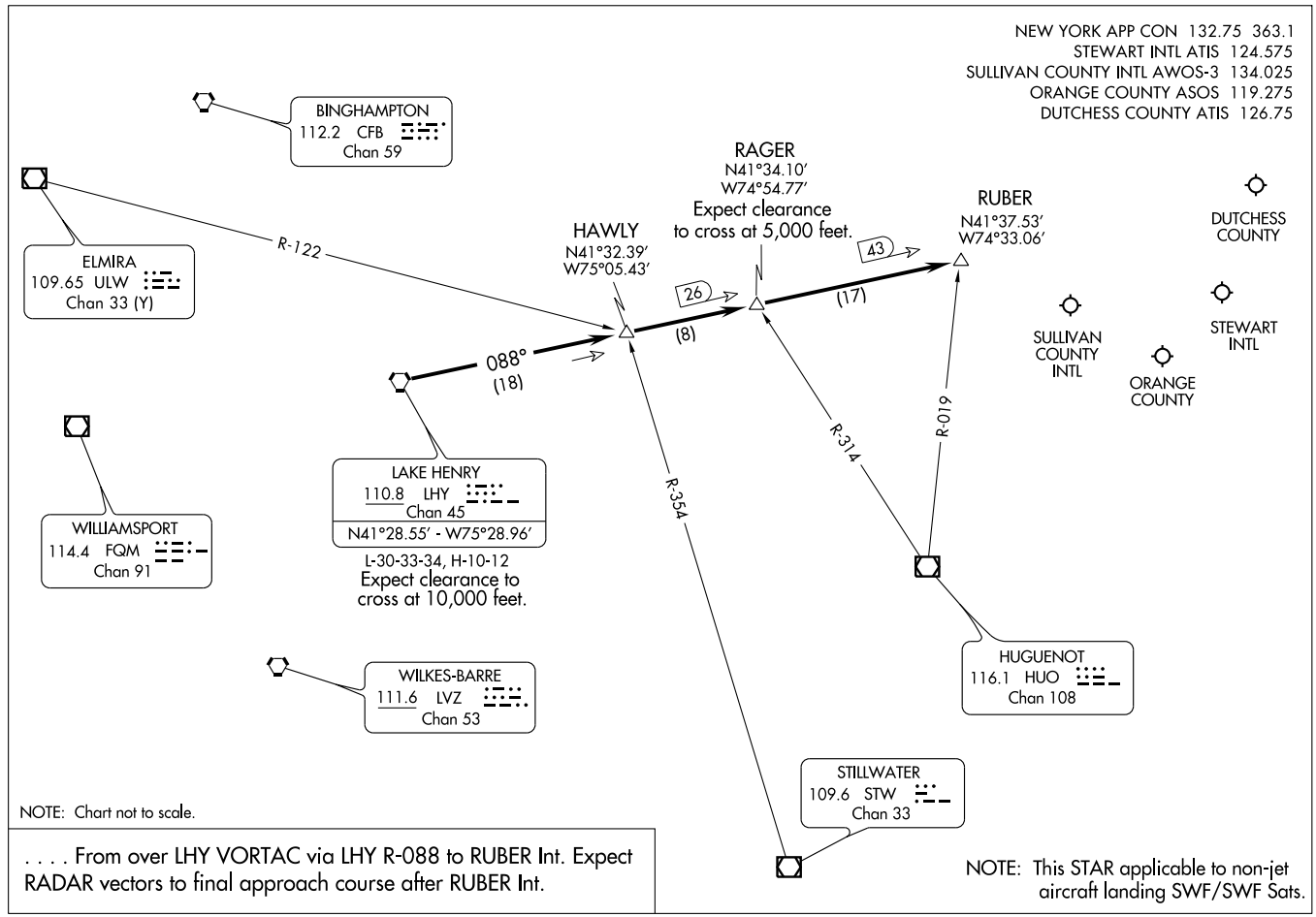




CATEGORY	A	B	C	D
LNAV MDA	920-1 555 (600-1)		920-1½ 555 (600-1½)	920-1¾ 555 (600-1¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

NE-2. 14 JAN 2010 to 11 FEB 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

MONTGOMERY, NEW YORK

AL-5264 (FAA)

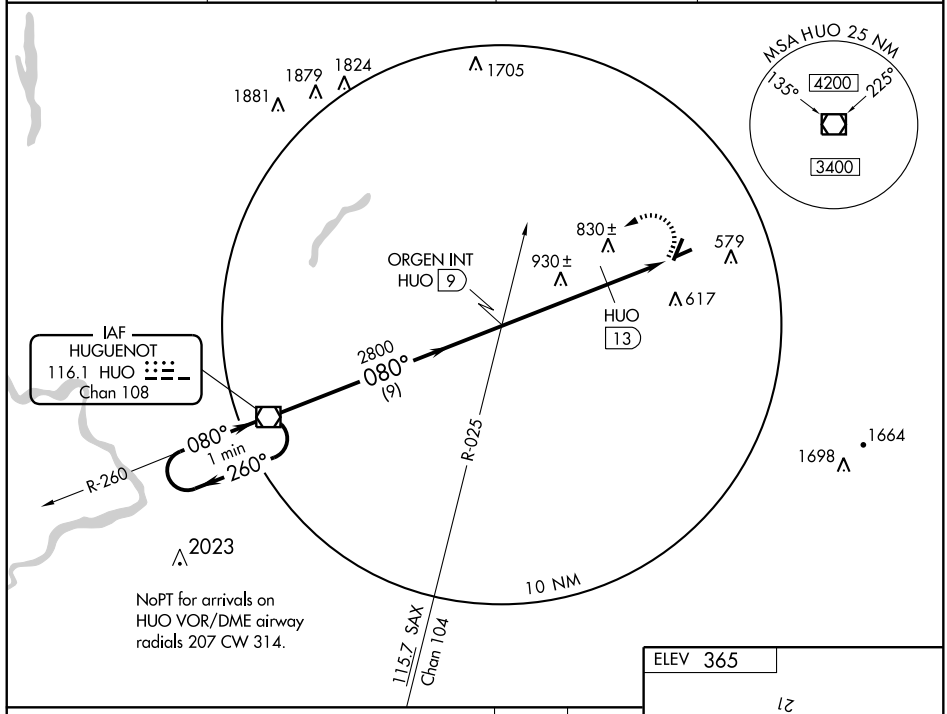
VOR/DME HUO	APP CRS	Rwy Idg	3664
116.1	080°	TDZE	360
Chan 108		Apt Elev	365

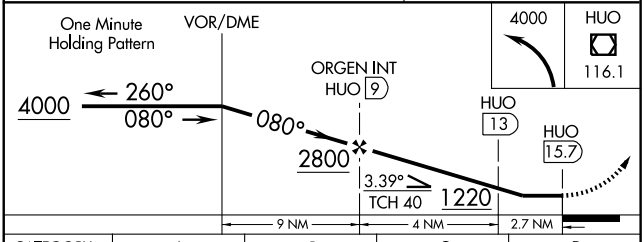
VOR RWY 8

MONTGOMERY/ORANGE COUNTY (MGJ)

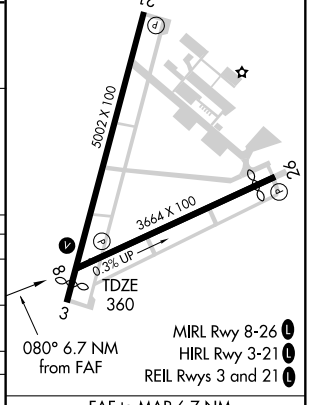
MISSED APPROACH: Climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-8	1220-1 860 (900-1)	1220-1¼ 860 (900-1¼)	1220-2½ 860 (900-2½)	1220-2¾ 860 (900-2¾)
CIRCLING	1220-1 855 (900-1)	1220-1¼ 855 (900-1¼)	1220-2½ 855 (900-2½)	1220-2¾ 855 (900-2¾)
DME MINIMUMS				
S-8	1160-1 800 (800-1)	1160-1¼ 800 (800-1¼)	1160-2¼ 800 (800-2¼)	1160-2½ 800 (800-2½)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 900-2½)	1200-2¾ 835 900-2¾)



FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-2, 14 JAN 2010 to 11 FEB 2010

MONTICELLO, NEW YORK

AL-5675 (FAA)

LOC I-MSV	APP CRS	Rwy Ldg	5700
109.1	155°	TDZE	1403
		Apt Elev	1403

ILS RWY 15

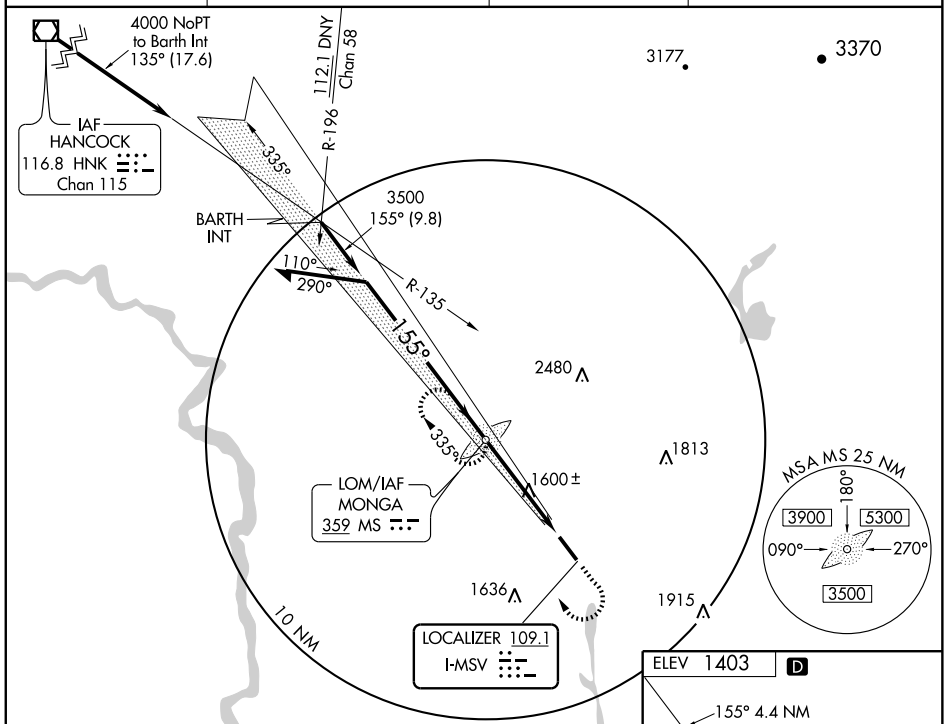
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

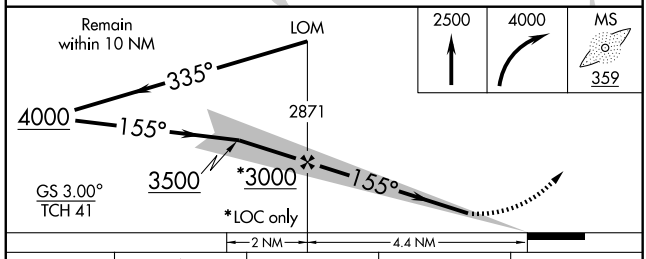
▼ NA

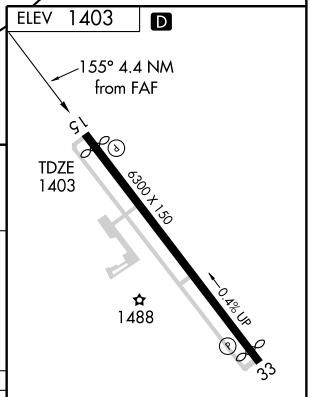
If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all DH/MDAs 160 feet.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 15	1653-¾ 250 (300-¾)			
S-LOC 15	1860-1 457 (500-1)		1860-1¼ 457 (500-1¼)	1860-1½ 457 (500-1½)
CIRCLING	1900-1 497 (500-1)		1900-1½ 497 (500-1½)	1960-2 557 (600-2)

REIL Rwys 15 and 33 L

HIRL Rwy 15-33 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

LOM MS	APP CRS	Rwy Ldg	5700
359	155°	TDZE	1403
		Apt Elev	1403

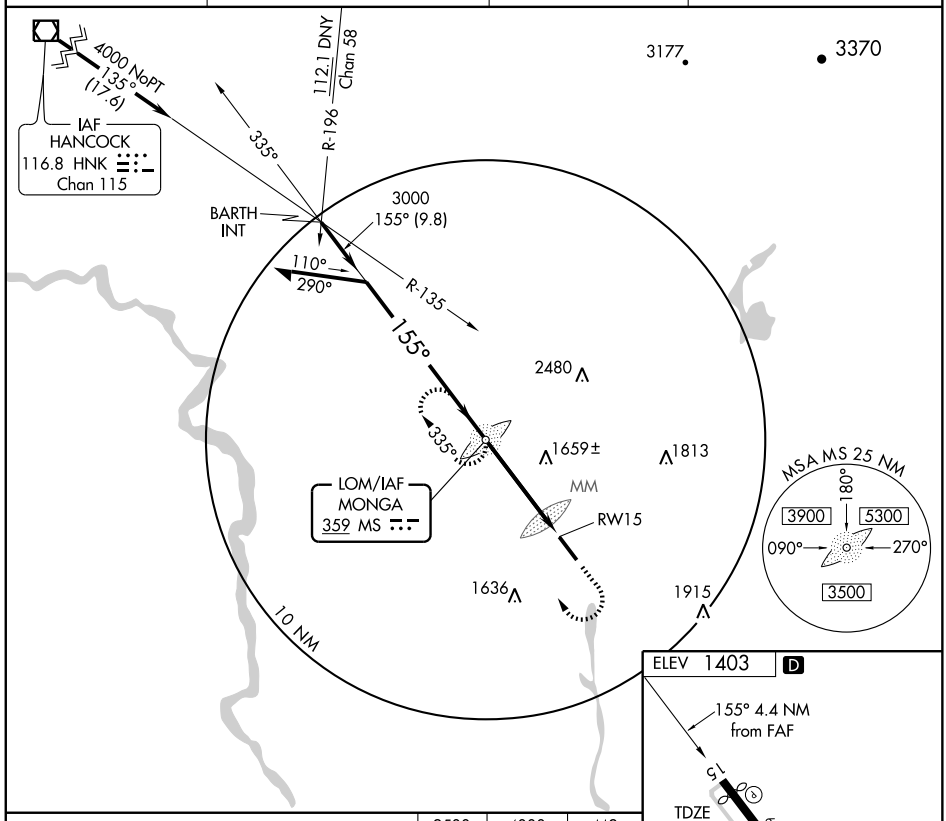
NDB or GPS RWY 15

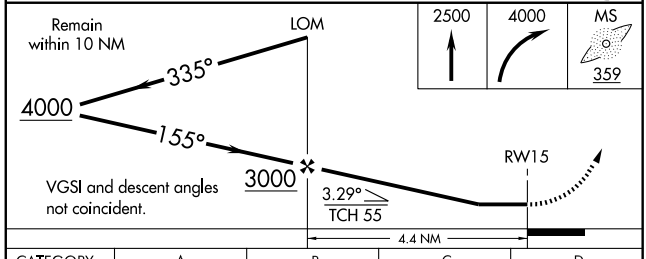
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

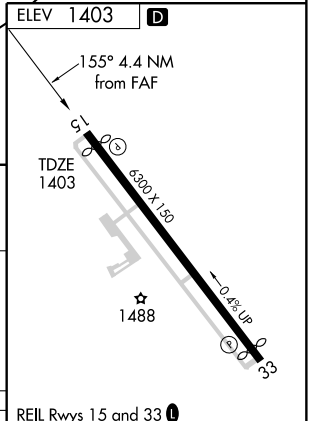
NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L







REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-15	1960-1	557 (600-1)	1960-1½ 557 (600-1½)	1960-1¾ 557 (600-1¾)
CIRCLING	1960-1	557 (600-1)	1960-1½ 557 (600-1½)	1960-2 557 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 33

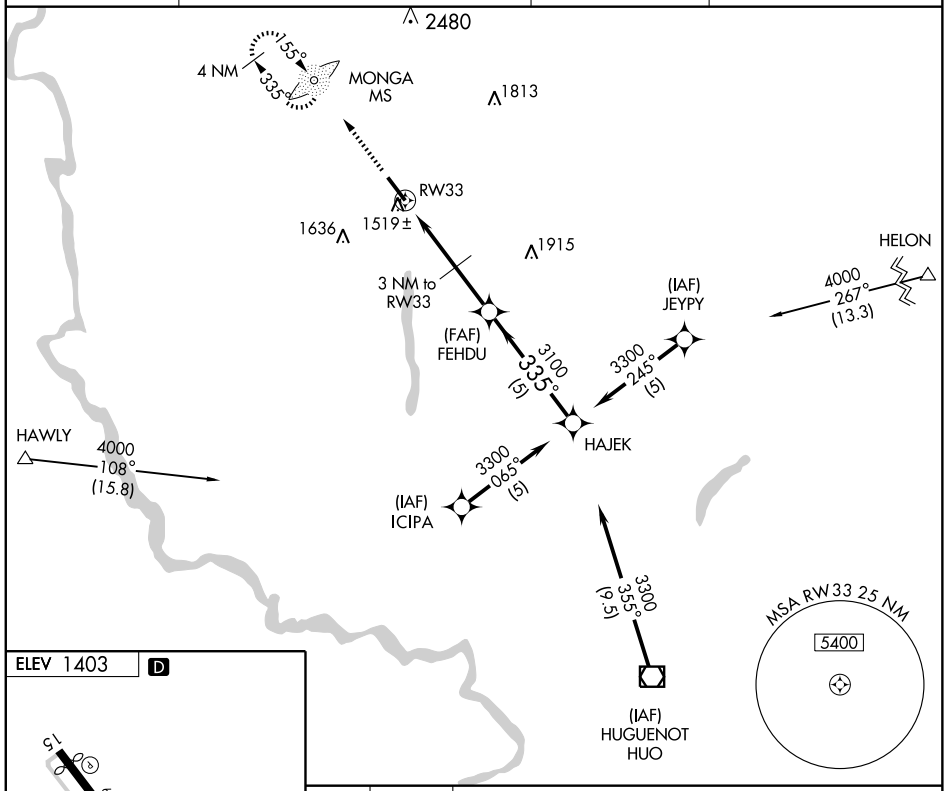
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

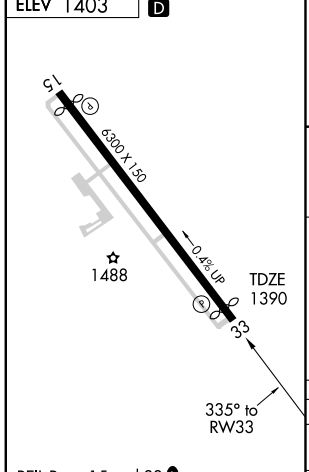
APP CRS	Rwy Ldg	5700
335°	TDZE	1390
	Apt Elev	1403

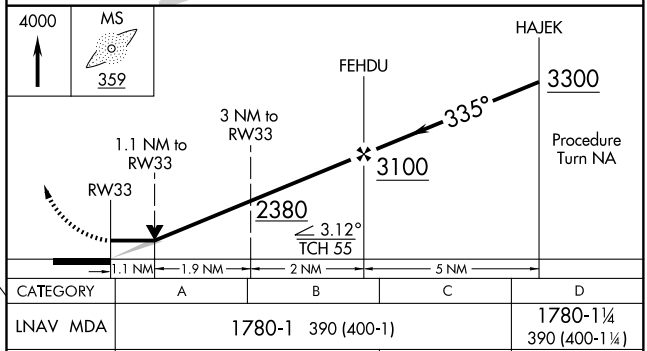
T GPS or RNP-0.3 required.
A NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MONGA LOM and hold.

AWOS-3	NEW YORK APP CON		CLNC DEL	UNICOM
124.725	132.75	363.1	121.6	122.8 (CTAF) L



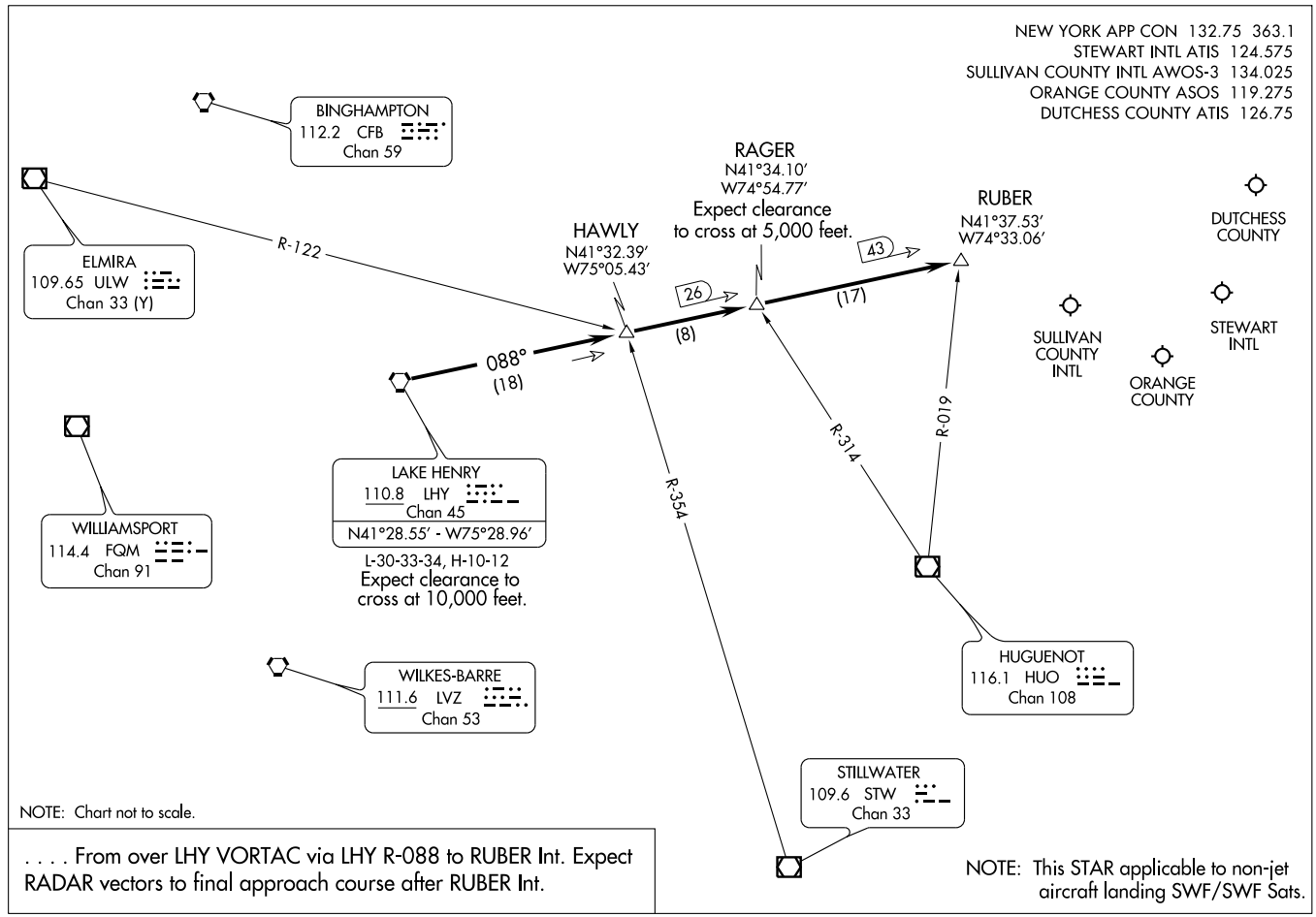




CATEGORY	A	B	C	D
LNAV MDA	1780-1 390 (400-1)			1780-1¼ 390 (400-1¼)
CIRCLING	1900-1 497 (500-1)		1900-1½ 497 (500-1½)	1960-2 557 (600-2)

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

NE-2. 14 JAN 2010 to 11 FEB 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

VOR/DME HUO	APP CRS	Rwy Ldg	5700
116.1	344°	TDZE	1390
Chan 108		Apt Elev	1403

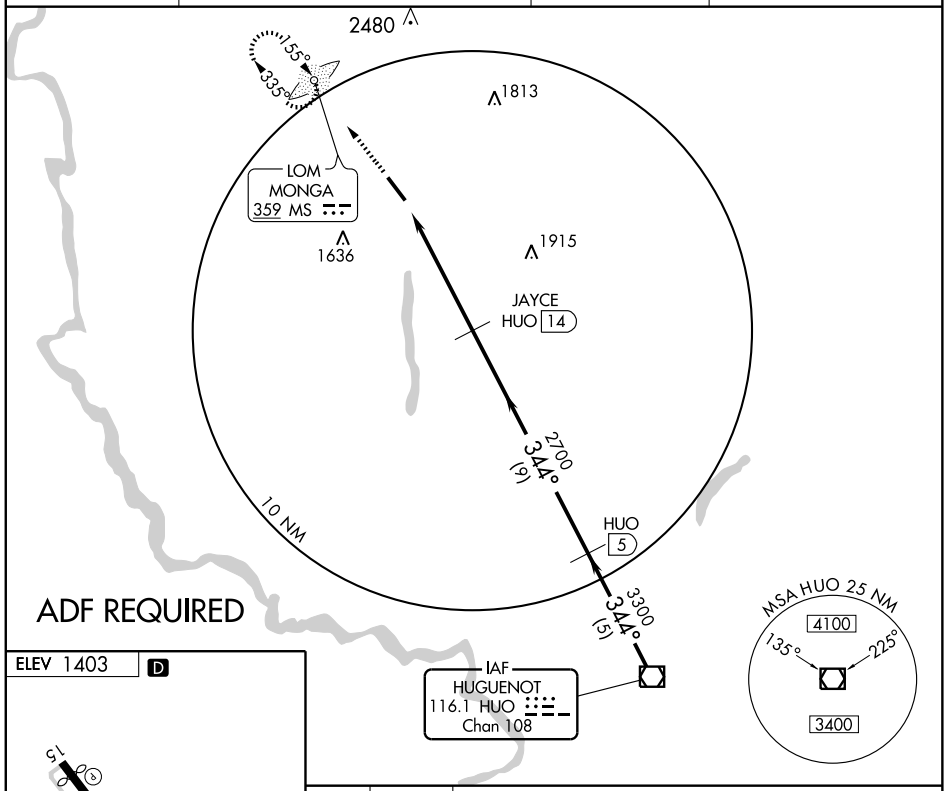
VOR/DME RWY 33

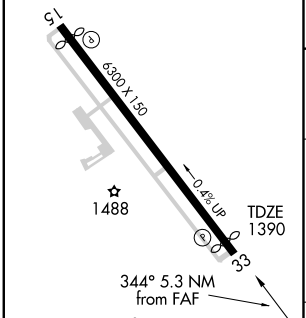
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

T NA If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all MDAs 160 feet.

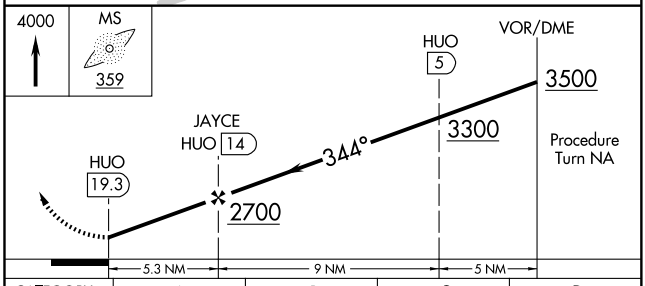
MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

AWOS-3	NEW YORK APP CON		CLNC DEL	UNICOM
124.725	132.75	363.1	121.6	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



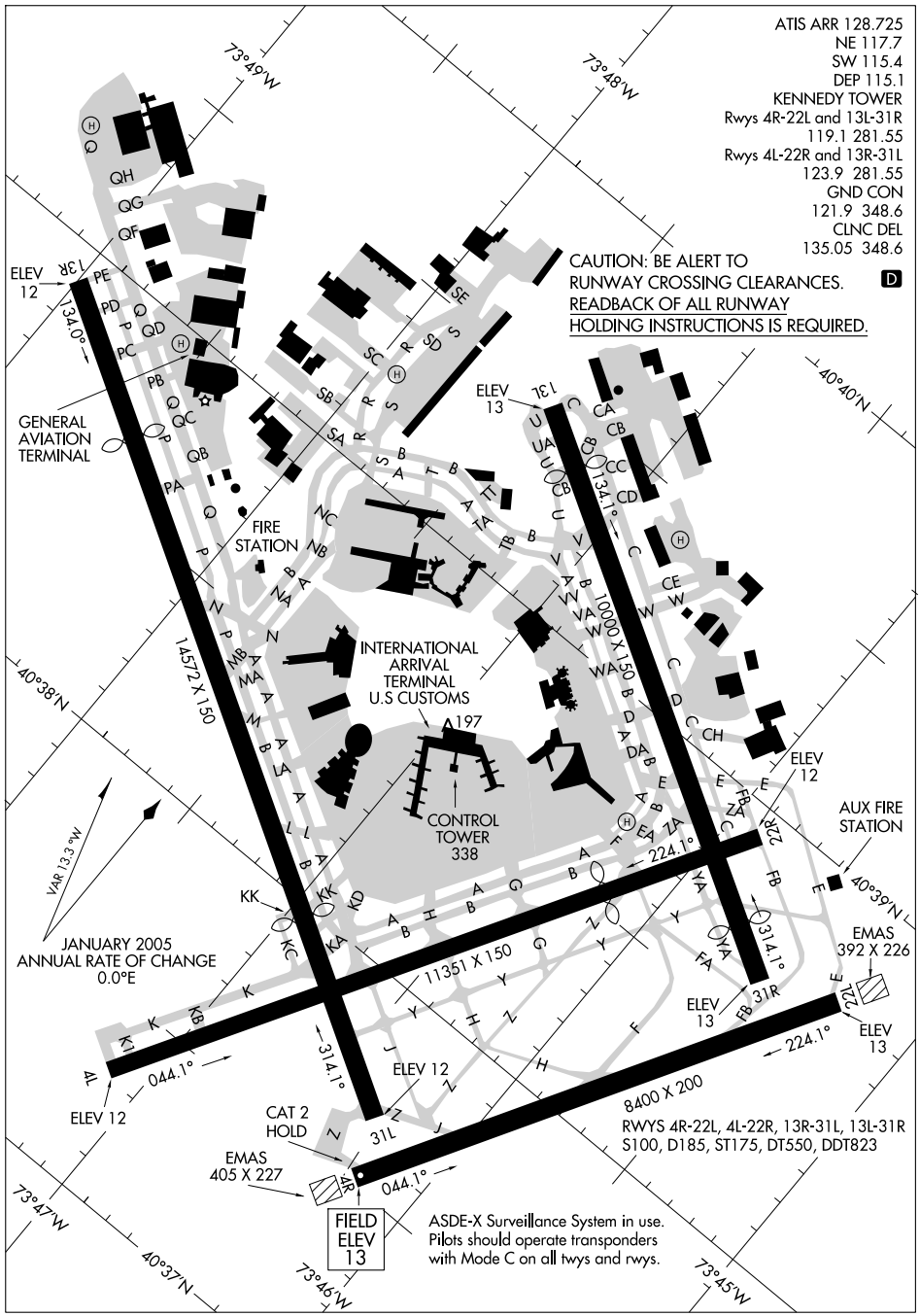
CATEGORY	A	B	C	D
S-33	1980-1 590 (600-1)		1980-1½ 590 (600-1½)	1980-1¾ 590 (600-1¾)
CIRCLING	1980-1 577 (600-1)		1980-1½ 577 (600-1½)	1980-2 577 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

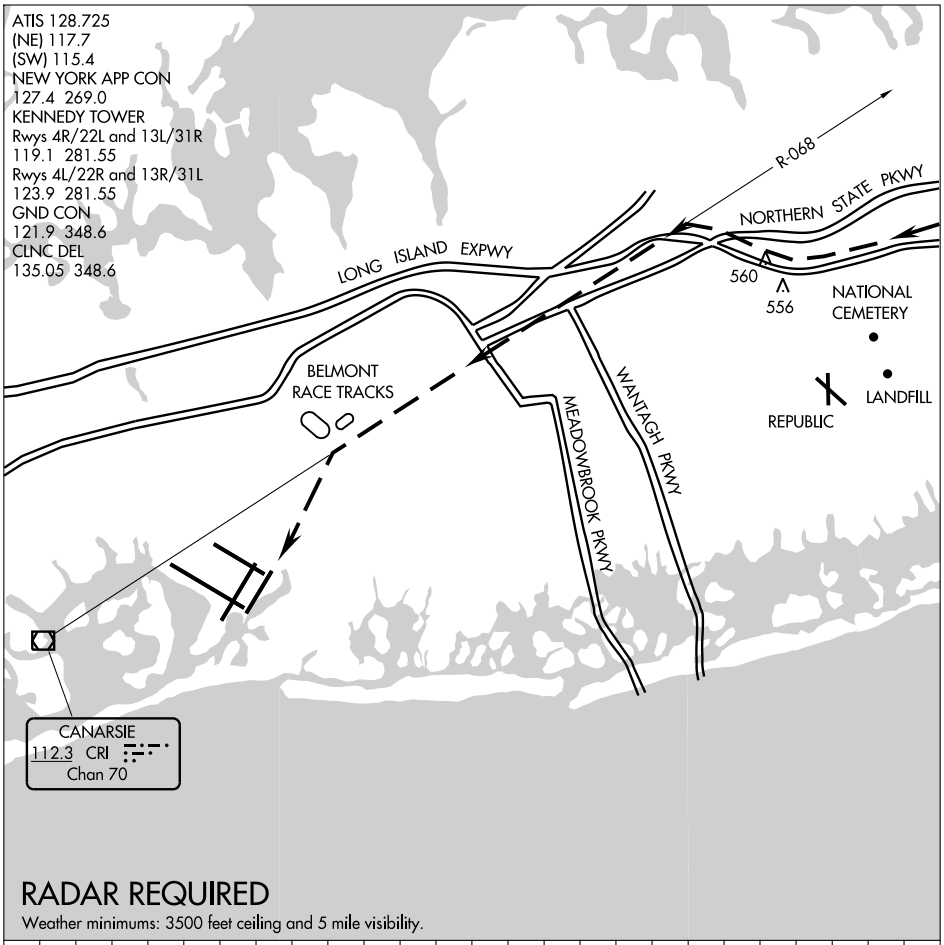


NE-2, 14 JAN 2010 to 11 FEB 2010

BELMONT VISUAL RWY 22L

AL-610 (FAA)

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK



RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25

BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.

ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD wth minimum climb 220' per mile to 300'
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'

*NOTE: To be assigned during the period 2200-0700 local.

N

QUBIS
N47°32.00'
W 67°46.00'

TAFFY
N47°22.40'
W67°18.23'
H-11

EBONY
N44°54.14'
W67°09.39'
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12

TOPPS
N45°20.41'
W67°44.32'
H-11

ALLEX
N44°25.00'
W67°00.00'
H-11

TUSKY
N43°33.90'
W67°00.00'
H-11

MARTN
N42°34.86'
W73°16.23'
H-10-11-12

WITCH
N42°41.00'
W70°52.77'

BRADD
N43°09.00'
W67°00.00'
H-11

KANNI
N42°38.00'
W67°00.00'
H-11

HARTFORD
114.9 HFD
Chan 96
N41°38.46'-W72°32.86'
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45'
W70°59.37'
L-33-34, H-10-11-12

JUDDS
N41°38.08'
W73°06.34'
L-33-34

WHALE
N42°11.87'
W67°00.00'
H-11

GREKI
N41°28.80'
W73°18.85'
L-33-34, H-10-12

PUTNAM
117.4 PUT
Chan 121
N41°57.33'-W71°50.65'
L-33-34, H-10-11-12

VITOL
N41°47.00'
W67°00.00'
H-11

CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34

Cross JFK R-253
at or above 2500'
maintain 5000'

MERIT
N41°22.92'
W73°08.25'
L-33-34

YAHOO
N41°04.16'
W69°44.77'
H-10

JFK
4.5 DME

R-039

100°

FL 180
083°
(143)

CRI 2 DME

R-253

BETTE
N40°33.55'
W73°00.70'
L-34

NANTUCKET
116.2 ACK
Chan 109
N41°16.91'-W70°01.60'
L-33, H-10-12

DOVEY
N41°07.00'
W67°00.00'
H-10-11

CRI 3 DME

R-223

R-232

HAPIE
N40°23.19'
W72°58.96'
L-34

*GATEWAY
CLIMB

JOBOC
N40°07.00'
W67°00.00'
H-10

220°

220°

BREEZY POINT
CLIMB

JFK
5

BRIDGE
414 OGY
N40°34.09'
W73°52.98'
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12

BRIDGE
CLIMB

CANARSIE
CLIMB

R-176

CRI

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
NANTUCKET TRANSITION (BETTE3.ACK): From over BETTE INT to ACK VOR/DME.

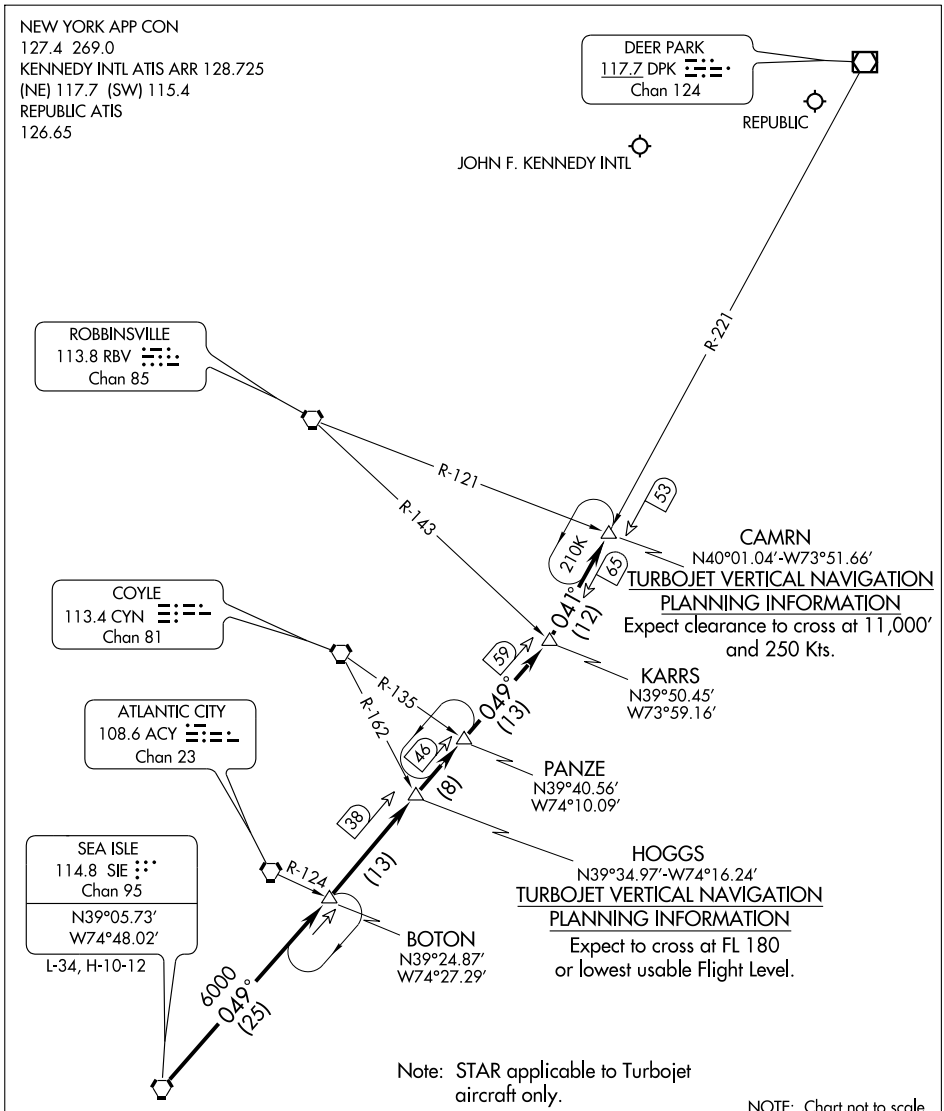
BETTE: Via radar vectors to BETTE direct ACK VOR/DME. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerlines. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK



From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

NEW YORK, NEW YORK

AL-610 (FAA)

APP CRS	Rwy Idg	N/A
028°	TDZE	N/A
	Apt Elev	N/A

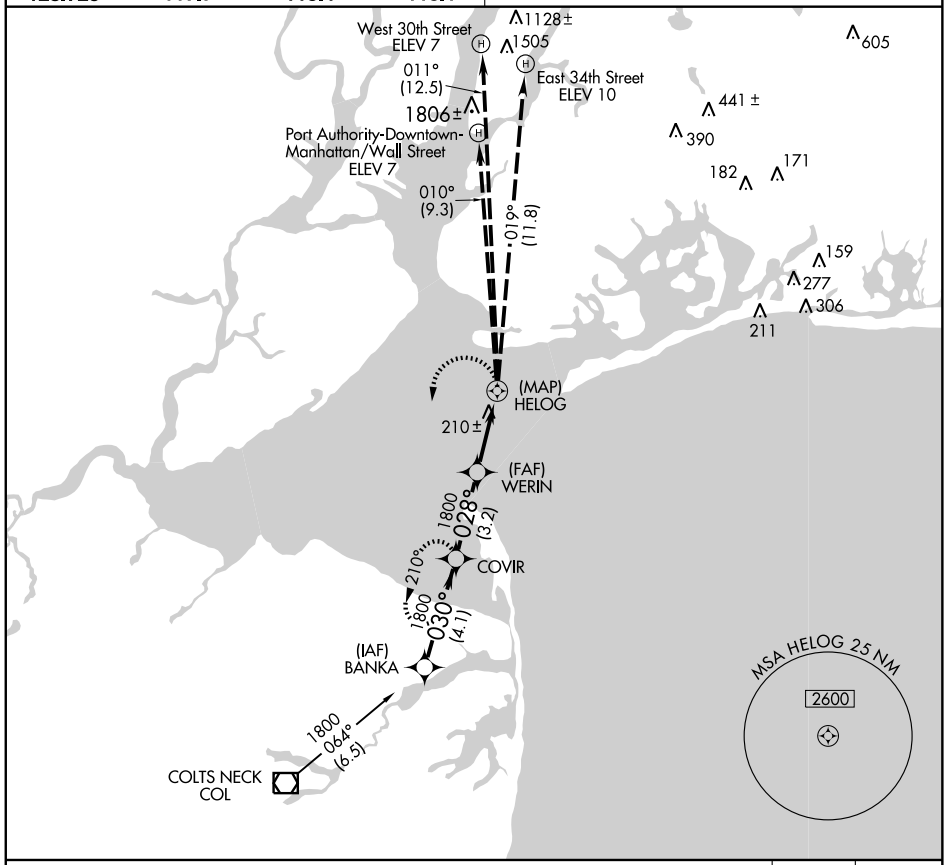
COPTER RNAV (GPS) 028°

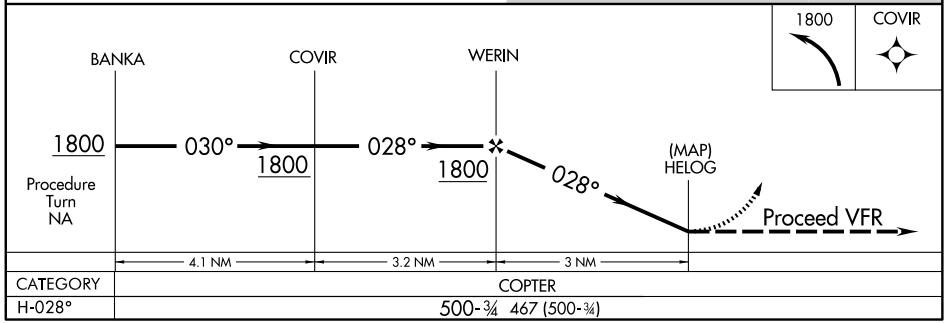
NEW YORK/ JOHN F. KENNEDY INTL (JFK)

NA Proceed VFR from HELOG WP or conduct the specified missed approach. Limit final and missed approach airspeed to 70 KIAS. Use John F. Kennedy Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 1800 direct COVIR WP and hold.

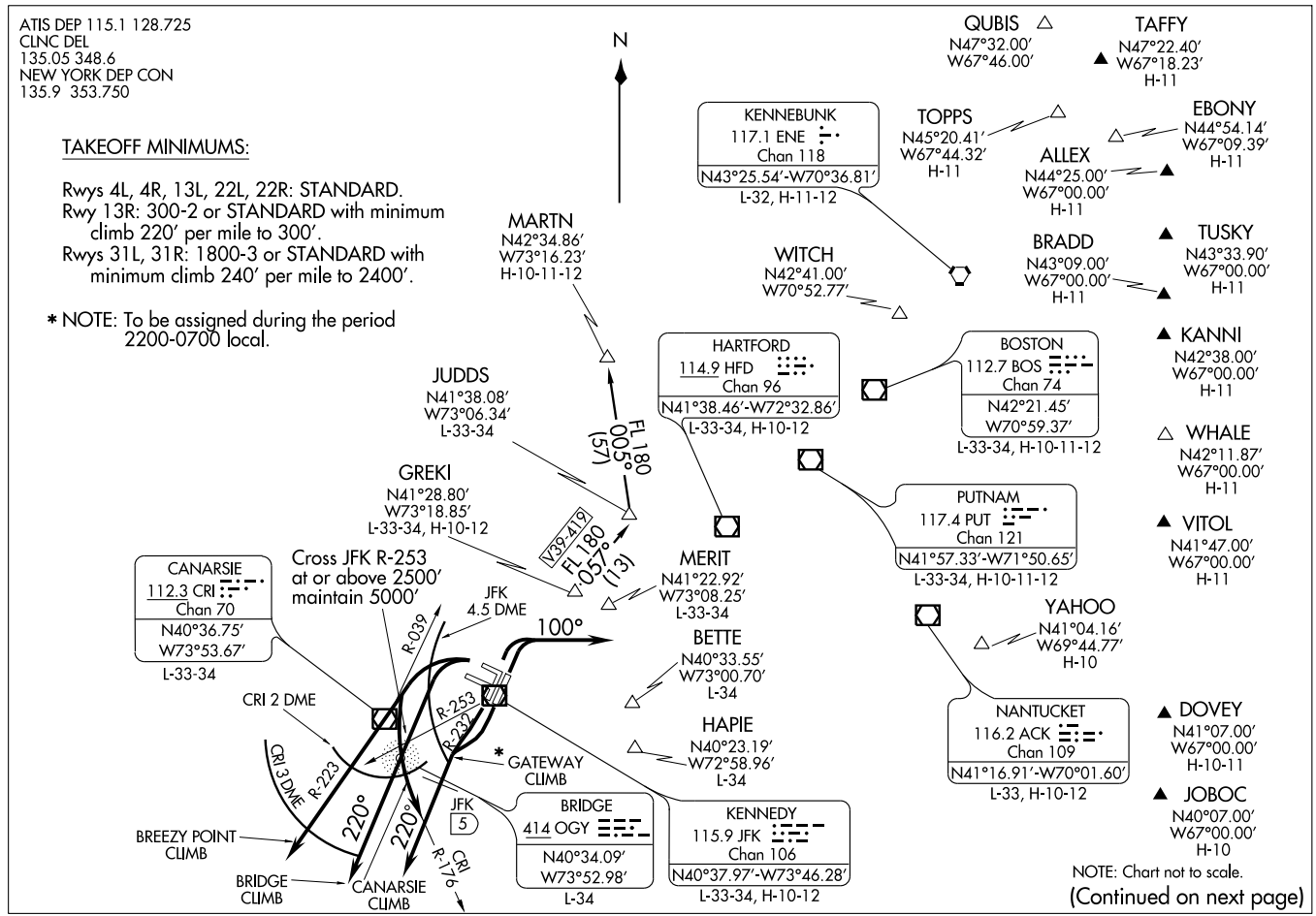
ATIS				NEW YORK APP CON	
ARR	ARR-NE	ARR-SW	DEP		
128.725	117.7	115.4	115.1	127.4	269.0





CATEGORY	COPTER
H-028°	500-¾ 467 (500-¾)

NE-2. 14 JAN 2010 to 11 FEB 2010


ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750
TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.
* NOTE: To be assigned during the period 2200-0700 local.
N
QUBIS
N47°32.00′
W67°46.00′
TAFFY
N47°22.40′
W67°18.23′
H-11
KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12
TOPPS
N45°20.41′
W67°44.32′
H-11
EBONY
N44°54.14′
W67°09.39′
H-11
ALLEX
N44°25.00′
W67°00.00′
H-11
MARTN
N42°34.86′
W73°16.23′
H-10-11-12
WITCH
N42°41.00′
W70°52.77′
BRADD
N43°09.00′
W67°00.00′
H-11
TUSKY
N43°33.90′
W67°00.00′
H-11
KANNI
N42°38.00′
W67°00.00′
H-11
HARTFORD
114.9 HFD
Chan 96
N41°38.46′-W72°32.86′
L-33-34, H-10-12
BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12
JUDDS
N41°38.08′
W73°06.34′
L-33-34
FL 180
005°
(57)
WHALE
N42°11.87′
W67°00.00′
H-11
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
V39-419
FL 180
057°
(113)
PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12
VITOL
N41°47.00′
W67°00.00′
H-11
CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34
Cross JFK R-253
at or above 2500′
maintain 5000′
MERIT
N41°22.92′
W73°08.25′
L-33-34
JFK
4.5 DME
R-039
100°
YAHOO
N41°04.16′
W69°44.77′
H-10
BETTE
N40°33.55′
W73°00.70′
L-34
CRI 2 DME
R-253
R-239
HAPIE
N40°23.19′
W72°58.96′
L-34
NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12
DOVEY
N41°07.00′
W67°00.00′
H-10-11
CRI 3 DME
R-223
* GATEWAY CLIMB
JOBOC
N40°07.00′
W67°00.00′
H-10
220°
220°
JFK
5
BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34
KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12
BREEZY POINT CLIMB
BRIDGE CLIMB
CANARSIE CLIMB
R-176
CRI
NOTE: Chart not to scale.
(Continued on next page)

GREKI THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

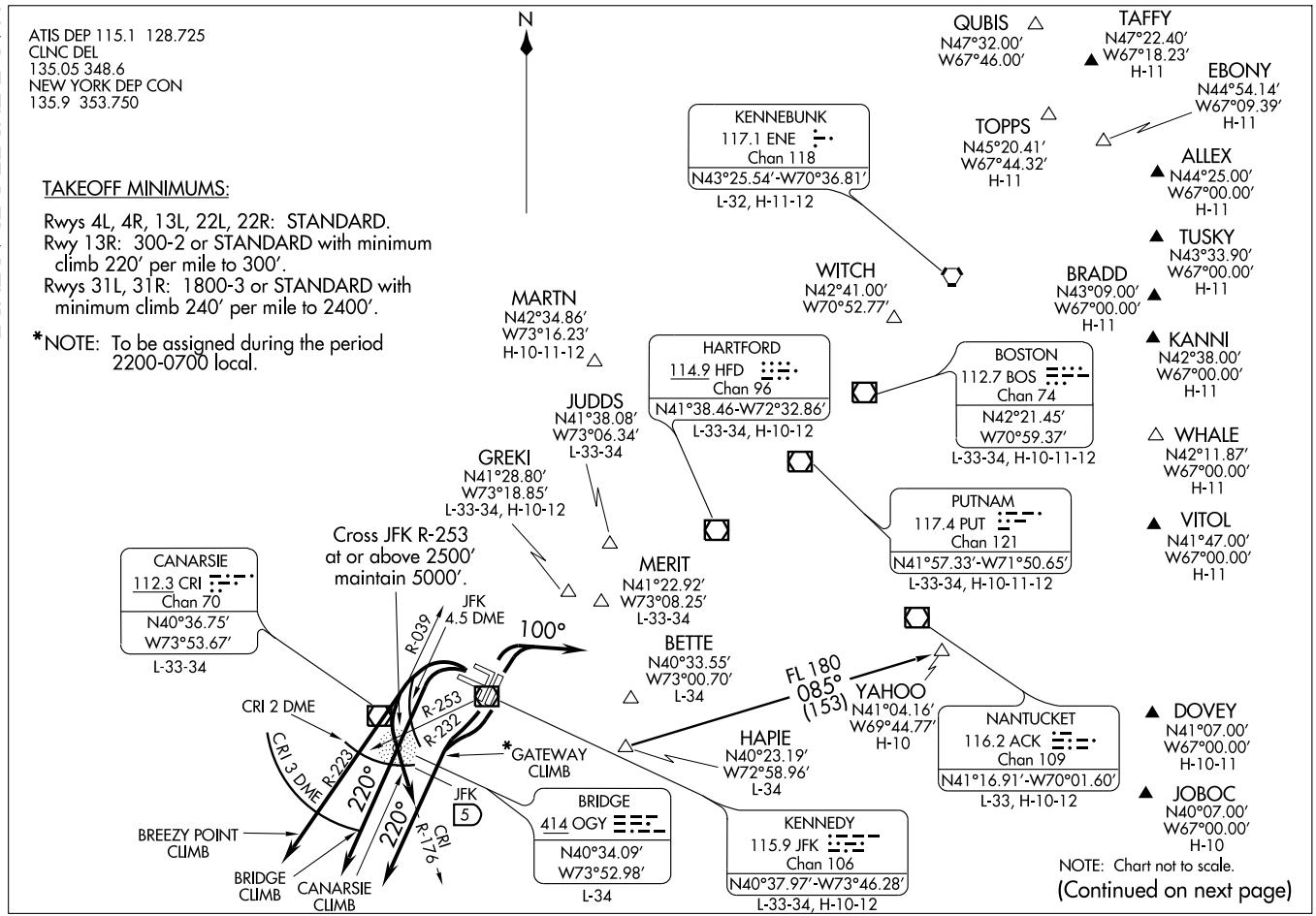
TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet,
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
MARTN TRANSITION (GREKI3.MARTN): From over GREKI INT to JUDDS INT, then to MARTN INT.

GREKI: Via radar vectors to GREKI direct JUDDS direct MARTN. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010


ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750
TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220' per mile to 300'.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'.
*NOTE: To be assigned during the period 2200-0700 local.
N
QUBIS
N47°32.00'
W67°46.00'
TAFFY
N47°22.40'
W67°18.23'
H-11
EBONY
N44°54.14'
W67°09.39'
H-11
KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12
TOPPS
N45°20.41'
W67°44.32'
H-11
ALLEX
N44°25.00'
W67°00.00'
H-11
TUSKY
N43°33.90'
W67°00.00'
H-11
WITCH
N42°41.00'
W70°52.77'
BRADD
N43°09.00'
W67°00.00'
H-11
MARTN
N42°34.86'
W73°16.23'
H-10-11-12
KANNI
N42°38.00'
W67°00.00'
H-11
HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86'
L-33-34, H-10-12
BOSTON
112.7 BOS
Chan 74
N42°21.45'
W70°59.37'
L-33-34, H-10-11-12
JUDDS
N41°38.08'
W73°06.34'
L-33-34
WHALE
N42°11.87'
W67°00.00'
H-11
GREKI
N41°28.80'
W73°18.85'
L-33-34, H-10-12
PUTNAM
117.4 PUT
Chan 121
N41°57.33'-W71°50.65'
L-33-34, H-10-11-12
VITOL
N41°47.00'
W67°00.00'
H-11
Cross JFK R-253
at or above 2500'
maintain 5000'.
MERIT
N41°22.92'
W73°08.25'
L-33-34
CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34
JFK
4.5 DME
R-039
100°
BETTE
N40°33.55'
W73°00.70'
L-34
FL 180
085°
(153)
YAHOO
N41°04.16'
W69°44.77'
H-10
NANTUCKET
116.2 ACK
Chan 109
N41°16.91'-W70°01.60'
L-33, H-10-12
DOVEY
N41°07.00'
W67°00.00'
H-10-11
CRI 2 DME
R-253
R-232
CRI 3 DME
R-223
220°
*GATEWAY
CLIMB
HAPIE
N40°23.19'
W72°58.96'
L-34
JFK
5
JOBOC
N40°07.00'
W67°00.00'
H-10
BREEZY POINT
CLIMB
BRIDGE
414 OGY
N40°34.09'
W73°52.98'
L-34
KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12
220°
CRI
R-179
BRIDGE
CLIMB
CANARSIE
CLIMB
NOTE: Chart not to scale.
(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

YAHOO TRANSITION (HAPIE3.YAHOO): From over HAPIE INT to YAHOO INT.

HAPIE: Via radar vectors to HAPIE direct YAHOO INT. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-TLK	APP CRS	Rwy Idg	9095
111.5	135°	TDZE	13
Chan 52		Apt Elev	13

ILS or LOC RWY 13L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				

MISSED APCH FIX

DEER PARK DPK 117.7 Chan 124

R-078 258° 078°

LA GUARDIA 113.1 LGA Chan 78

LOCALIZER 111.5 I-TLK Chan 52

KENNEDY 115.9 JFK Chan 106

315° 135° 10 NM

R-209 R-193

1128± 1505 1806± 1500 (1.5) 441± 390 605 182 171 277 159 211 306

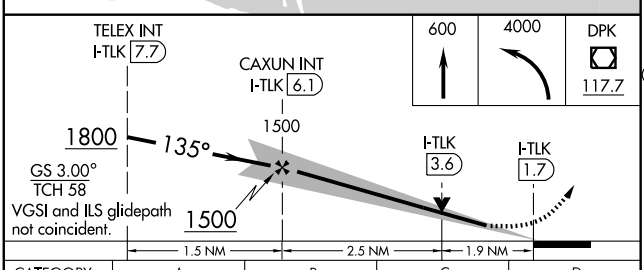
TELEX INT I-TLK 7.7

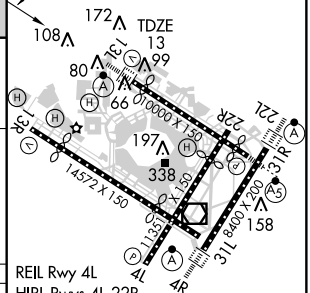
CAXUN INT I-TLK 6.1

RADAR REQUIRED

MSA JFK 25 NM

180° 2800 090° 2000





CATEGORY	A	B	C	D
S-ILS 13L	218/18 205 (300-½)			
S-LOC 13L	680/24 667 (700-½)		680/60 667 (700-1¼)	680-1½ 667 (700-1½)
CIRCLING	680-1 667 (700-1)		680-1¾ 667 (700-1¾)	680-2 667 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IWY	APP CRS	Rwy Idg 8400
110.9	225°	TDZE 13
Chan 46		Apt Elev 13

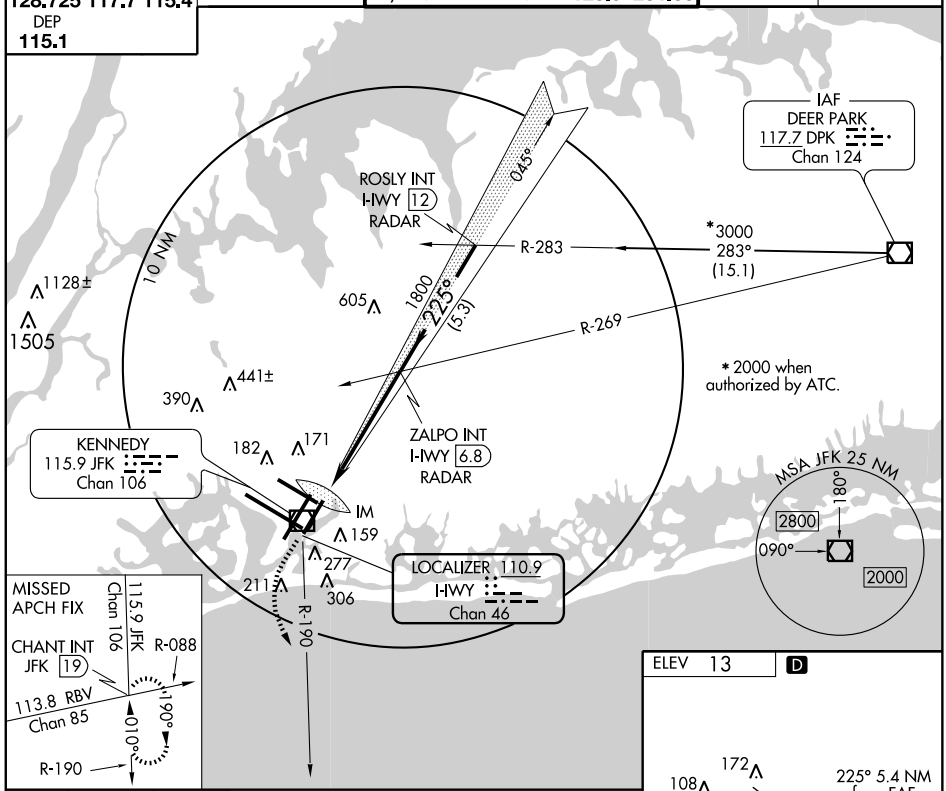
ILS or LOC RWY 22L

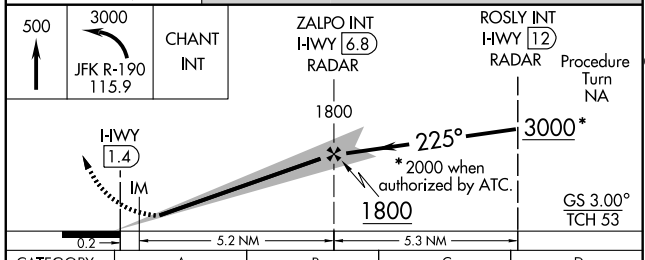
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

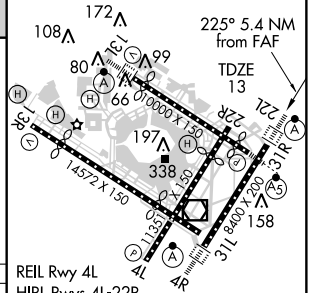
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				





ELEV 13 D



REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

CATEGORY	A	B	C	D
S-ILS 22L	213/18	200 (200-½)		
S-LOC 22L	460/24 447 (500-½)		460/40 447 (500-¾)	460/50 447 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-MOH	APP CRS	Rwy Idg	11248
111.35	315°	TDZE	13
		Apt Elev	13

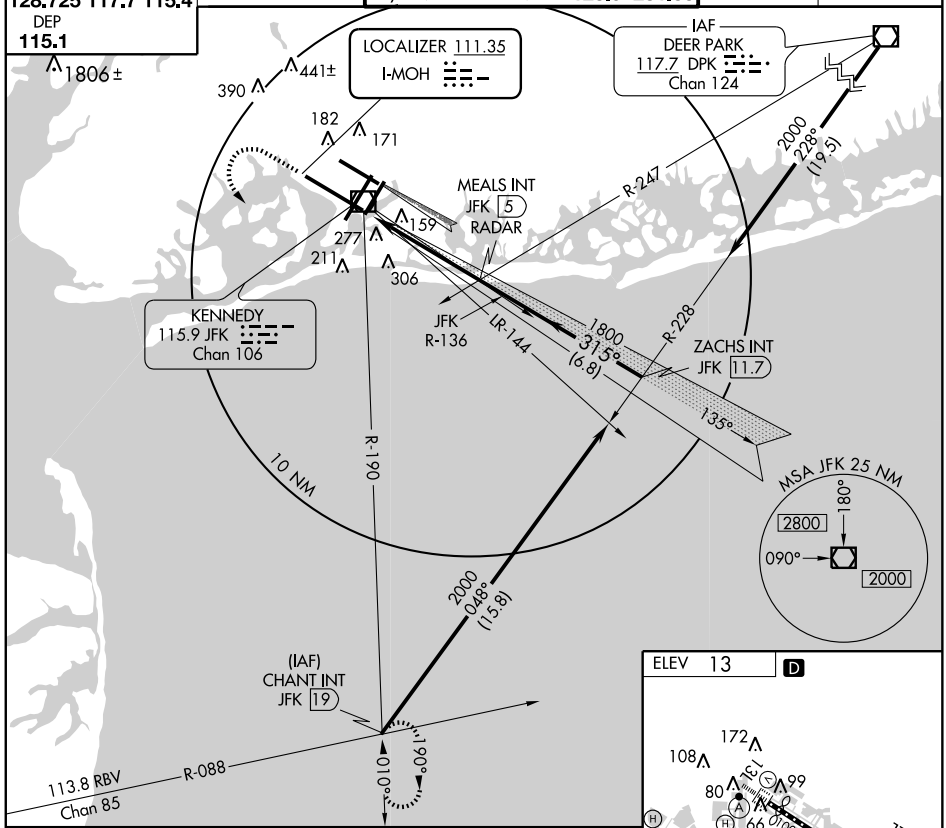
ILS or LOC RWY 31L

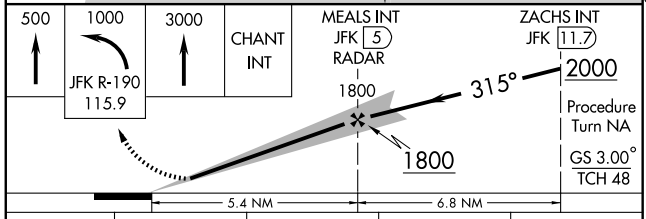
NEW YORK / JOHN F. KENNEDY INTL (JFK)

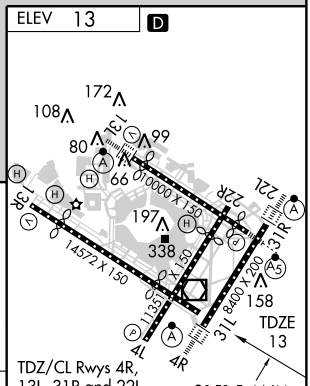
Simultaneous approach authorized with Rwy 31R.
DME from JFK VOR/DME.
LOC procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT Int/JFK 19 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-ILS 31L		213/40	200 (200-¾)	
S-LOC 31L	440/50	427 (500-1)	440/60 427 (500-1¼)	440-1½ 427 (500-1½)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RTH	APP CRS	Rwy Idg 8970
111.5	315°	TDZE 13
Chan 52		Apt Elev 13

ILS or LOC RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

Simultaneous approach authorized with Rwy 31L. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				

RADAR REQUIRED

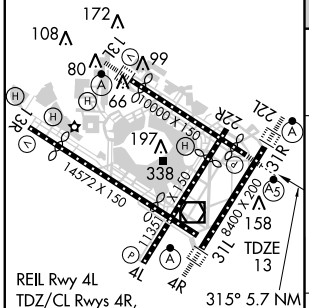
MISSED APCH FIX
R-010
190°
010°
COLTS NECK
115.4 COL
Chan 101

DEER PARK
117.7 DPK
Chan 124

605
10 NM
441±
390
182
171
LOCALIZER 111.5
I-RTH
Chan 52
ZULAB INT
I-RTH 5.3
RADAR
134
159
277
211
306
1900
315° (3.7)
315° (2.6)
3000*
R-246
R-236
R-228
*2000 when authorized by ATC.
135°
KENNEDY
115.9 JFK
Chan 106
CANARSIE
112.3 CRI
Chan 70
MALDE INT
I-RTH 9
(IF)
CATOD INT
I-RTH 11.6
MSA JFK 25 NM
180°
2800
090°
2000

ALTERNATE MISSED APCH FIX
113.8 RBV
Chan 85
R-088
190°
010°
CHANT INT
JFK 19
R-190
115.9 JFK
Chan 52

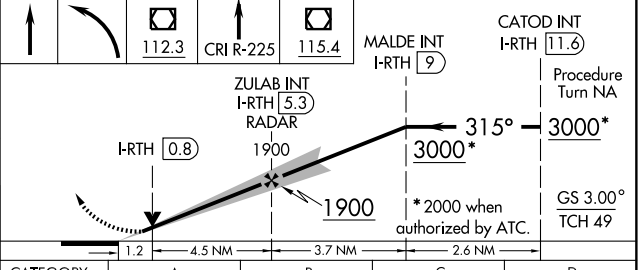
ELEV 13 D



REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L
HIRL Rwys 4L-22R 4R-22L, 13R-31L and 13L-31R

315° 5.7 NM from FAF

1800	2000	CRI	4000	COL
		112.3	CRI R-225	115.4



CATEGORY	A	B	C	D
S-ILS 31R	213/18 200 (200-½)			
S-LOC 31R	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HIQ	APP CRS	Rwy Idg 11351
110.9	045°	TDZE 12
Chan 46		Apt Elev 13

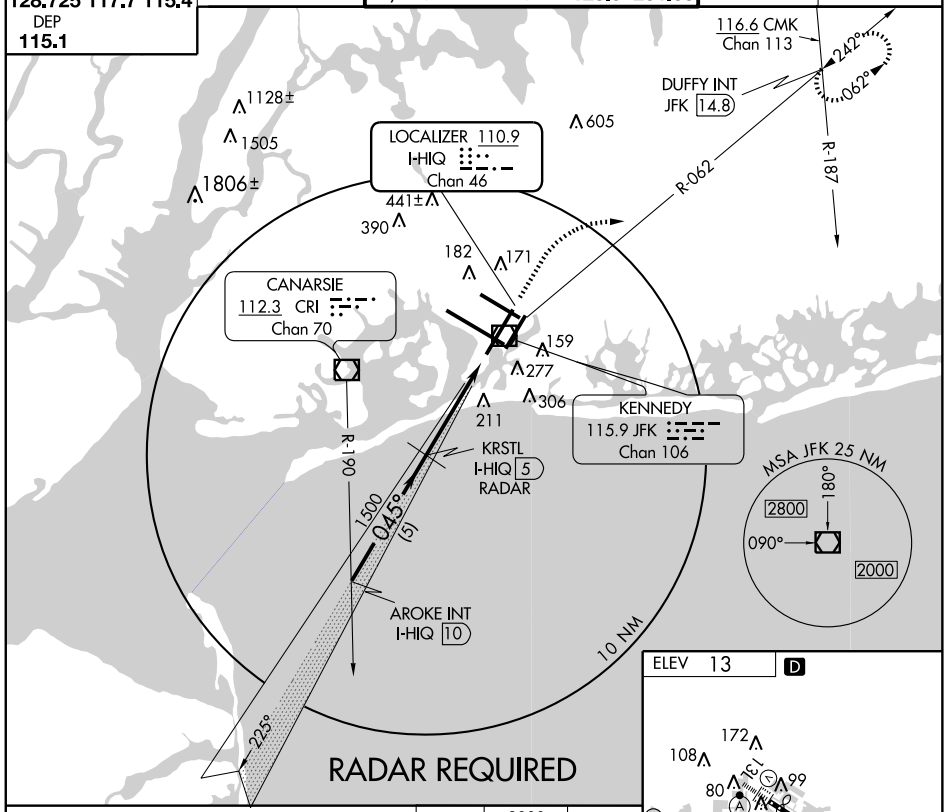
ILS RWY 4L

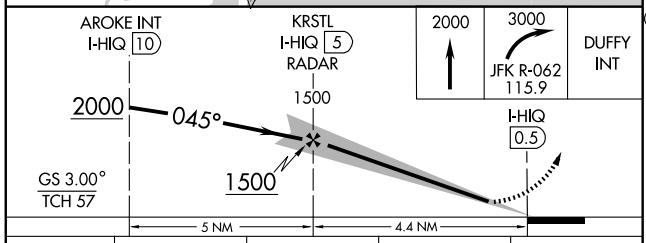
NEW YORK / JOHN F. KENNEDY INTL (JFK)

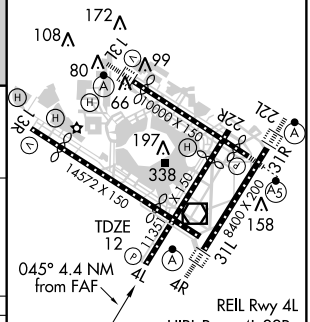
Radar or DME Required for S-LOC 4L.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via JFK R-062 to DUFFY Int/JFK 14.8 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-ILS 4L	212/40 200 (200-¾)			
S-LOC 4L	400/50 388 (400-1)			400/60 388 (400-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JFK	APP CRS	Rwy Idg	8400
109.5	045°	TDZE	13
Chan 32		Apt Elev	13

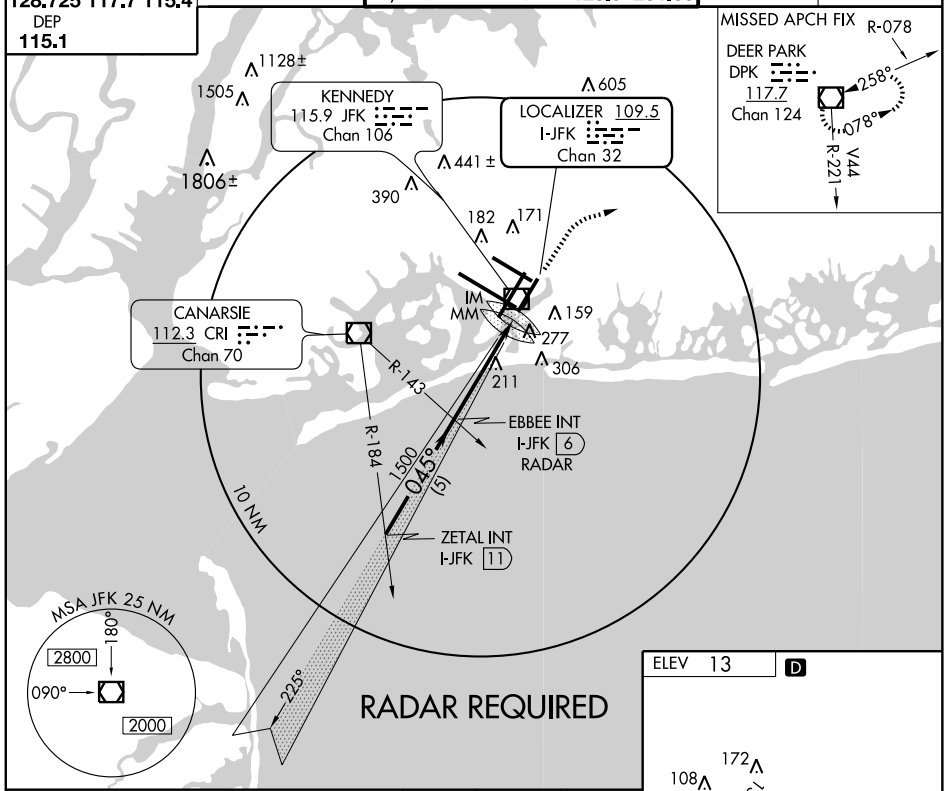
ILS RWY 4R

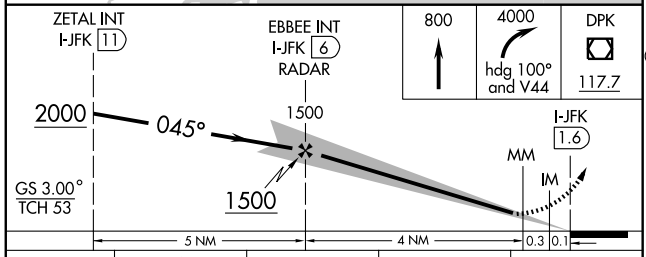
NEW YORK / JOHN F. KENNEDY INTL (JFK)

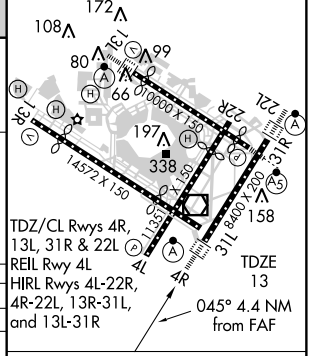
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-ILS 4R	213/18		200 (200-½)	
S-LOC 4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JFK	APP CRS	Rwy Idg 8400
109.5	045°	TDZE 13
Chan 32		Apt Elev 13

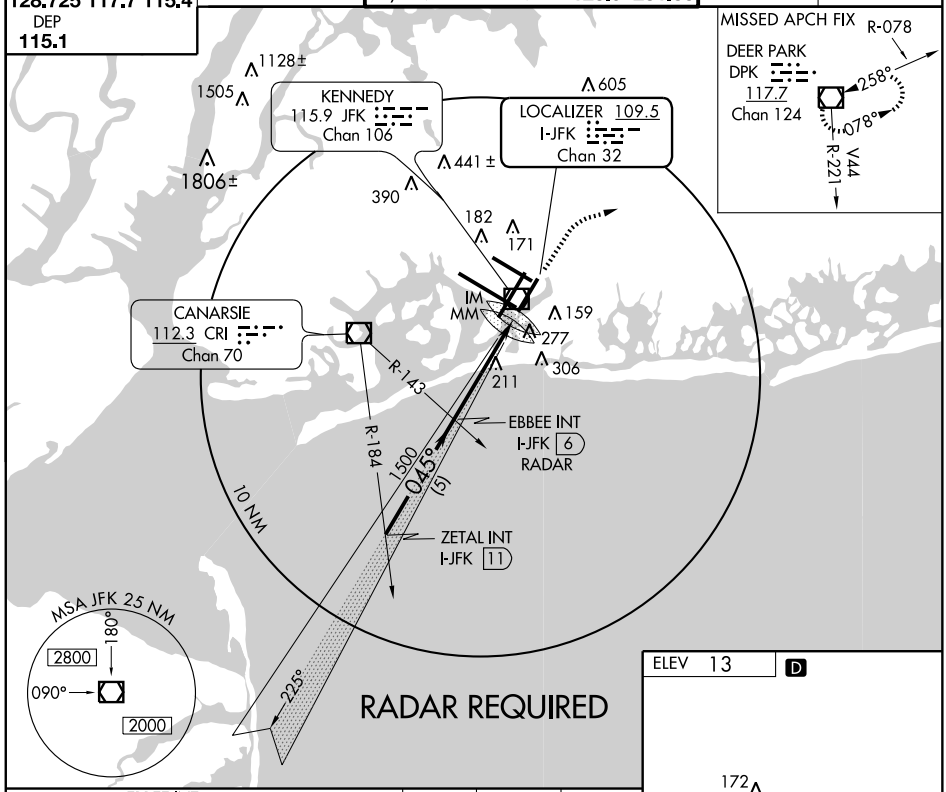
ILS RWY 4R (CAT II)

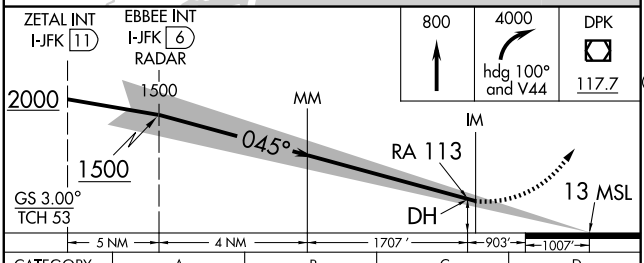
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

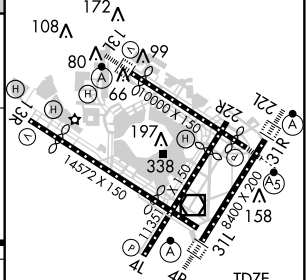
ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											





CATEGORY	A	B	C	D
S-ILS 4R	RA 113/12	100 DA 113		

ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 14 JAN 2010 to 11 FEB 2010

NEW YORK, NEW YORK

AL-610 (FAA)

LOC/DME I-JFK	APP CRS	Rwy Idg 8400
109.5	045°	TDZE 13
Chan 32		Apt Elev 13

ILS RWY 4R (CAT III)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9 281.55				
DEP 115.1										

MISSED APCH FIX

DEER PARK DPK 117.7 Chan 124

R-078 258° 078° R-221 V44

1128± 1505 KENNEDY 115.9 JFK Chan 106 605 LOCALIZER 109.5 I-JFK Chan 32 441 ± 1806± 390 182 171 IM MM 159 277 306 211

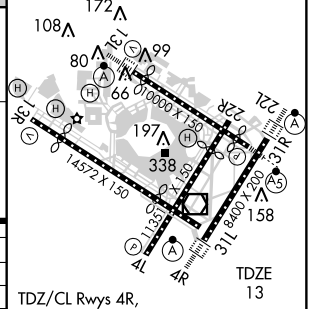
CANARSIE 112.3 CRI Chan 70

R-143 R-184 EBBEE INT I-JFK 6 RADAR 1500 045° 15.1 ZETAL INT I-JFK 11 10 NM

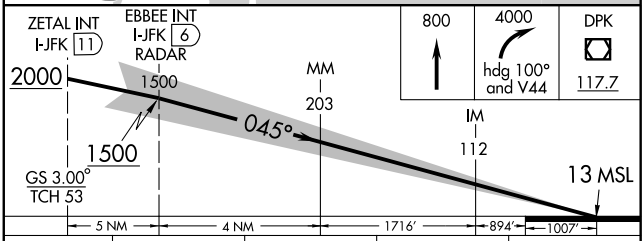
MSA JFK 25 NM 180° 2800 090° 2000 225°

RADAR REQUIRED

ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R



CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 14 JAN 2010 to 11 FEB 2010

NEW YORK, NEW YORK

AL-610 (FAA)

ILS RWY 13L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

LOC/DME	APP CRS	Rwy Idg	9095
I-TLK 111.5 Chan 52	135°	TDZE	13
		Apt Elev	13

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
DEP 115.1		Rwys 4L/22R and 13R/31L 123.9 281.55		

MISSED APCH FIX

DEER PARK DPK 117.7 Chan 124

R-078 258° 078°

LA GUARDIA 113.1 LGA Chan 78

LOCALIZER 111.5 I-TLK Chan 52

315°

1128±

1505

605

R-209

R-193

1806±

1500

441±

135°

390

1500

TELEX INT I-TLK 7.7

182

171

CAXUN INT I-TLK 6.1

10 NM

277

159

211

306

KENNEDY 115.9 JFK Chan 106

MSA JFK 25 NM

180°

2800

090°

2000

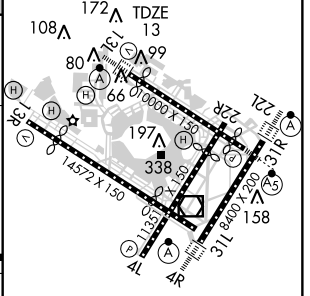
RADAR REQUIRED

NOTE: 99′ hangar abeam Rwy threshold 855′ left of Rwy centerline.
NOTE: 18′ fence abeam Rwy threshold 526′ right of Rwy centerline.
NOTE: 43′ light 691′ after Rwy threshold 691′ right of Rwy centerline, NW taxiway B/U/V intersection.
NOTE: 58′ antenna and building 1530′ after Rwy threshold 806′ left of Rwy centerline.
NOTE: 88′ hangar 4192′ after Rwy threshold 990′ left of Rwy centerline.

ELEV 13 D

CATEGORY	A	B	C	D
S-ILS 13L	RA 151/16 150 DA 163			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

NE-2. 14 JAN 2010 to 11 FEB 2010

NEW YORK, NEW YORK

AL-610 (FAA)

LOC/DME I-IWY	APP CRS	Rwy Idg 8400
110.9	225°	TDZE 13
Chan 46		Apt Elev 13

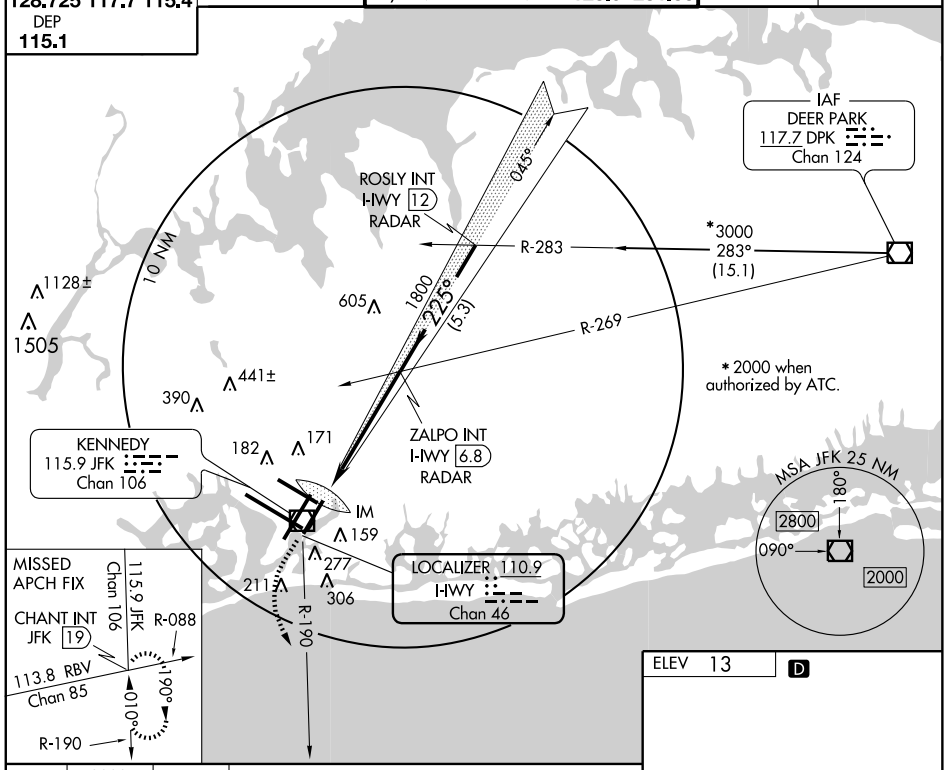
ILS RWY 22L (CAT II)

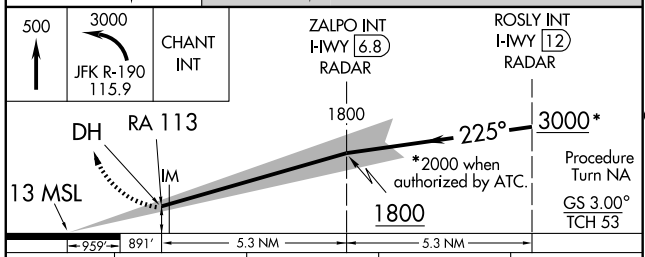
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

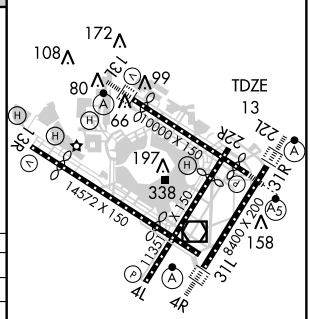
ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				





CATEGORY	A	B	C	D
S-ILS 22L	RA 113/12 100 DA 113			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 4L
HIRL Rwys 4L-22R,
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IWY	APP CRS	Rwy Idg 8400
110.9 Chan 46	225°	TDZE 13 Apt Elev 13

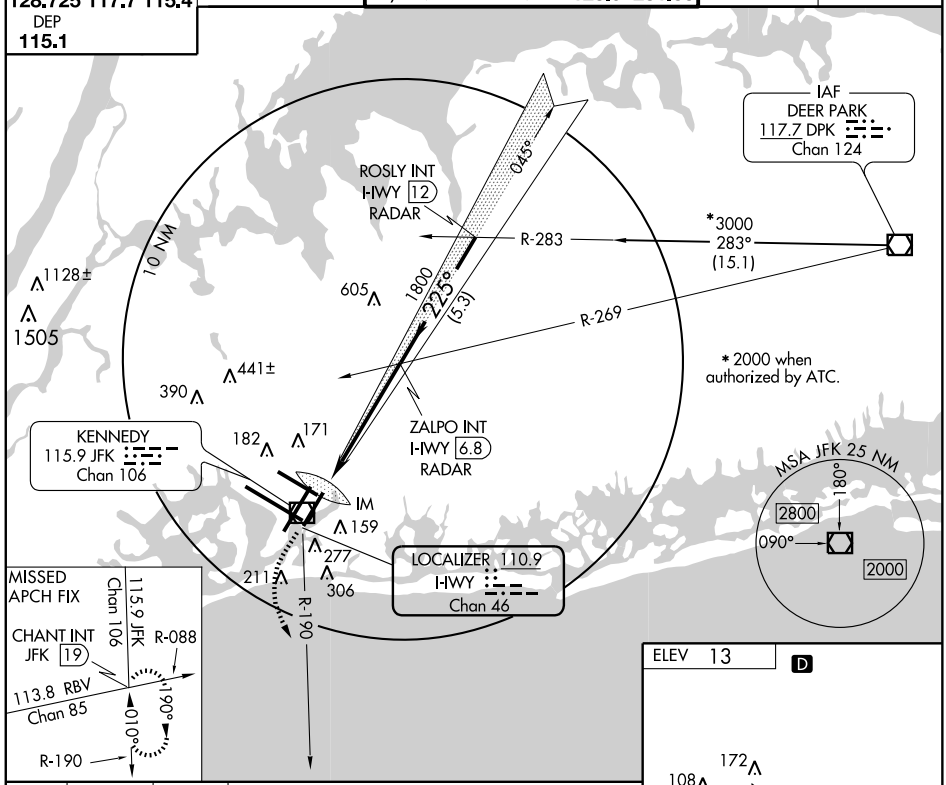
ILS RWY 22L (CAT III)

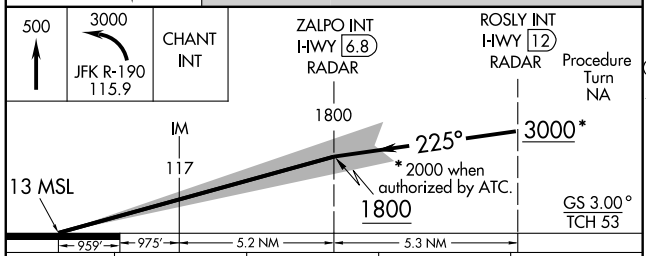
NEW YORK/JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6

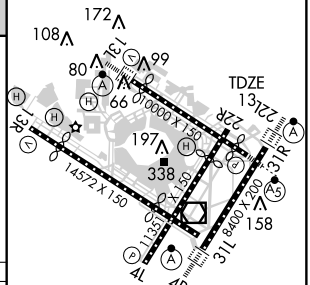




CATEGORY	A	B	C	D
S-ILS 22L	CAT IIIa RVR 07			
S-ILS 22L	CAT IIIb RVR 06			
S-ILS 22L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 13 D



REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JOC	APP CRS	Rwy Idg 8655
109.5	222°	TDZE 13
Chan 32		Apt Elev 13

ILS RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				

RADAR REQUIRED

042°

10 NM

CORVT
I-JOC 10.1
RADAR

1900

222°

(5.1)

605

MATTR
I-JOC 5
RADAR

1128±

1505

1806±

441 ±

390

182

171

83 ±

KENNEDY
115.9 JFK
Chan 106

159

277

306

211

MISSED APCH FIX

COLTS NECK
COL
115.4
Chan 101

010°

190°

R-010

MSA JFK 25 NM

180°

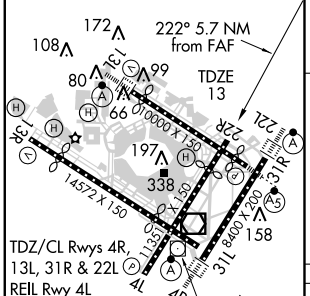
2800

090°

2000

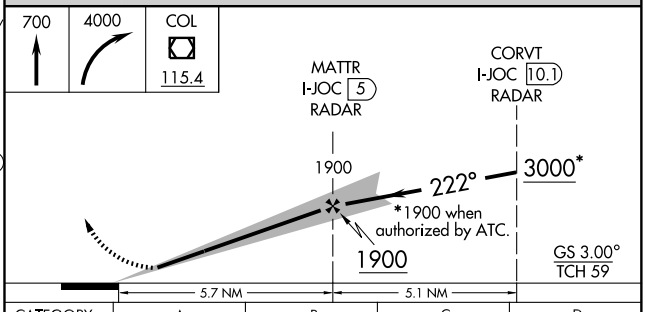
ELEV 13 D

LOCALIZER 109.5
I-JOC
Chan 32



TDZ/CL Rwys 4R, 13L, 31R & 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, and 13L-31R

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 22R	263/40 250 (300-¾)			
S-LOC 22R	460/50 447 (500-1)		460/60 447 (500-1¼)	460-1½ 447 (500-1½)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

KENNEBUNK FOUR ARRIVAL (ENE.ENE4) 09015

ST-610 (FAA)

NEW YORK, NEW YORK

. . . . From over ENE VORTAC, via direct ASPEN WPT, via direct PVD VORTAC. Then via PVD R-234 to TRAIT INT/WPT. Then via HTO R-052 to PARCH INT. Then via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT. Direct JFK VOR/DME. Expect radar vectors to final approach course.

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

N

TAFFY
N47°22.40′
W67°18.27′

TOPPS
N45°20.41′
W67°44.32′

EBONY
N44°54.14′
W67°09.39′

ALLEX
N44°25.00′-W67°00.00′

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
H-11-12

R-044

2600
217°
(39)

ASPEN
N42°48.96′-W70°54.69′

GROTON
110.85 GON
Chan 45 (Y)

213°
(69)

R-057

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′
W71°25.78′

R-033

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′

R-128

2600
234°
(34)

TRAIT
N41°17.08′
W71°55.06′

Expect clearance to cross at FL 240.

HTO
232°

Expect clearance to cross at 12,000′ and 250 Kts.

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

NOTE: Inertial equipment required.

28

232°
(14)

PARCH
N41°05.95′
W72°07.24′

R-085

2300
265°
(32)

14

R-052

REPUBLIC

2300
229°
(18)

R-260

HAMPTON
113.6 HTO
Chan 83

R-096

2300
276°
(34)

ERICK
N40°47.01′
W72°44.52′

JOHN F. KENNEDY INTL

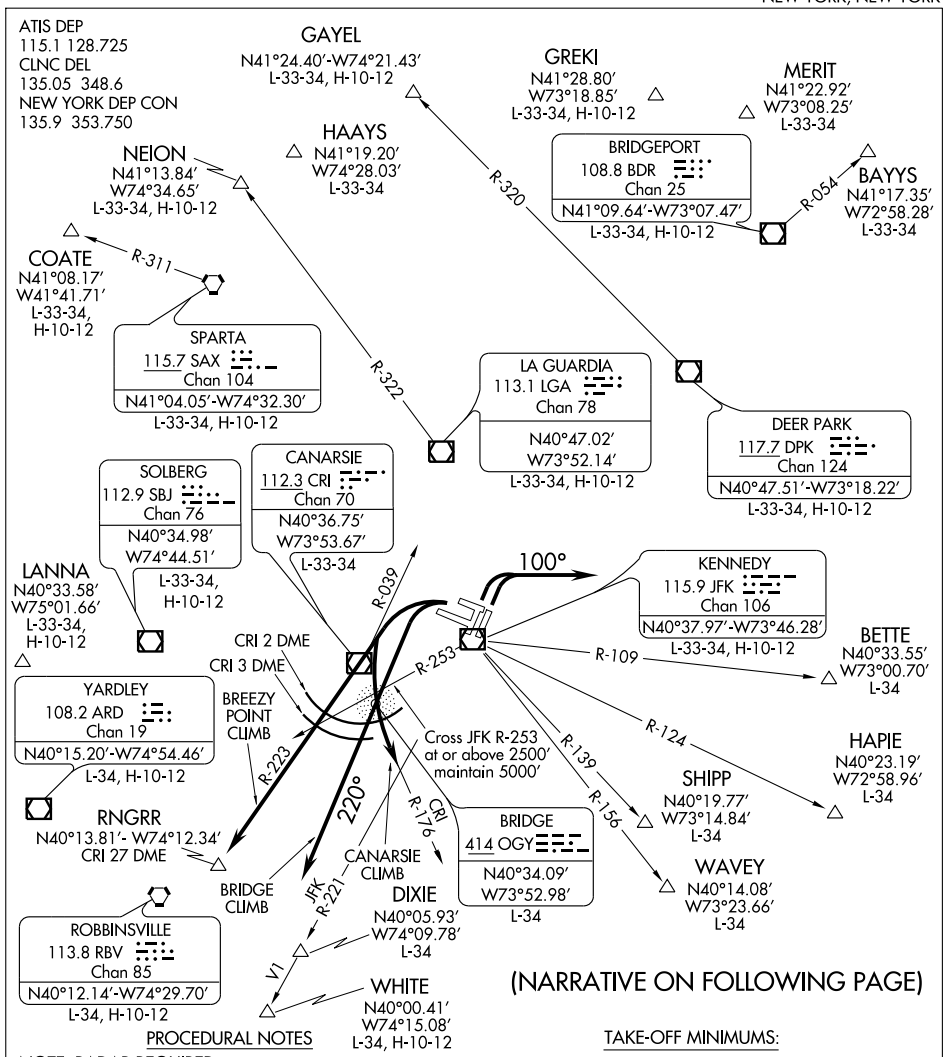
ROBER
N40°41.13′
W73°01.96′

Expect clearance to cross at 9000′.

NOTE: Chart not to scale.

KENNEDY ONE DEPARTURE

SL-610 (FAA)



(NARRATIVE ON FOLLOWING PAGE)

PROCEDURAL NOTES

NOTE: RADAR REQUIRED.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RNGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250′ per NM to 300′.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210′ per NM to 2000′, ATC Climb Gradients: BREEZY POINT CLIMB, 343′ per NM to 2500′, BRIDGE CLIMB, 534′ per NM to 2500′, CANARSIE CLIMB, 440′ per NM to 2500′.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287′ per NM to 2500′, BRIDGE CLIMB, 431′ per NM to 2500′, CANARSIE CLIMB, 357′ per NM to 2500′.

NOTE: Chart not to scale.

NE-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....
TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....
GATEWAY CLIMB*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
BRIDGE CLIMB**: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
IDLEWILD CLIMB***: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME ****, Thence....
....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

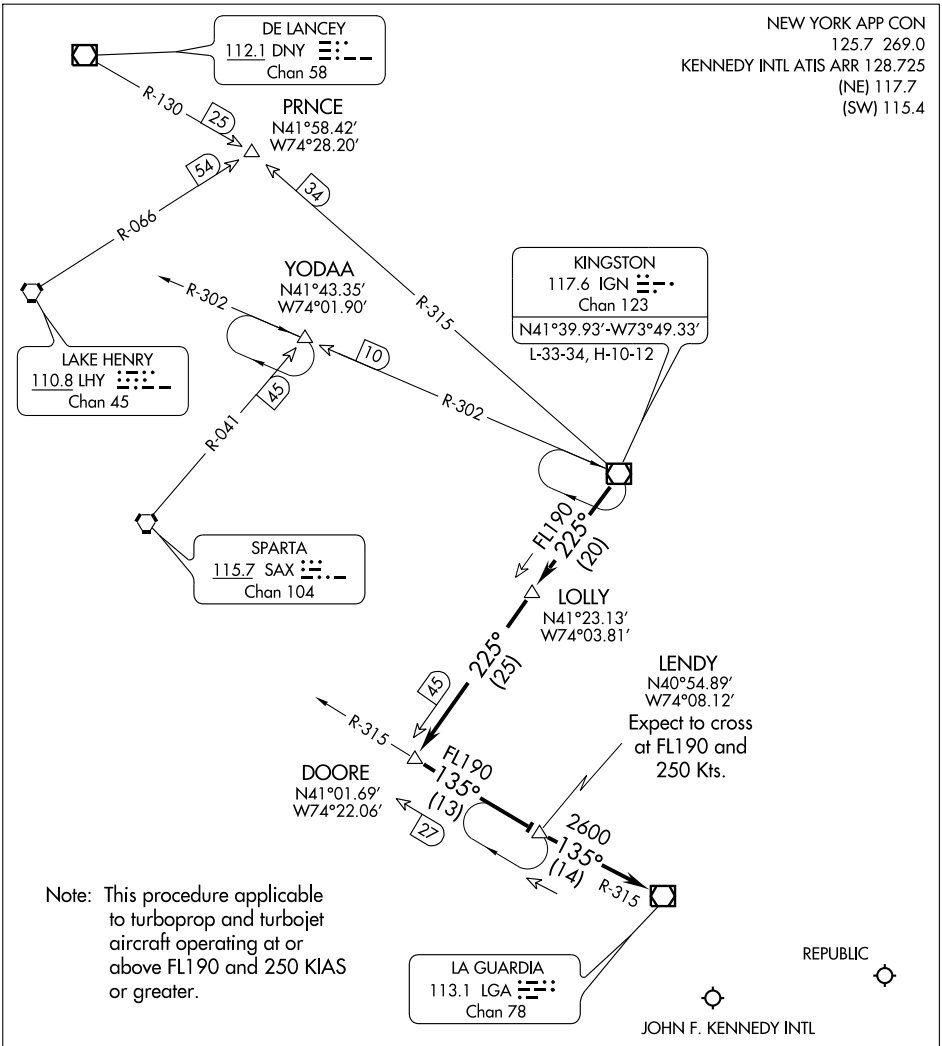
* To be assigned during the period 2200-0700 local.
** ADF Required.
*** To be assigned by ATC to NON-TURBOJET AIRCRAFT.
**** If unable to remain within JFK 2.5 DME, advise ATC.

TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL. Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.
Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL. Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.
Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL. Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.
Rwy 13R: Obstruction light on tank 1.12 NM from DER, 2116' right of rwy centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL. Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.
Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL. Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.
Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL. Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL. Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



DME REQUIRED

NOTE: Chart not to scale.

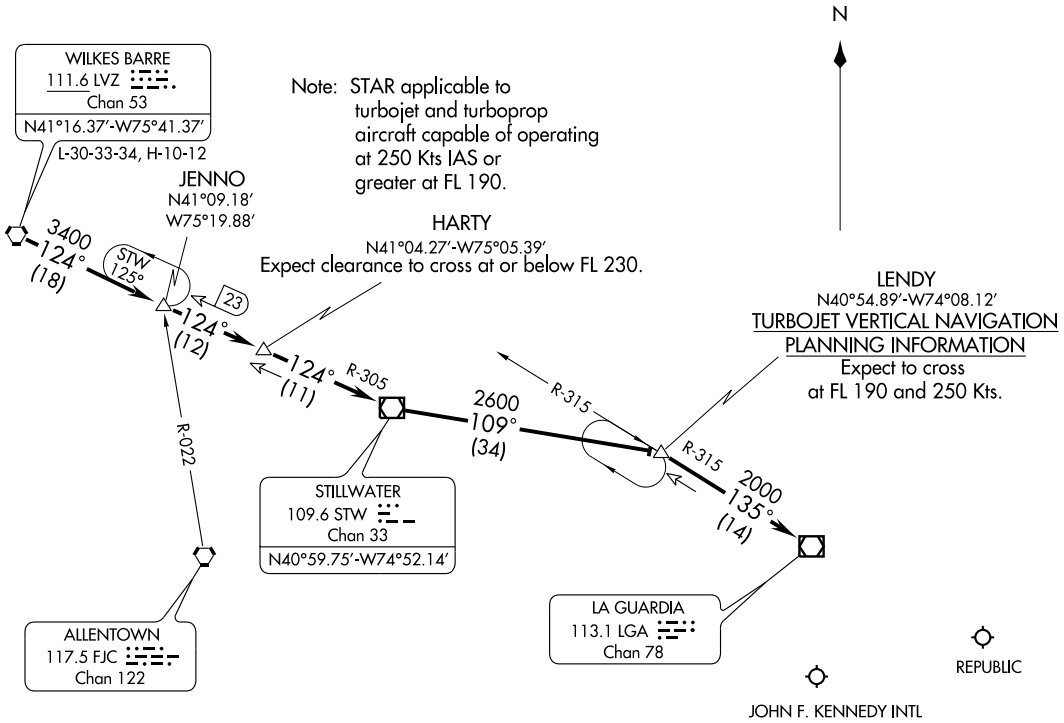
ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

NE-2, 14 JAN 2010 to 11 FEB 2010

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

LENDY FIVE ARRIVAL (LVZ.LENDY5) 09295



From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

NOTE: Chart not to scale.

SI-610 (FAA)

NEW YORK, NEW YORK

MERIT THREE DEPARTURE

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

*NOTE: To be assigned during the period 2200-0700 local.

N

QUBIS
N47°32.00′
W67°46.00′

TAFFY
N47°22.40′
W67°18.23′
H-11

EBONY
N44°54.14′
W67°09.39′
H-11

TOPPS
N45°20.41′
W67°44.32′
H-11

ALLEX
N44°25.00′
W67°00.00′
H-11

TUSKY
N43°33.90′
W67°00.00′
H-11

BRADD
N43°09.00′
W67°00.00′
H-11

KANNI
N42°38.00′
W67°00.00′
H-11

WHALE
N42°11.87′
W67°00.00′
H-11

VITOL
N41°47.00′
W67°00.00′
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

WITCH
N42°41.00′
W70°52.77′

MARTN
N42°34.86′
W73°16.23′
H-10-11-12

HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86′
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12

JUDDS
N41°38.08′
W73°06.34′
L-33-34

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

J42
071°
(37)

PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12

FL 180
072°
(31)

Cross JFK R-253 at or above 2500′ maintain 5000′.

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

JFK 4.5 DME

R-039

100°

MERIT
N41°22.92′
W73°08.25′
L-33-34

BETTE
N40°33.55′
W73°00.70′
L-34

YAHOO
N41°04.16′
W69°44.77′
H-10

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

DOVEY
N41°07.00′
W67°00.00′
H-10-11

JOBOC
N40°07.00′
W67°00.00′
H-10

CRI 2 DME

R-253

R-232

CRI 3 DME

R-223

220°

220°

* GATEWAY CLIMB

HAPIE
N40°23.19′
W72°58.96′
L-34

JFK 5

BREEZY POINT CLIMB

BRIDGE CLIMB

CANARSIE CLIMB

CRI R-176

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

NOTE: Chart not to scale.

(Continued on next page)

MERIT THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

PUTNAM TRANSITION (MERIT3.PUT): From over MERIT INT to HFD VOR/DME, then to PUT VOR/DME.

MERIT: Via radar vectors to MERIT direct HFD direct PUT. Expect clearance to filed altitude/flight level ten minutes after departure.
MERIT THREE: After PUT expect the following routes; aircraft proceeding:

1. TOPPS/EBONY - Expect direct.
2. ALLEX - Expect direct WITCH direct.
3. TUSKY and South - Expect direct BOS direct.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

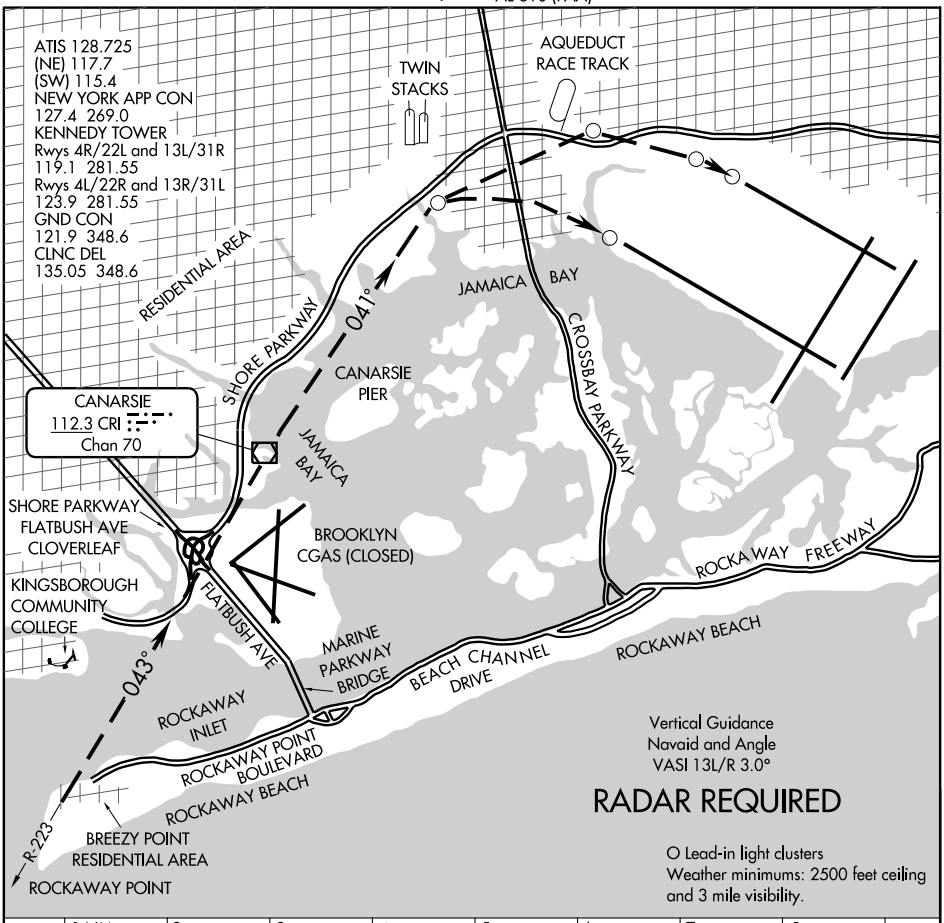
NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010

Orig 09015

PARKWAY VISUAL RWY 13L/R

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK
AL-610 (FAA)



PARKWAY VISUAL RUNWAY 13L/R

When cleared for Parkway Visual to Runway 13L/R maintian at or above 2000' until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain east of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and Twin Stacks.
Runway 13L continue descent after passing the Twin Stacks.

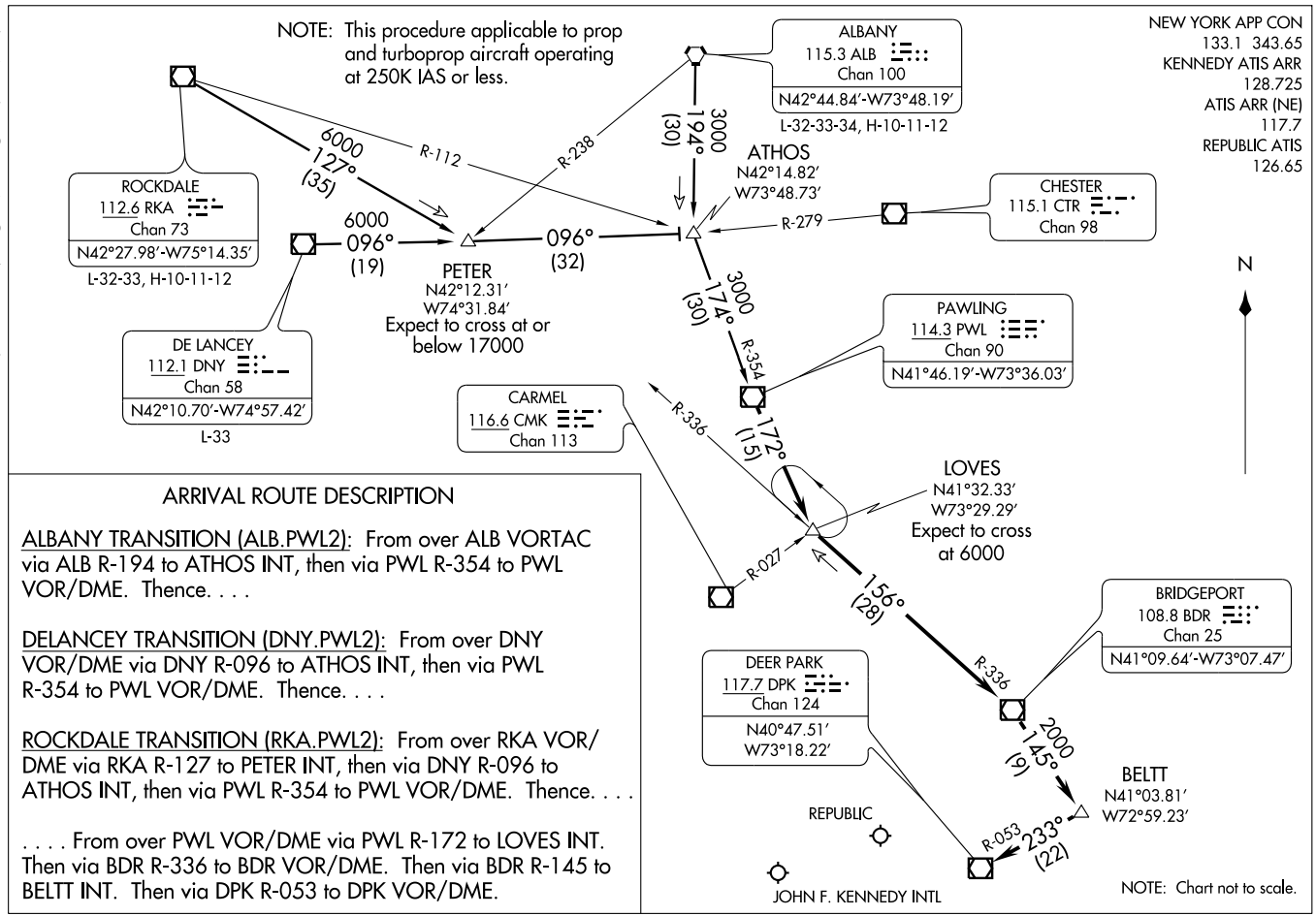
PAWLING TWO ARRIVAL (PWL.PWL2)

09351

ST-610 (FAA)

NEW YORK, NEW YORK

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65



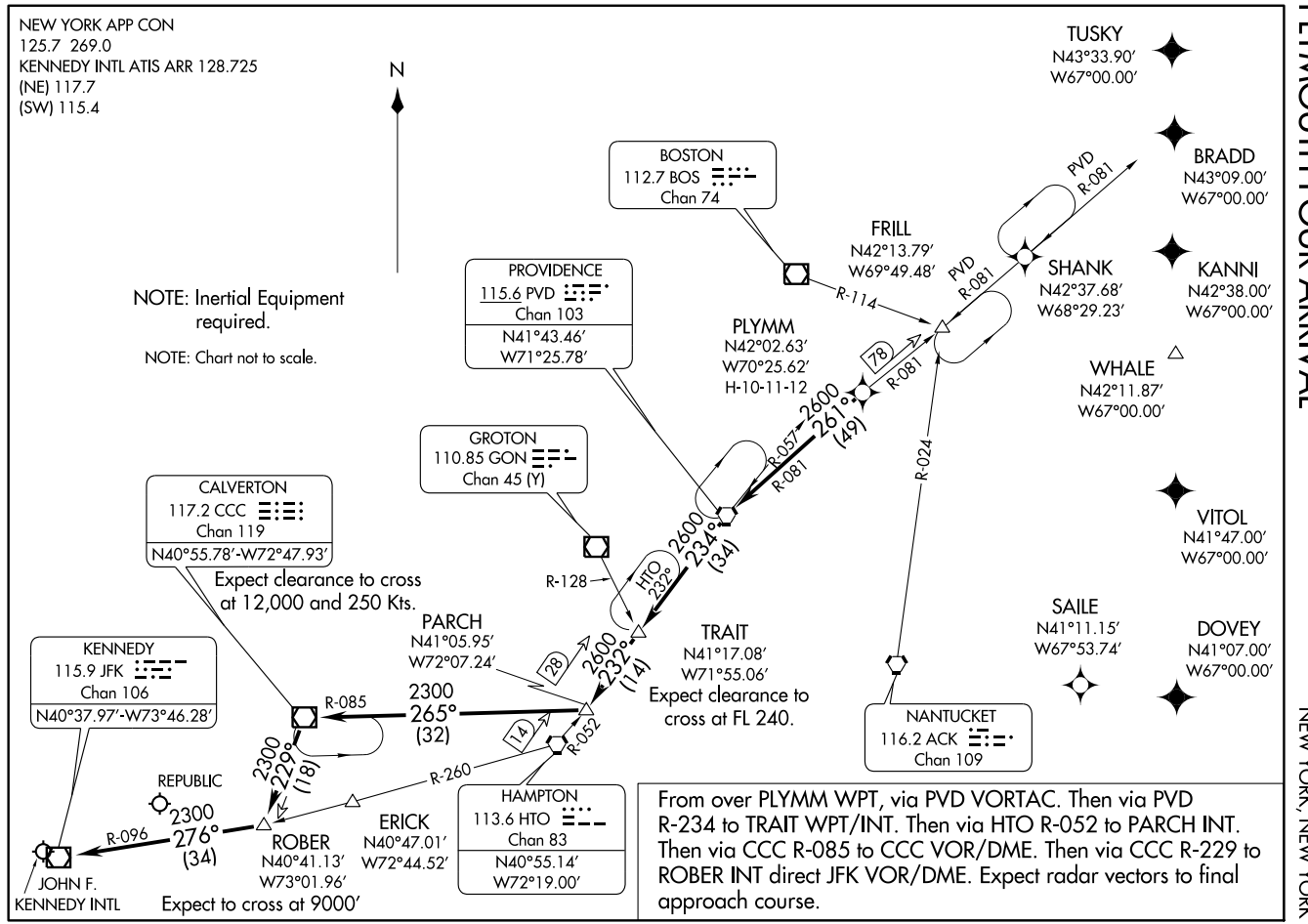
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.


NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4
N
NOTE: Inertial Equipment required.
NOTE: Chart not to scale.
TUSKY
N43°33.90′
W67°00.00′
BRADD
N43°09.00′
W67°00.00′
BOSTON
112.7 BOS
Chan 74
FRILL
N42°13.79′
W69°49.48′
PVD R-081
SHANK
N42°37.68′
W68°29.23′
KANNI
N42°38.00′
W67°00.00′
PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′
W71°25.78′
R-114
PLYMM
N42°02.63′
W70°25.62′
H-10-11-12
78
R-081
WHALE
N42°11.87′
W67°00.00′
2600
261°
(49)
R-057
R-081
R-024
GROTON
110.85 GON
Chan 45 (Y)
CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′
Expect clearance to cross at 12,000 and 250 Kts.
R-128
HTO
232°
2600
234°
(34)
VITOL
N41°47.00′
W67°00.00′
SAILE
N41°11.15′
W67°53.74′
DOVEY
N41°07.00′
W67°00.00′
PARCH
N41°05.95′
W72°07.24′
28
2600
232°
(14)
TRAIT
N41°17.08′
W71°55.06′
Expect clearance to cross at FL 240.
KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
R-085
2300
265°
(32)
14
R-052
NANTUCKET
116.2 ACK
Chan 109
2300
229°
(18)
R-260
REPUBLIC
2300
276°
(34)
R-096
ERICK
N40°47.01′
W72°44.52′
ROBER
N40°41.13′
W73°01.96′
HAMPTON
113.6 HTO
Chan 83
N40°55.14′
W72°19.00′
JOHN F. KENNEDY INTL
Expect to cross at 9000′
From over PLYMM WPT, via PVD VORTAC. Then via PVD R-234 to TRAIT WPT/INT. Then via HTO R-052 to PARCH INT. Then via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT direct JFK VOR/DME. Expect radar vectors to final approach course.

WAAS CH 40019 W22B	APP CRS 225°	Rwy Idg 8655 TDZE 13 Apt Elev 13

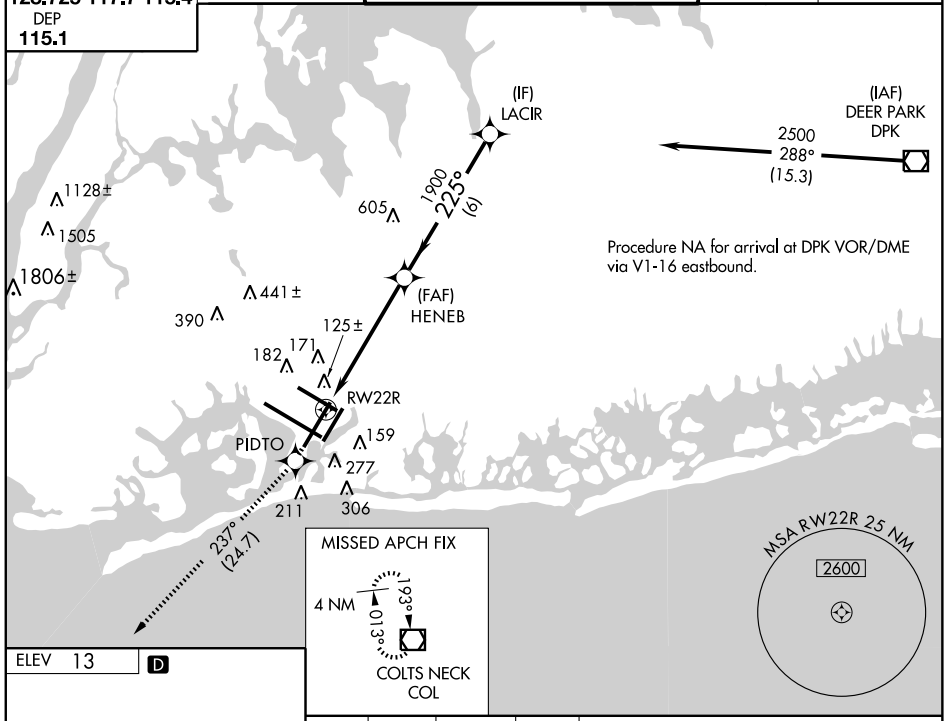
RNAV (GPS) RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

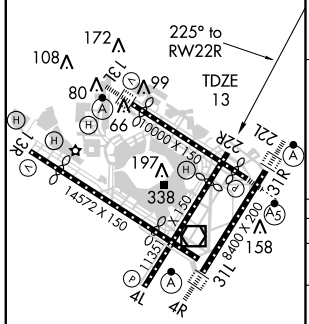
DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 4000 direct PIDTO and right turn via 237° track to COL VOR/DME and hold.

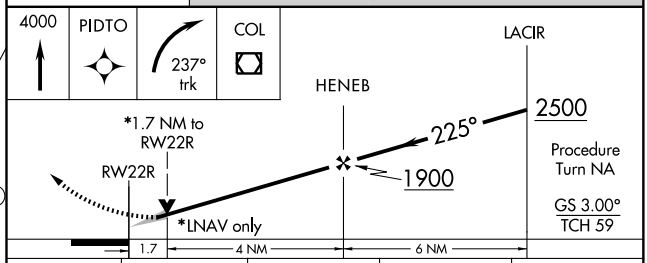
ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6



ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R



CATEGORY	A	B	C	D
LPV DA	270/40 257 (300-¾)			
LNAV/VNAV DA	480-1½ 467 (500-1½)			
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1½ 627 (700-1½)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

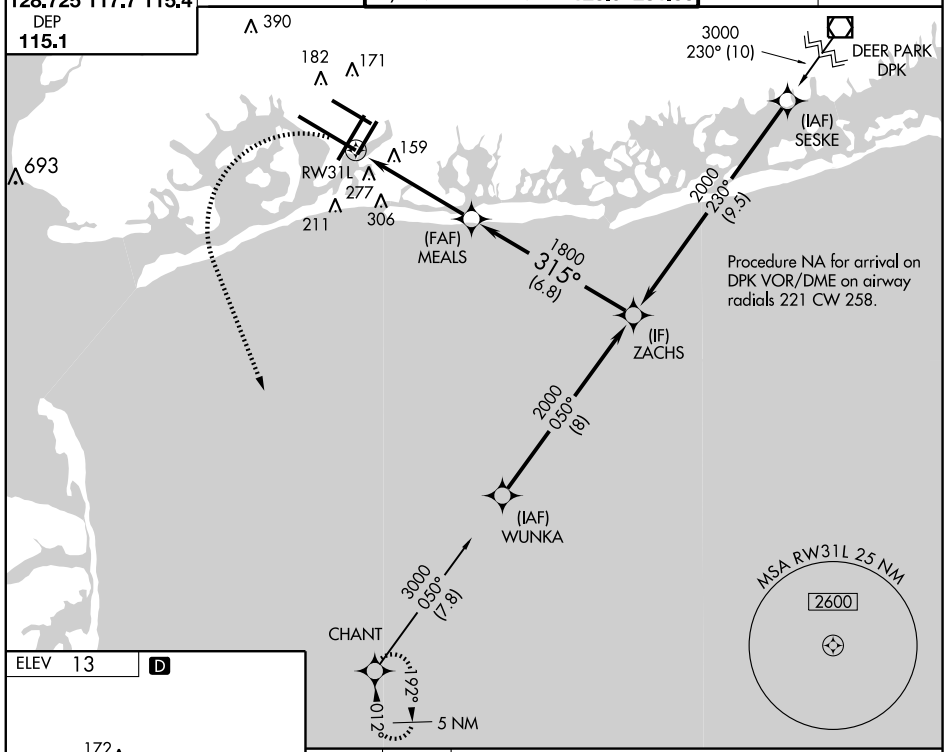
RNAV (GPS) X RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

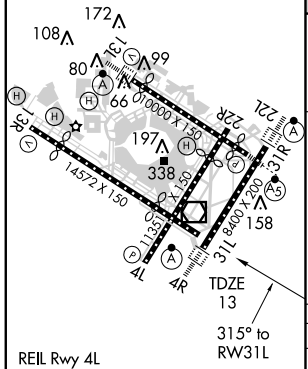
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct CHANT and hold.

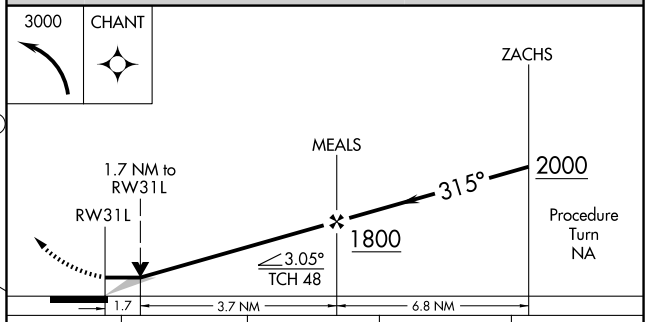
ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)	127.4 269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
128.725	117.7	115.4		Rwys 4L/22R and 13R/31L	123.9 281.55		
DEP 115.1							



ELEV 13 D



REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 77519 W04A	APP CRS 045°	Rwy Idg 11351 TDZE 12 Apt Elev 13

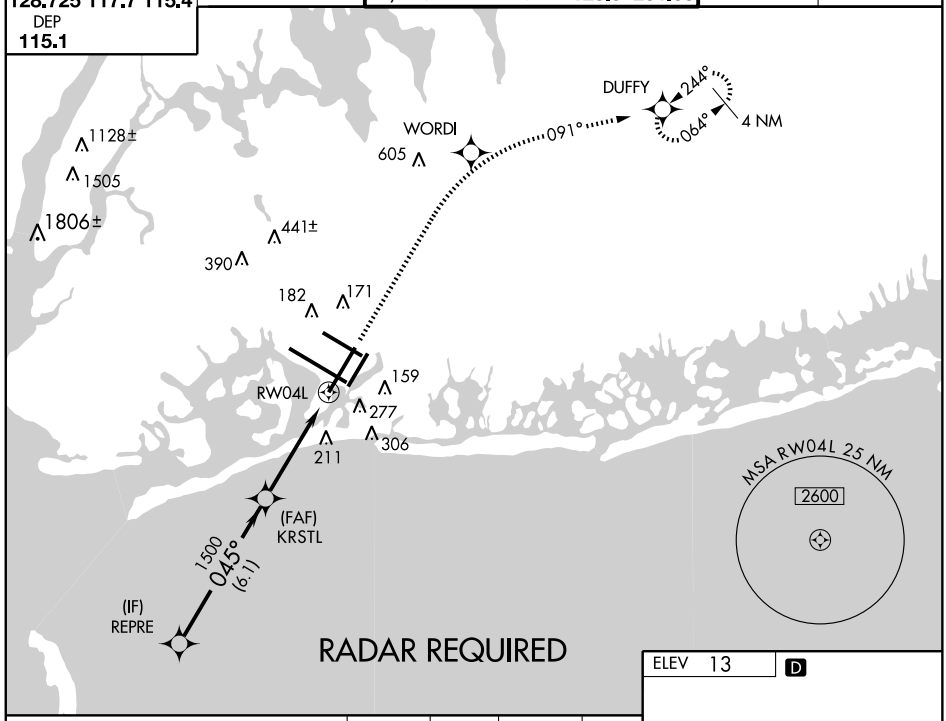
RNAV (GPS) Y RWY 4L

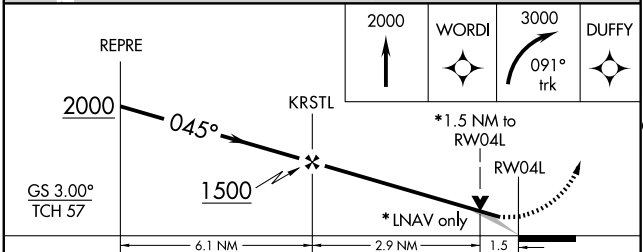
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct WORDI then climbing right turn to 3000 via 091° track to DUFFY and hold.

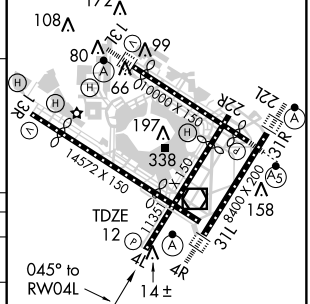
ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6





CATEGORY	A	B	C	D
LPV DA	280/50 268 (300-1)			
LNAV/VNAV DA	480-1½ 468 (500-1½)			
LNAV MDA	540/50 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

ELEV 13 D



REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8400
CH 81819	045°	TDZE	13
W04B		Apt Elev	13

RNAV (GPS) Y RWY 4R

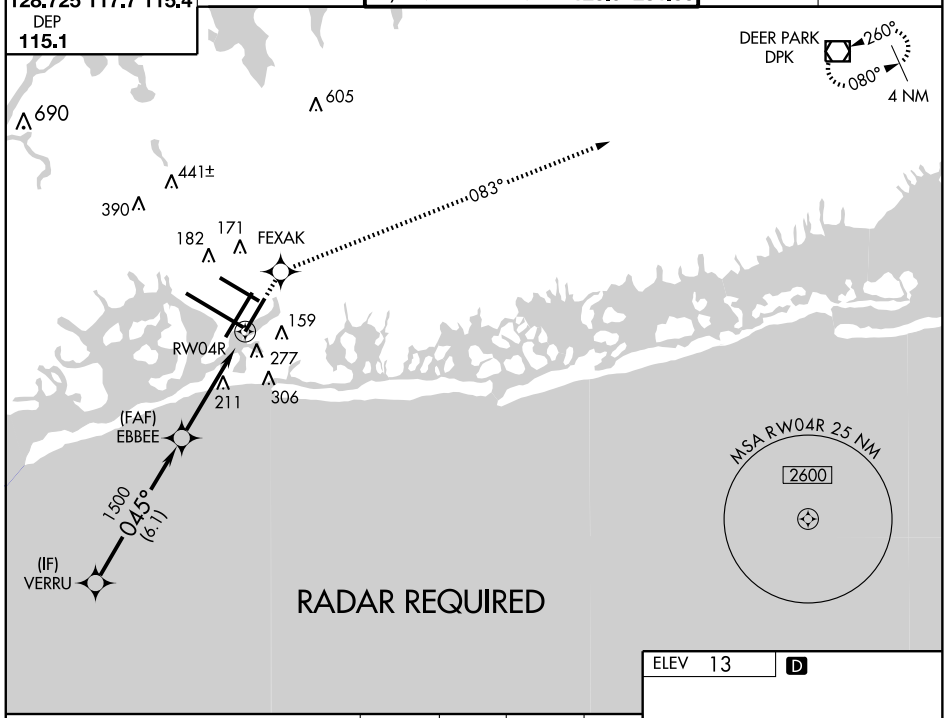
NEW YORK / JOHN F. KENNEDY INTL (JFK)

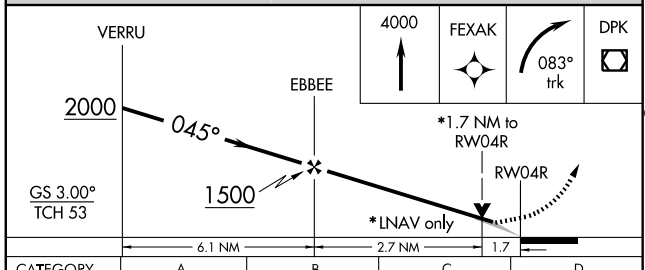
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA.

ALSF-2

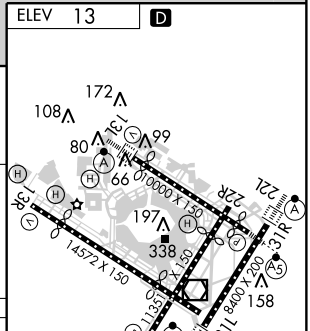
MISSED APPROACH: Climb to 4000 direct FEXAK and right turn via 083° track to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											





CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	520/60 507 (600-1¼)			
LNAV MDA	600/24 587 (600-½)		600/50 587 (600-1)	600/60 587 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)



WAAS	APP CRS	Rwy Idg	8400
CH 97318	225°	TDZE	13
W22A		Apt Elev	13

RNAV (GPS) Y RWY 22L

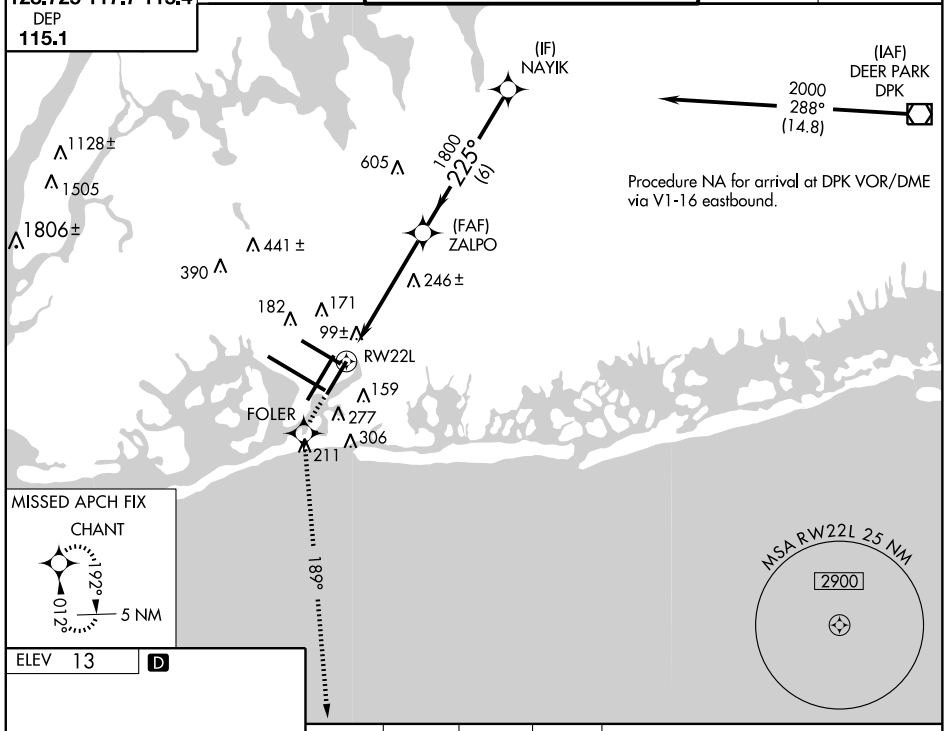
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

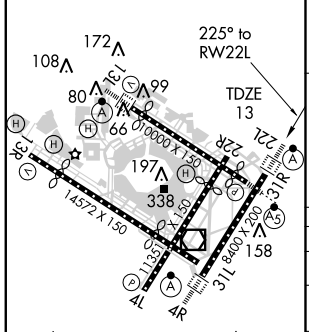
ALSF-2

MISSED APPROACH: Climb to 3000 direct FOLER and via 189° track to CHANT and hold.

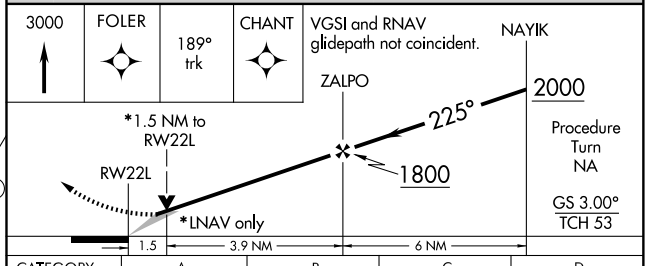
ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				



ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R



CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	420/50 407 (500-1)			
LNAV MDA	560/24 547 (600-½)		560/50 547 (600-1)	560/60 547 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	11248
CH 50119	315°	TDZE	13
W31A		Apt Elev	13

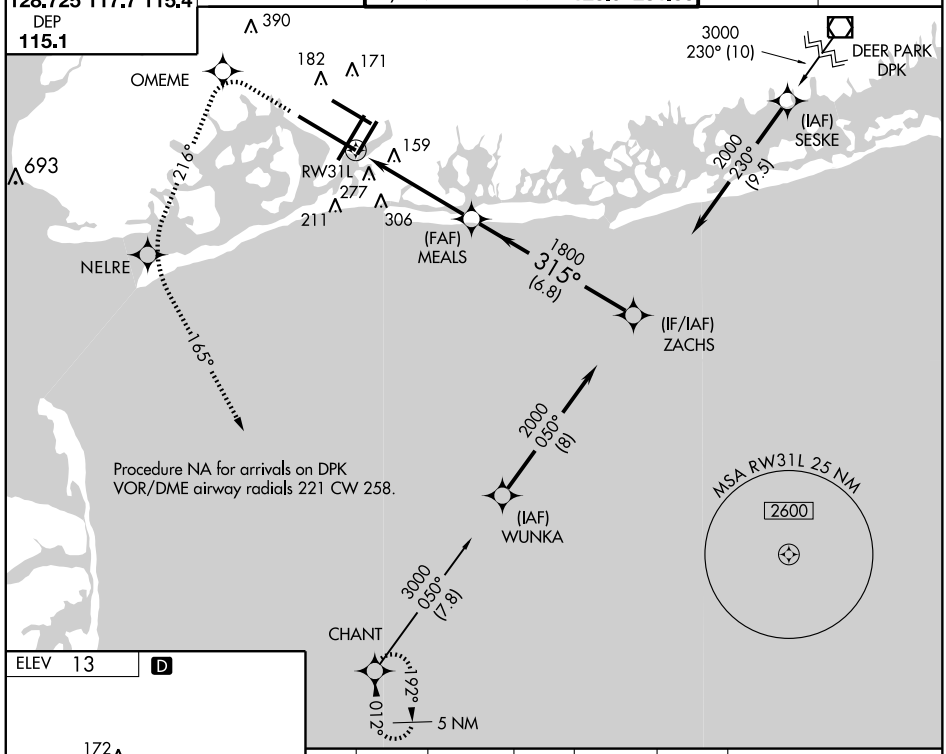
RNAV (GPS) Y RWY 31L

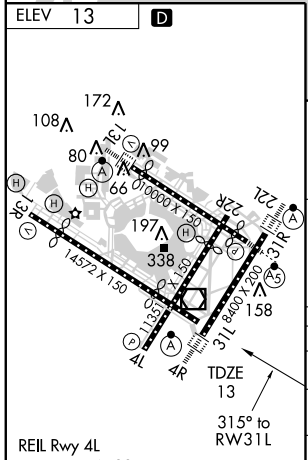
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

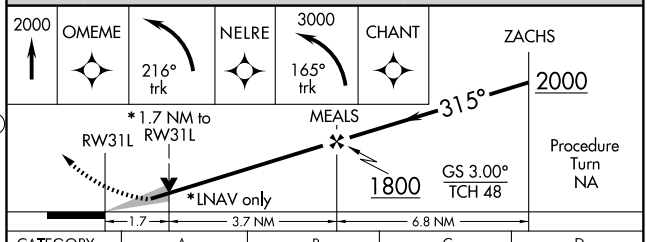
MISSED APPROACH: Climb to 2000 direct OMEME and left turn via 216° track to NELRE then climbing left turn to 3000 via 165° track to CHANT and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				





REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
LPV DA	270/40 257 (300-¾)			
LNAV/VNAV DA	600-2 587 (600-2)			
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 45519	315°	Rwy Idg	8970
W31B		TDZE	13
		Apt Elev	13

RNAV (GPS) Y RWY 31R

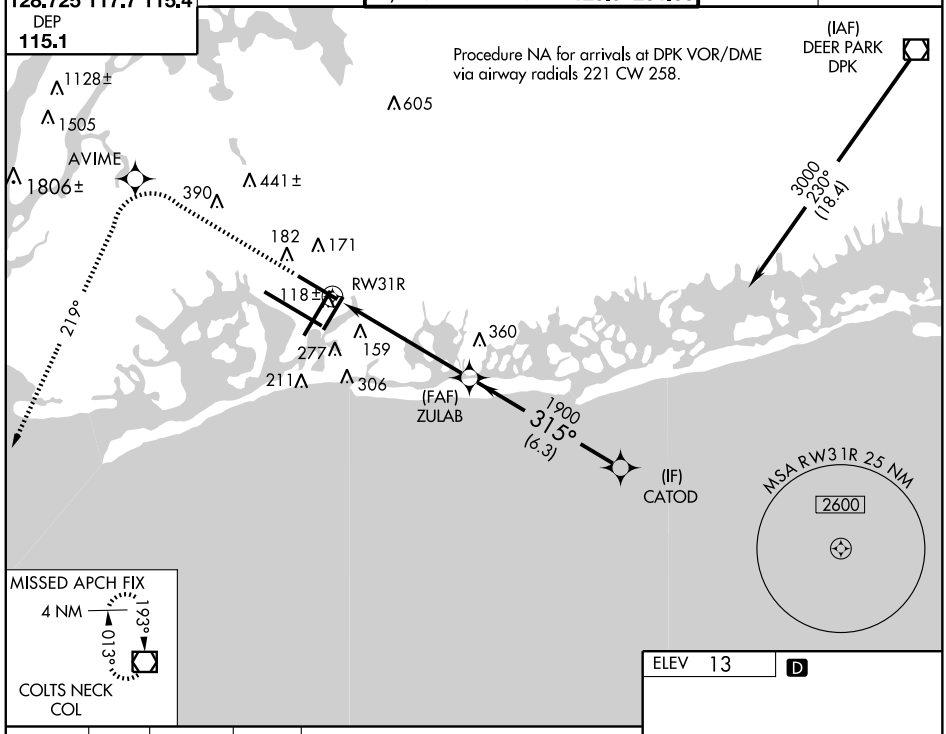
NEW YORK / JOHN F. KENNEDY INTL (JFK)

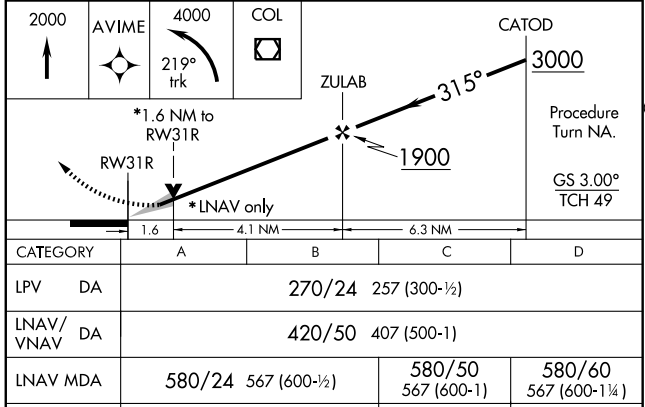
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Minimum altitude at CATOD 2000 when authorized by ATC.

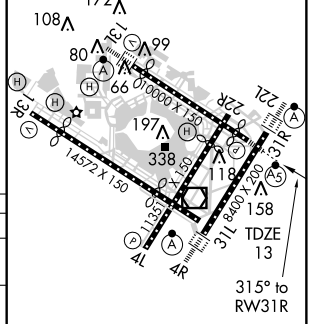
MALSR

MISSED APPROACH: Climb to 2000 direct AVIME then climbing left turn to 4000 via 219° track to COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	420/50 407 (500-1)			
LNAV MDA	580/24 567 (600-½)		580/50 567 (600-1)	580/60 567 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	11351
045°	TDZE	12
	Apt Elev	13

RNAV (RNP) Z RWY 4L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via 045° track to WORDI and via 091° track to DUFFY and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

CATEGORY	A	B	C	D
RNP 0.30 DA	361/60	349 (400-1¼)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	8400
045°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 4R

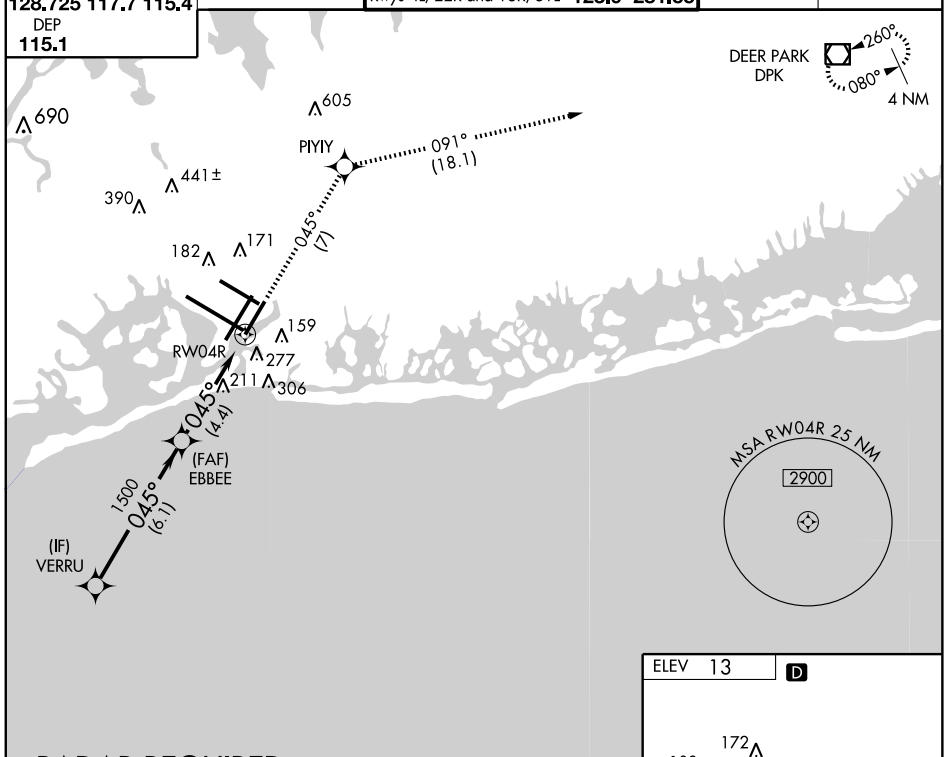
NEW YORK / JOHN F. KENNEDY INTL (JFK)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).
NA For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½.

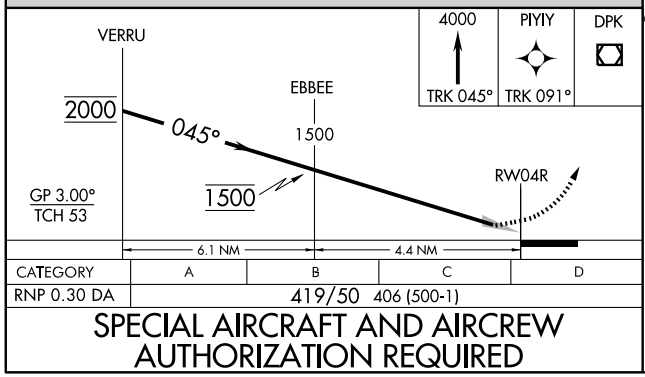
ALSF-2

MISSED APPROACH: Climb to 4000 via 045° track to PIYIY and via 091° track to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

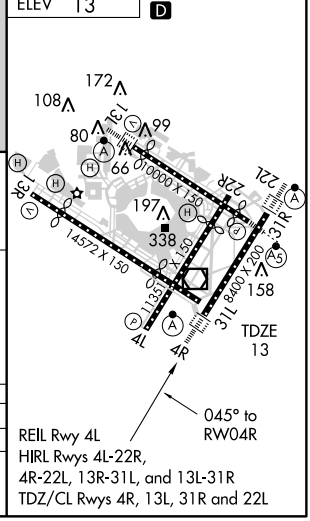


RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.30 DA	419/50	406 (500-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	8400
225°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

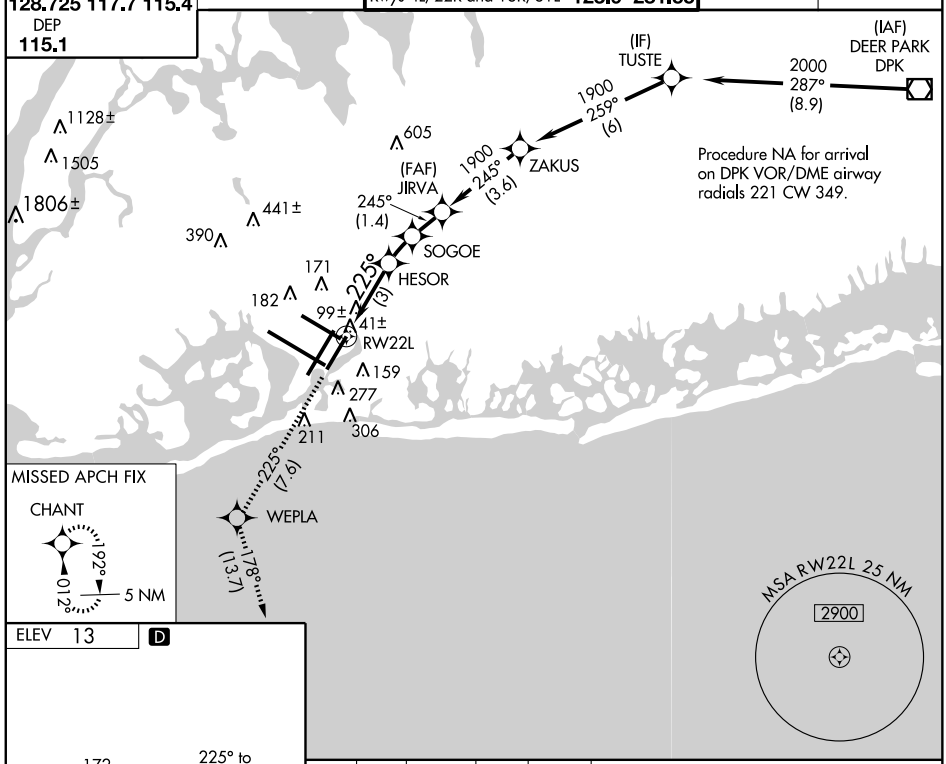
For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 49°C (120°F). RF and GPS Required. For inoperative ALSF, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to RVR 6000 all Cats. Visibility reduction by helicopters NA.

NA

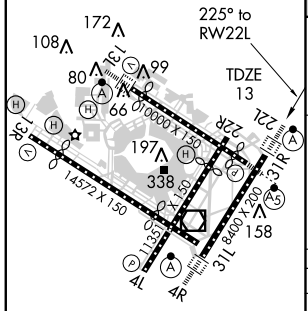
ALSF-2

MISSED APPROACH: Climb to 3000 via 225° track to WEPLA and via 178° track to CHANT and hold.

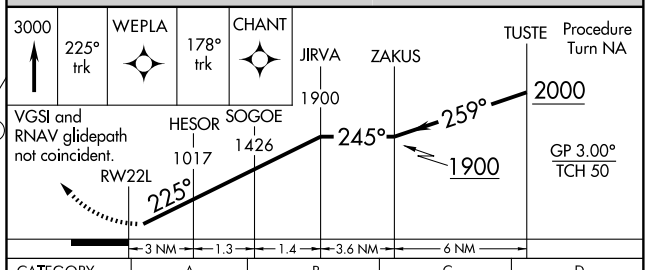
ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)			Rwys 4R/22L and 13L/31R	119.1	281.55				
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	121.9	348.6	135.05	348.6
DEP											
115.1											



ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R



CATEGORY	A	B	C	D
RNP 0.20 DA	339/40	326 (400-¾)		
RNP 0.30 DA	408/50	395 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 31L

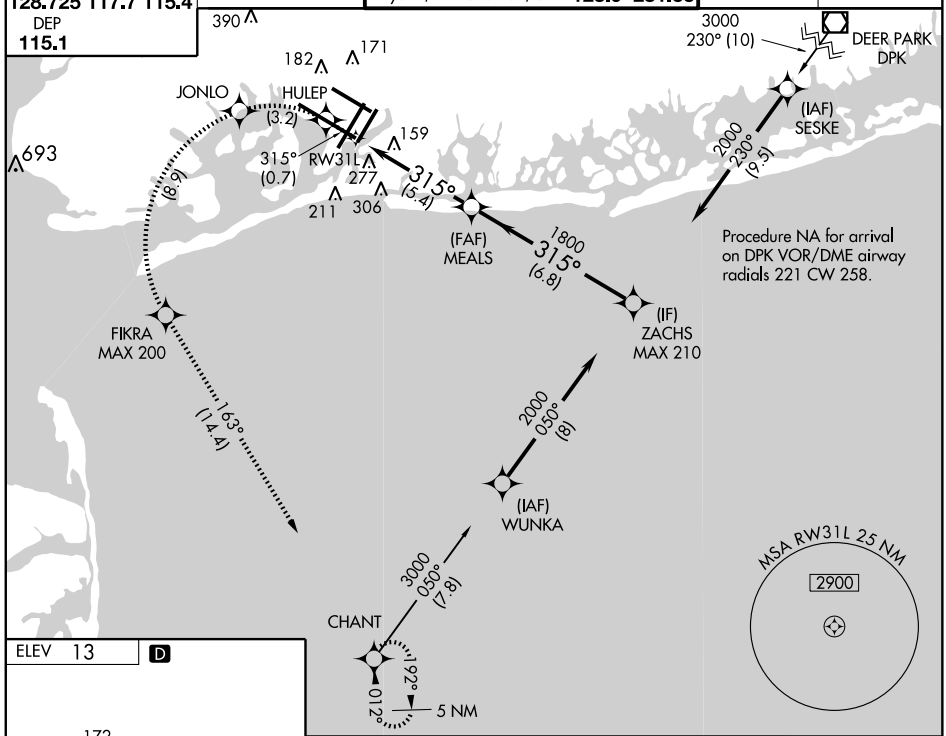
NEW YORK / JOHN F. KENNEDY INTL (JFK)

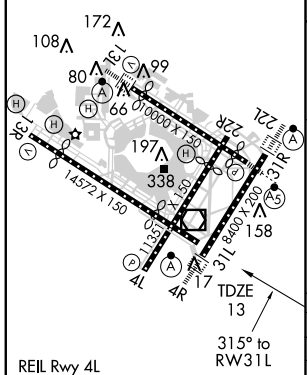
▼ NA

For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. *RNP 0.30 missed approach requires minimum climb of 463' per NM to 700. RF and GPS Required.

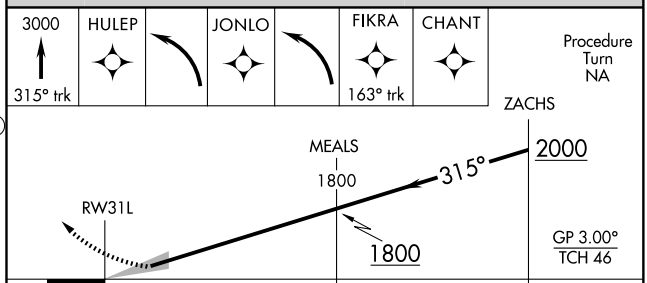
MISSED APPROACH: (Do not exceed 200 KIAS until FIKRA) Climb to 3000 via 315° track to HULEP, and via left turn to JONLO, and via left turn to FIKRA, and via 163° track to CHANT and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											





REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
RNP 0.30*	316/50 303 (400-1)			
RNP 0.30	455-1½ 442 (500-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8970
315°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

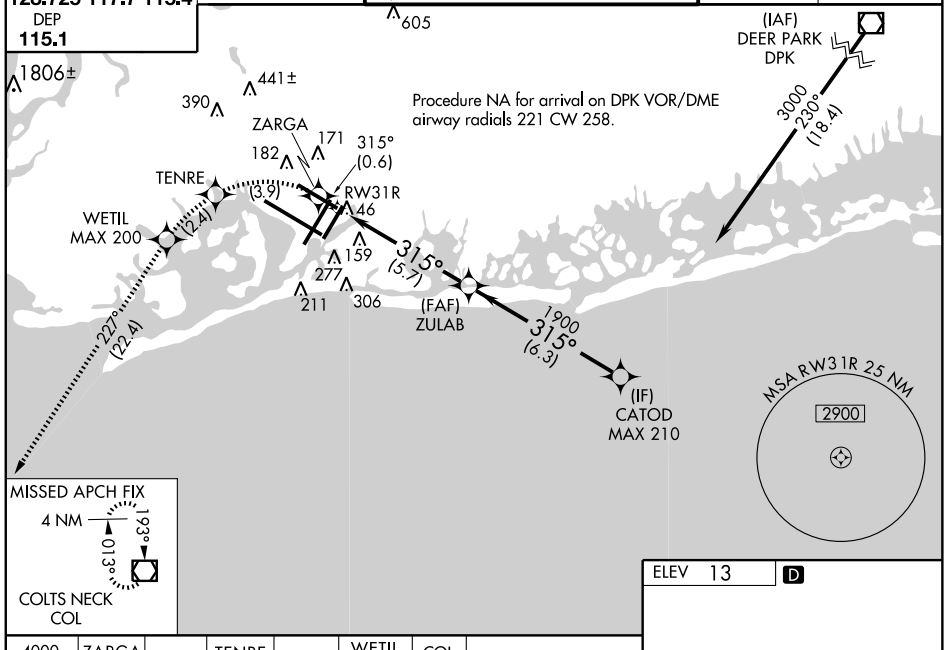
For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. **RNP 0.20 missed approach requires minimum climb of 366 feet per NM to 700. ***RNP 0.30 missed approach requires minimum climb of 327 feet per NM to 700. RF and GPS Required. For inoperative MALSR, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA*** visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to 1½ all Cats.

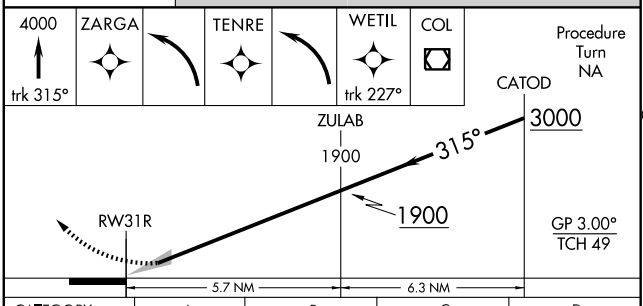
NA

MALSR

MISSED APPROACH: (Do not exceed 200 KIAS until WETIL) Climb to 4000 via track 315° to ZARGA and via left turn to TENRE and via left turn to WETIL and via track 227° to COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

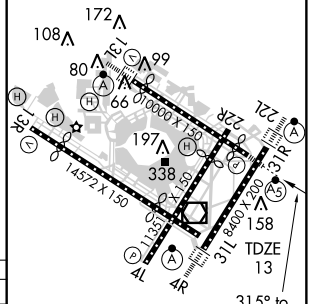




CATEGORY	A	B	C	D
RNP 0.20 DA**	274/24	261 (300-½)		
RNP 0.30 DA***	317/24	304 (400-½)		
RNP 0.30 DA	413/50	400 (400-1)		

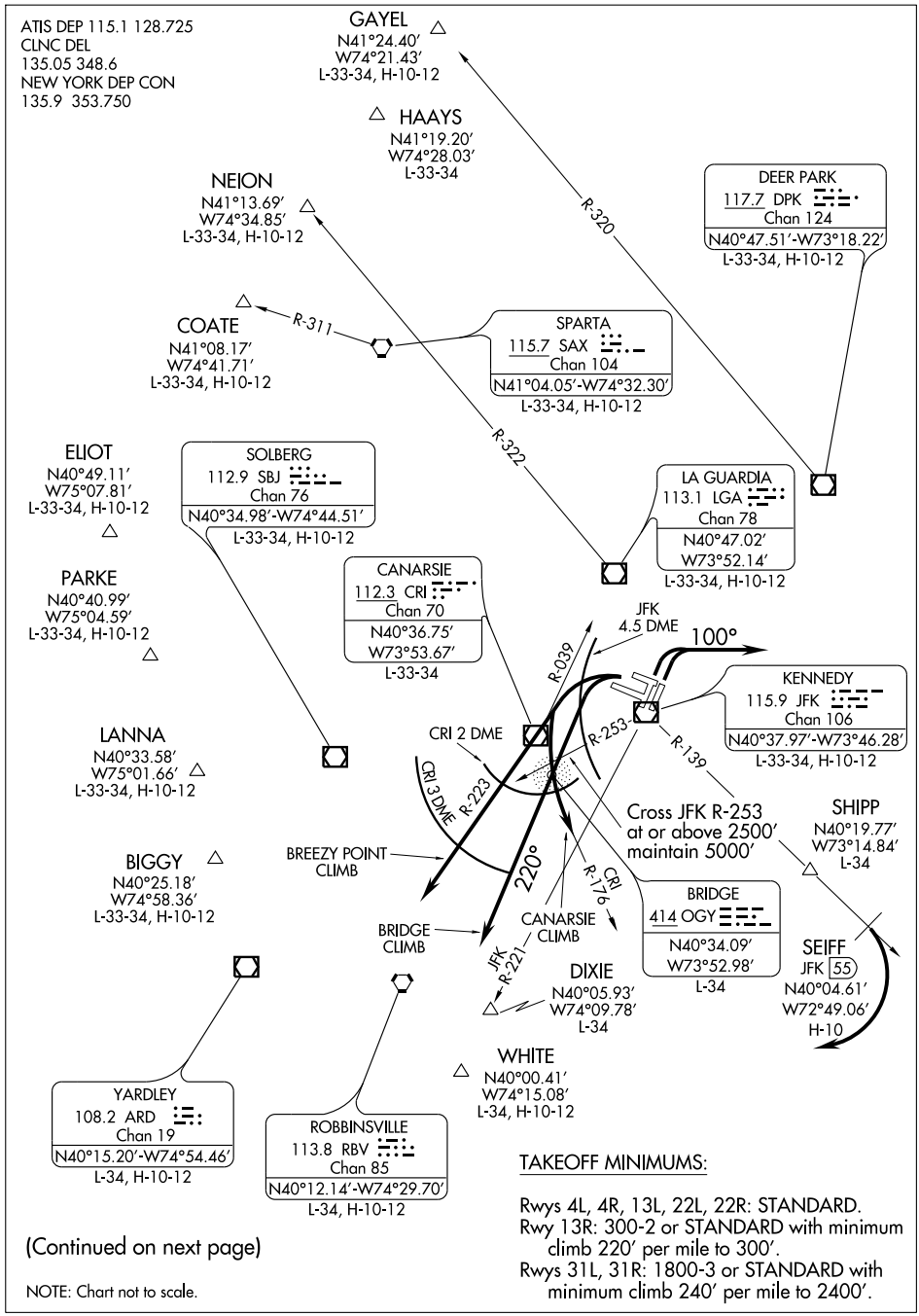
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R,
4R-22L, 13R-31L, and 13L-31R

NE-2, 14 JAN 2010 to 11 FEB 2010



TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 22L/R: Climb on runway heading, maintain 5,000 feet. Thence....
GATEWAY CLIMB: *Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME), cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

....Via vectors to the JFK R-139 to SEIFF DME fix, then turn right proceed direct to the JFK VOR/DME. Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

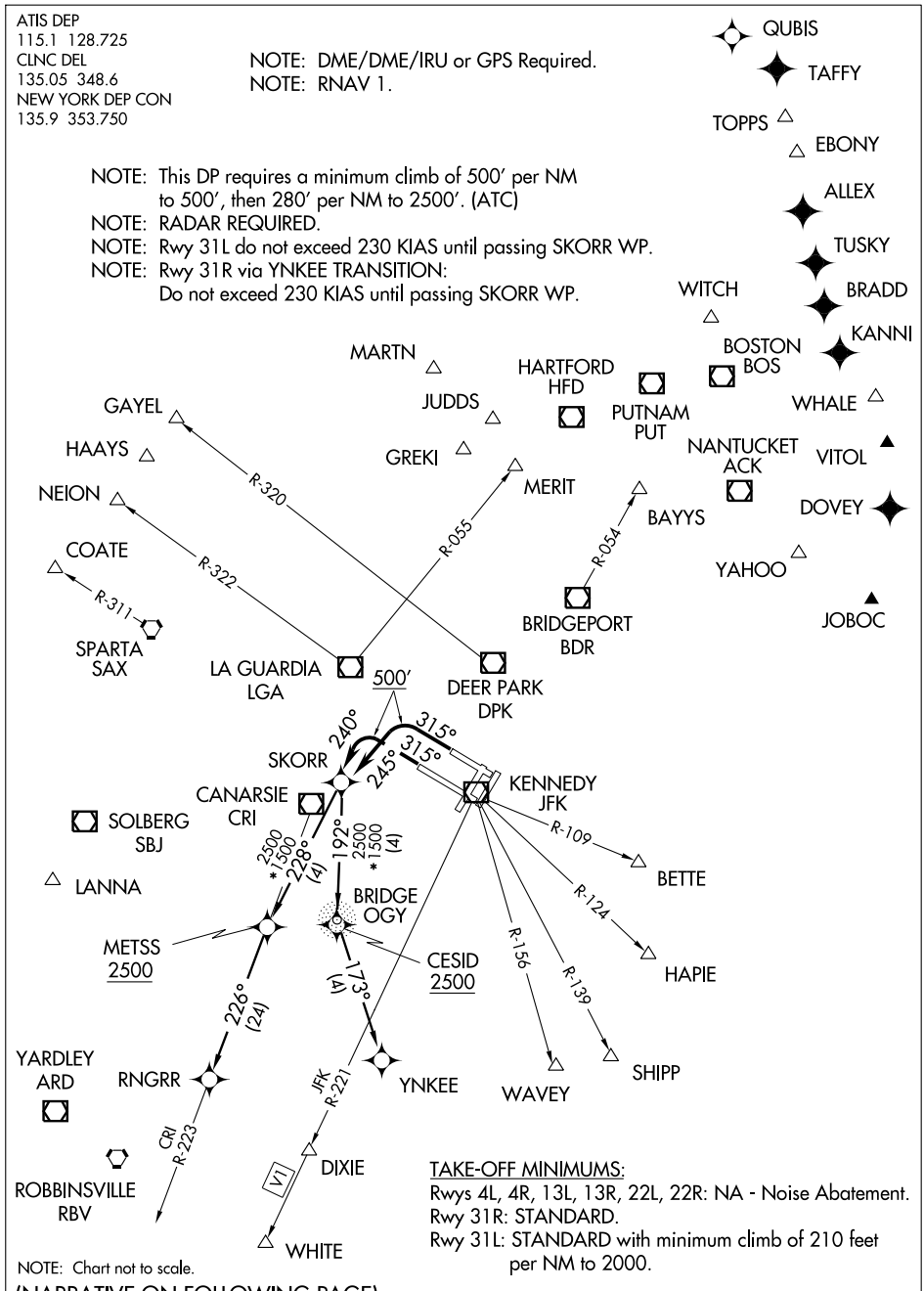
*To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.
NOTE: This procedure requires overwater flight not to exceed 50 miles.
NOTE: Departure procedure to be used when assigned by ATC only.
NOTE: COATE departures except vectors to SAX VORTAC or SAX R-311.

NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010

SKORR ONE DEPARTURE (RNAV)



(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 31R: Climb via 315° heading to at or above 500 feet, then via 245° course to SKORR WP. Thence . . . .

TAKE-OFF RUNWAY 31L: Climb via 315° heading to at or above 500 feet, then via 240° course to SKORR WP. Thence . . . .

. . . . Maintain 5000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR1.RNGRR): Cross METSS WP at or above 2500'.
YNKEE TRANSITION (SKORR1.YNKEE): Cross CESID WP at or above 2500'.

TAKE-OFF OBSTACLES
Rwy 31L: Tree 2,075 feet from DER, 435 feet left of centerline, 79' AGL/91' MSL. Bush 256 feet from DER, 529 feet left of centerline, 13' AGL/25' MSL. Terrain 381 feet left of DER, 0' AGL/14' MSL.

Rwy 31R: Approach light 189 feet from DER, 8 feet right of centerline, 5' AGL/18' MSL. Light pole 713 feet from DER, 14 feet left of centerline, 18' AGL/31' MSL. Multiple fence and light poles from 409 feet to 624 feet from DER, right of centerline from 10' AGL/23' MSL to 30' AGL/43' MSL. Multiple light poles and tree 281 feet to 1,641 feet from DER, left of centerline from 13' AGL/26' MSL to 54' AGL/67' MSL.

NOTE: North American routes via...
...BETTE expect radar vectors to BETTE direct ACK VOR/DME.
...GREKI expect radar vectors to GREKI direct JUDDS direct MARTN.
...HAPIE expect radar vectors to HAPIE direct YAHOO.
...MERIT expect radar vectors to MERIT direct HFD VOR/DME then direct PUT VOR/DME then...
...TOPPS or EBONY expect direct.
...ALLEX via direct WITCH direct.
...TUSKY and SOUTH expect direct BOS VOR/DME direct.

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME JFK	APP CRS	Rwy Idg	8400
115.9	232°	TDZE	13
Chan 106		Apt Elev	13

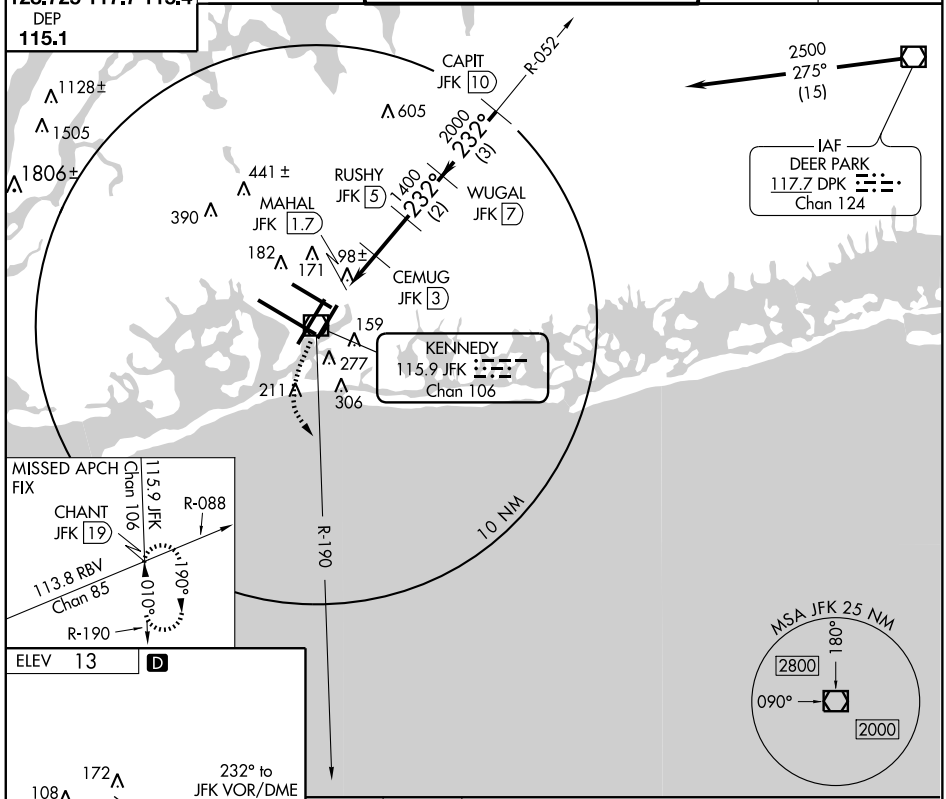
VOR/DME RWY 22L

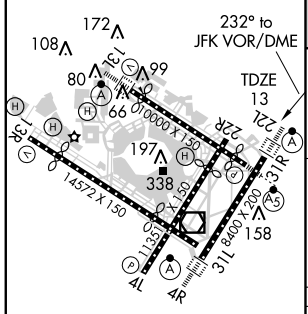
NEW YORK / JOHN F. KENNEDY INTL (JFK)

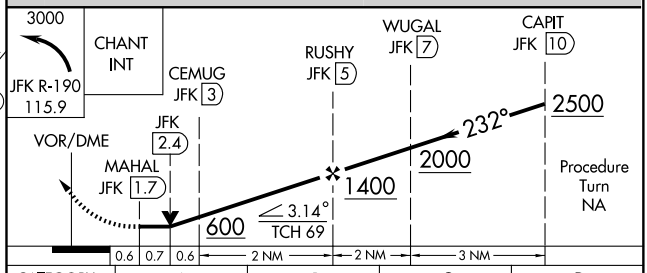
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				







REIL Rwy 4L
HIRL Rwys 4L-22R
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

CATEGORY	A	B	C	D
S-22L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR or GPS RWY 13L/13R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

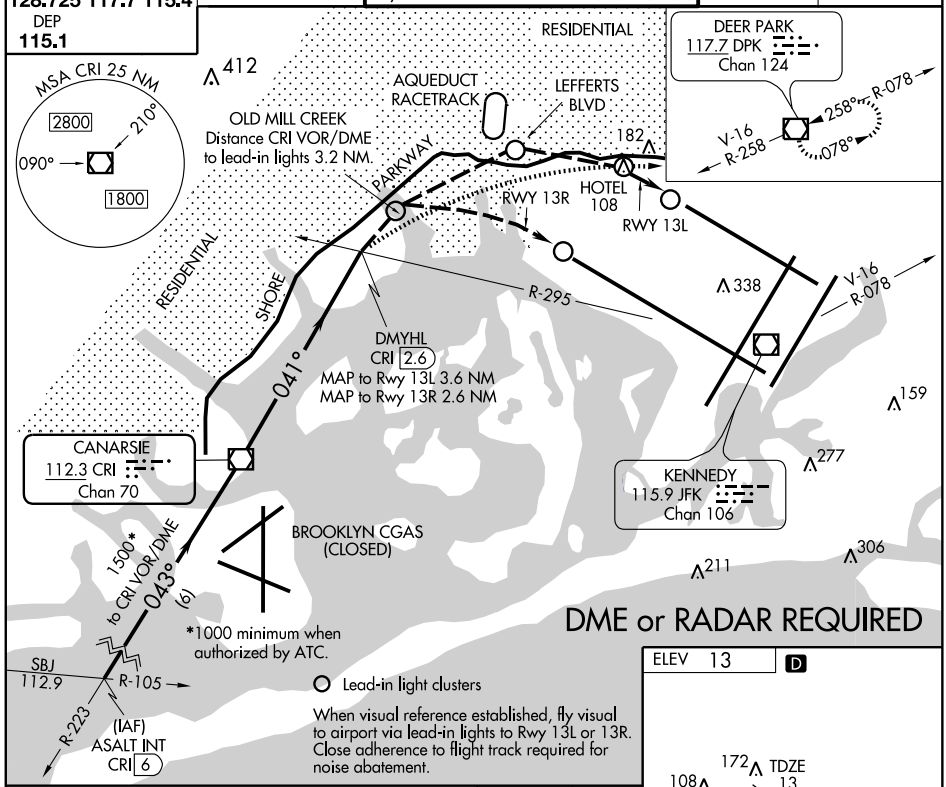
VOR/DME CRI	APP CRS	Rwy Idg 13R	11966
112.3	041°	13L	9095
Chan 70		TDZE	13
		Apt Elev	13

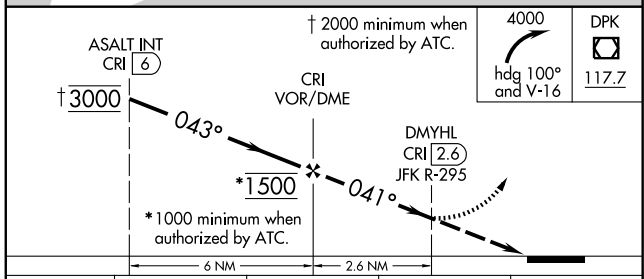
For inoperative LDIN, procedure not authorized.

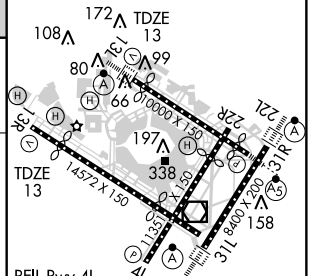
Rwy13L ALSF-2 (A)

MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







REIL Rwy 4L
HIRL Rwys 4L-22R 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

CATEGORY	A	B	C	D
LDIN-13L	800-2 787 (800-2)		800-2¼ 787 (800-2¼)	800-2½ 787 (800-2½)
LDIN-13R	800-2 787 (800-2)		800-2¼ 787 (800-2¼)	800-2½ 787 (800-2½)

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-2. 14 JAN 2010 to 11 FEB 2010

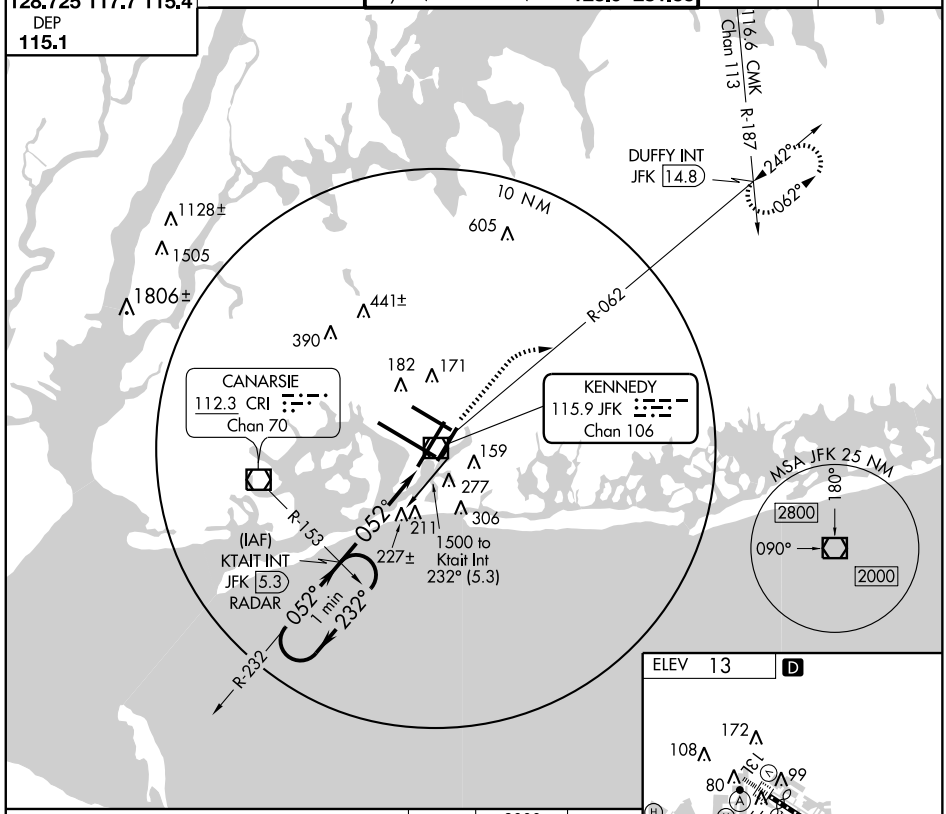
VOR/DME JFK	APP CRS	Rwy Idg	11351
115.9 Chan 106	052°	TDZE	12
		Apt Elev	13

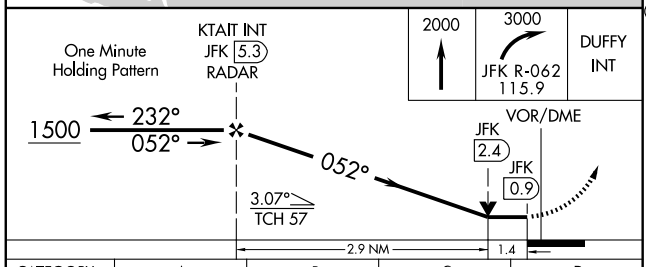
VOR RWY 4L

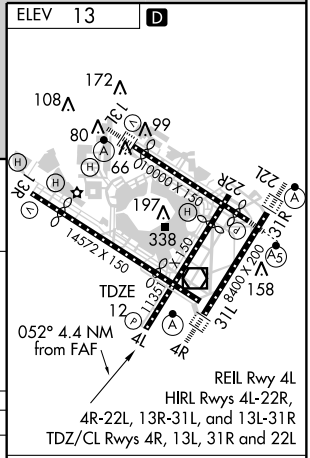
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via JFK R-062 to DUFFY Int/JFK 14.8 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
DEP 115.1		Rwys 4L/22R and 13R/31L 123.9 281.55		







CATEGORY	A	B	C	D
S-4L	540/50	528 (600-1)	540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME JFK	APP CRS	Rwy Idg	8400
115.9 Chan 106	028°	TDZE	13
		Apt Elev	13

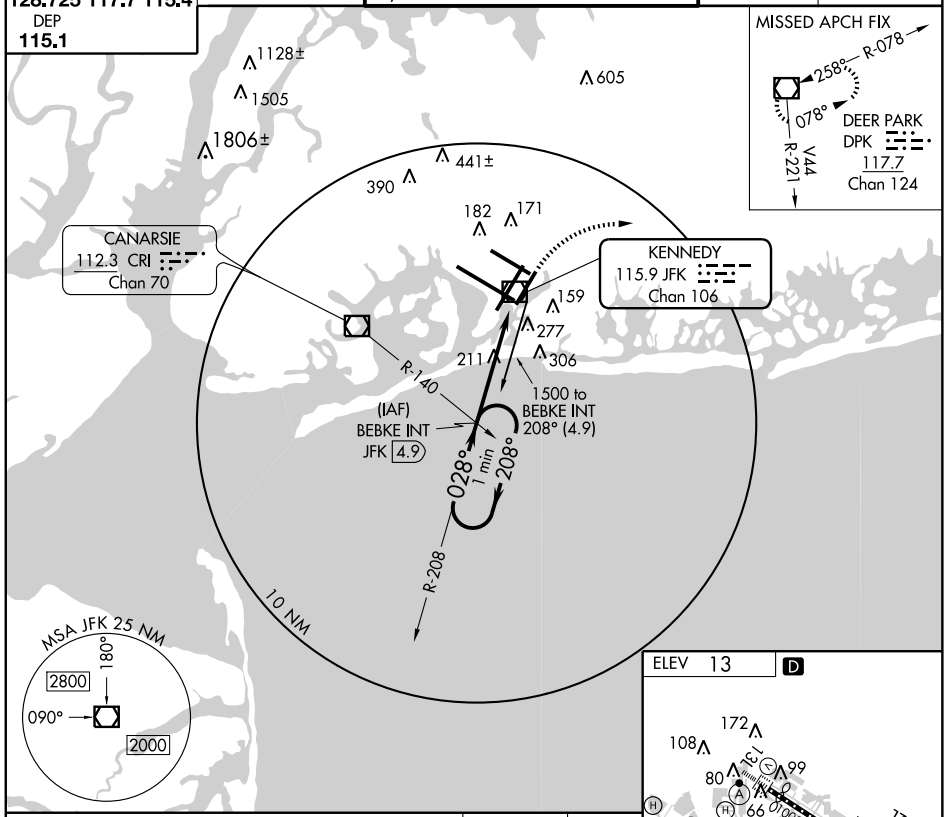
VOR RWY 4R

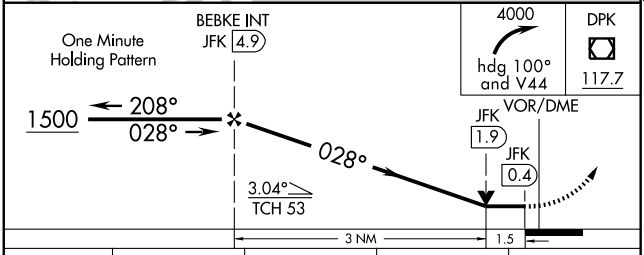
NEW YORK / JOHN F. KENNEDY INTL (JFK)

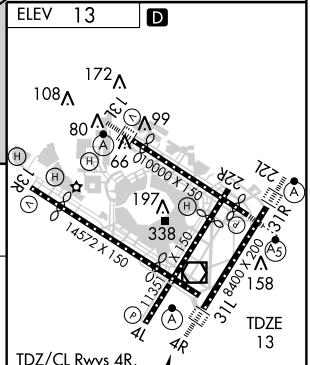
ALSF-2

MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

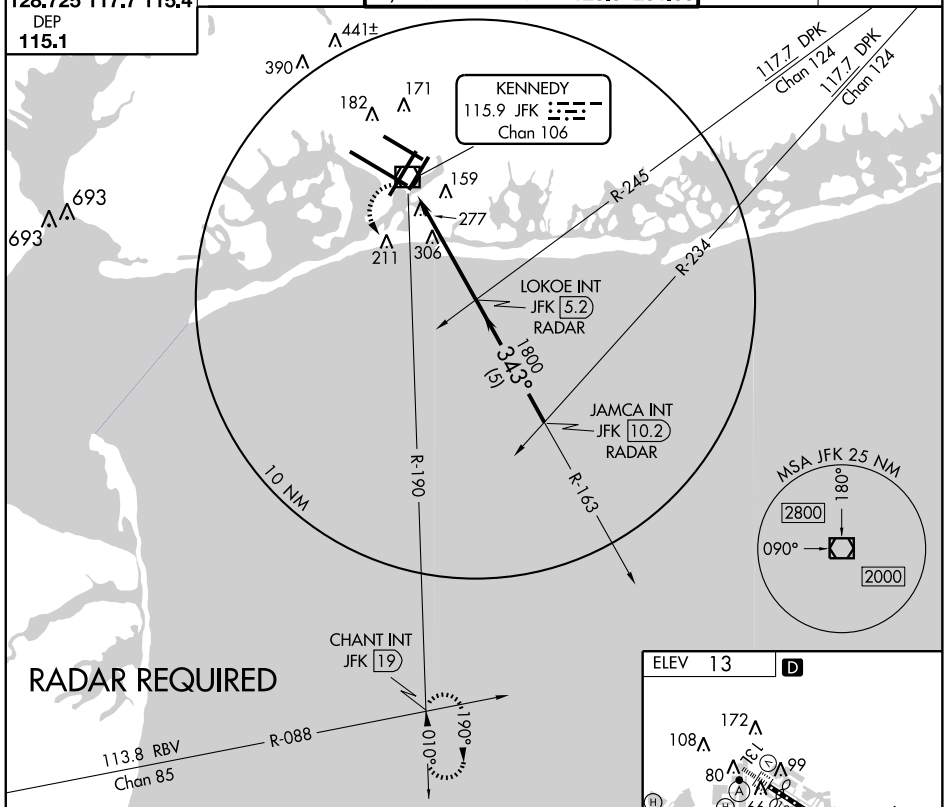
VOR/DME JFK	APP CRS	Rwy Idg	11248
115.9	343°	TDZE	13
Chan 106		Apt Elev	13

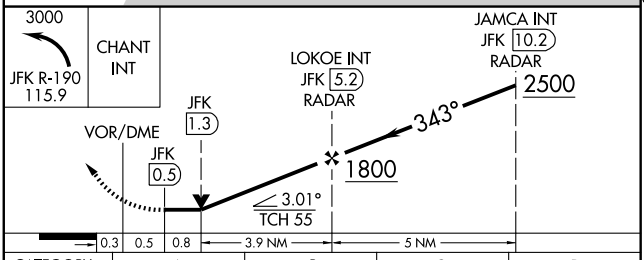
VOR RWY 31L

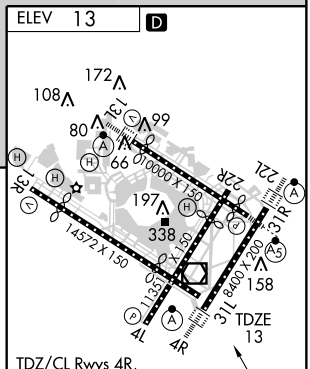
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT Int/JFK 19 DME and hold.

ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-31L	560/50 547 (600-1)		560-1½ 547 (600-1½)	560-1¾ 547 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

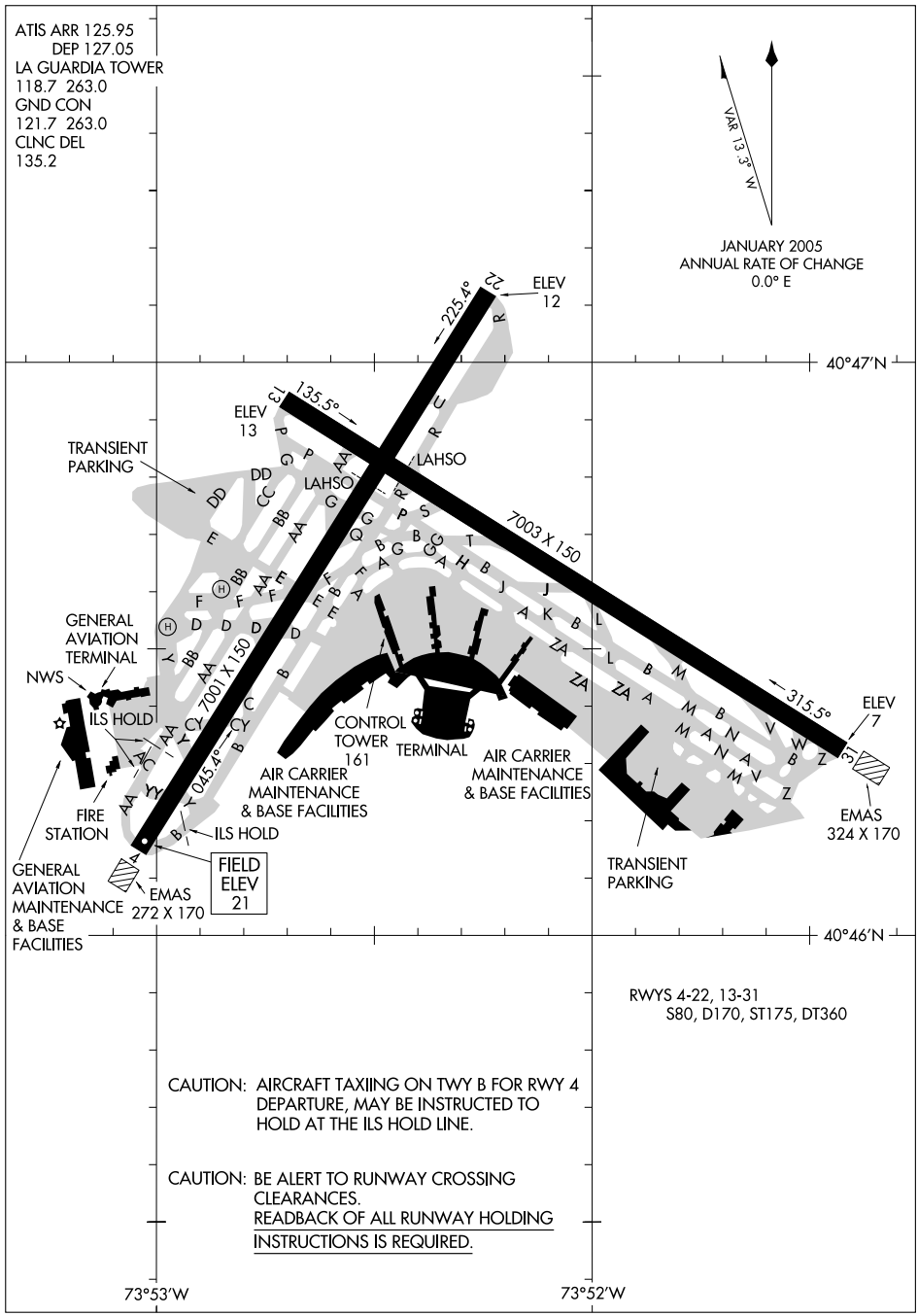
NE-2. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	14
		Apt Elev	22

COPTER ILS/DME RWY 22

NEW YORK/LA GUARDIA (LGA)

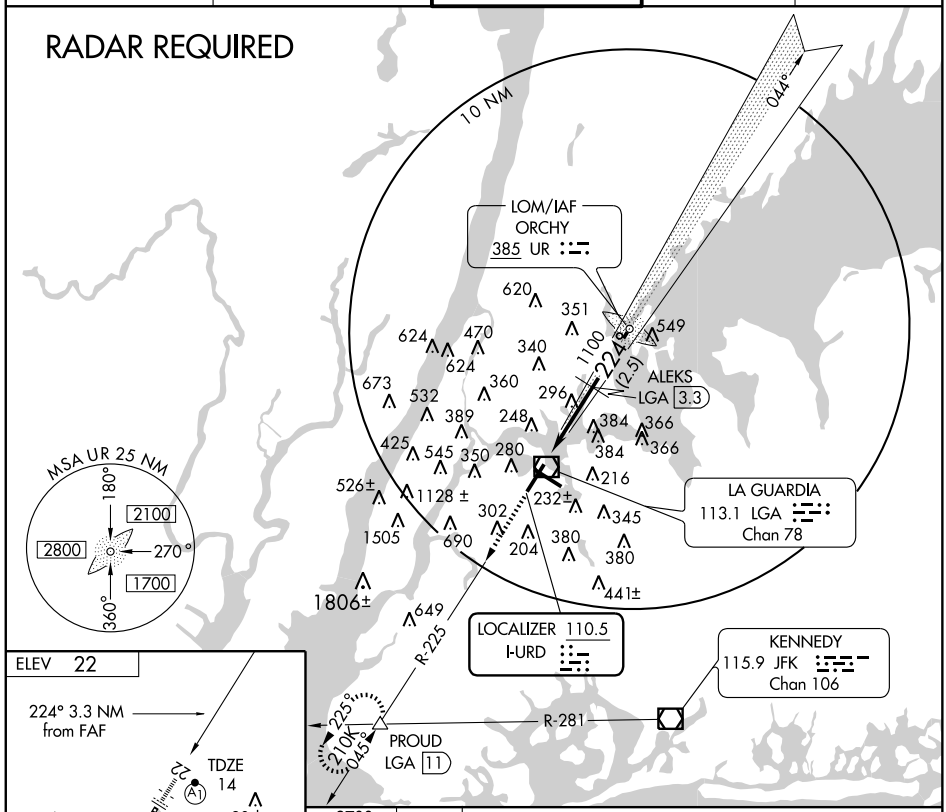
NA

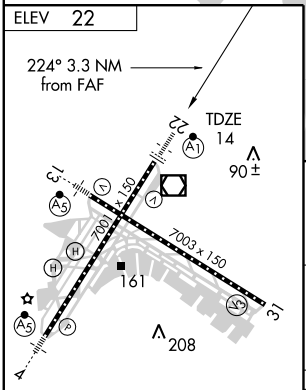
ALSF-1

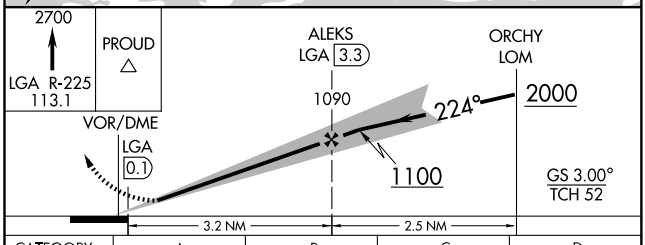
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
H-ILS 22	214/12 200 (200-¼)	NA		
H-LOC 22	620/12 606 (700-¼)	NA		
CIRCLING	NA			

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
250°	TDZE	N/A
	Apt Elev	22

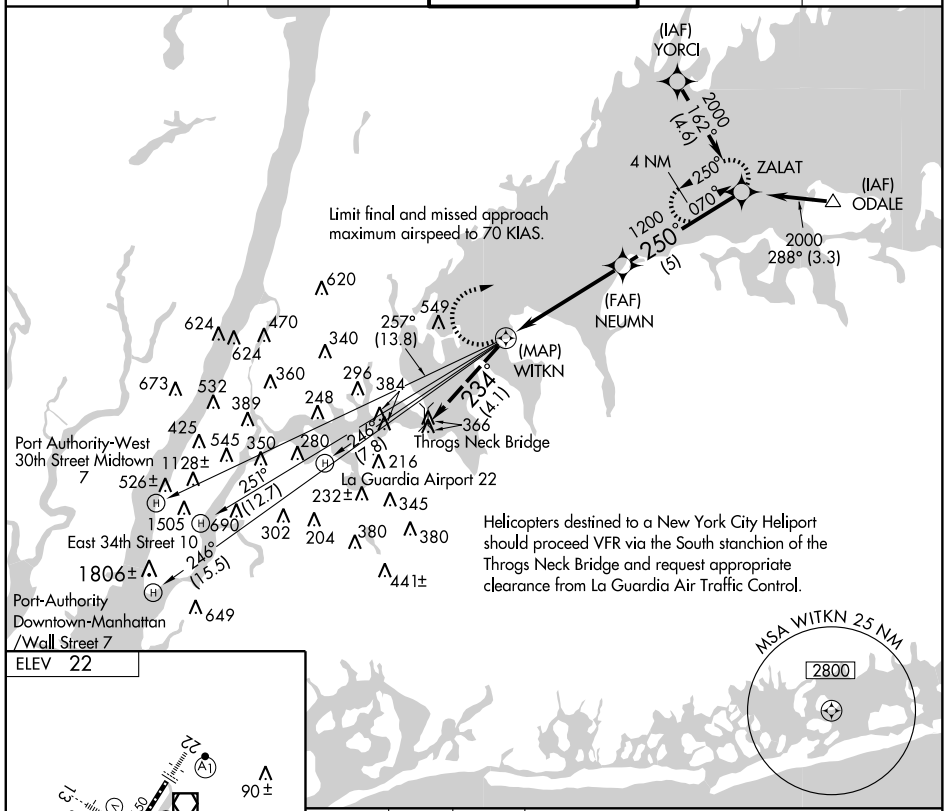
COPTER RNAV (GPS) 250°

NEW YORK/ LA GUARDIA (LGA)

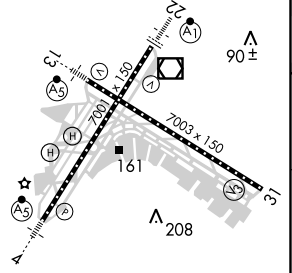
NA — Use La Guardia altimeter setting.

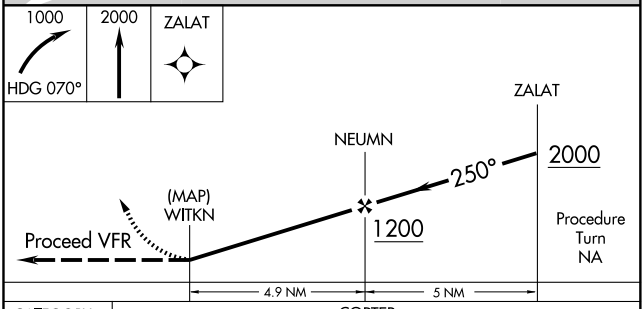
MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2



ELEV 22

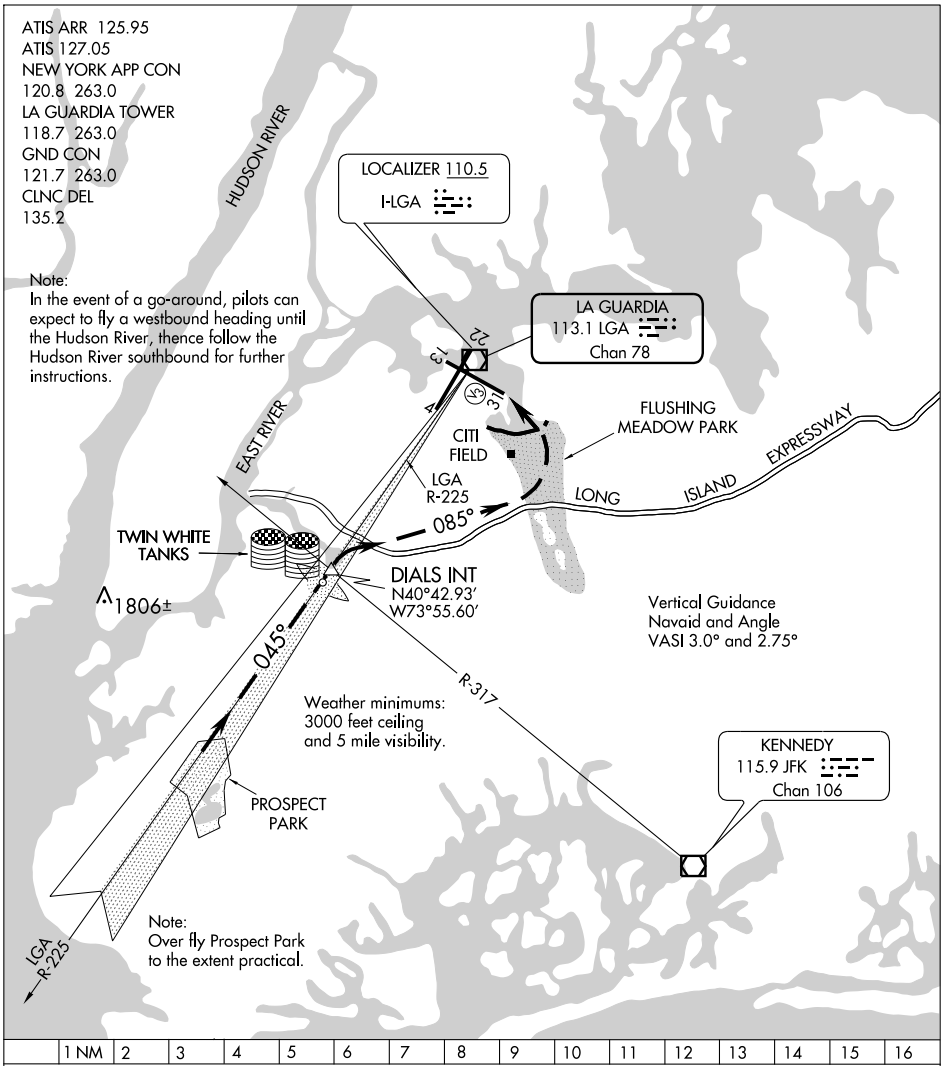




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

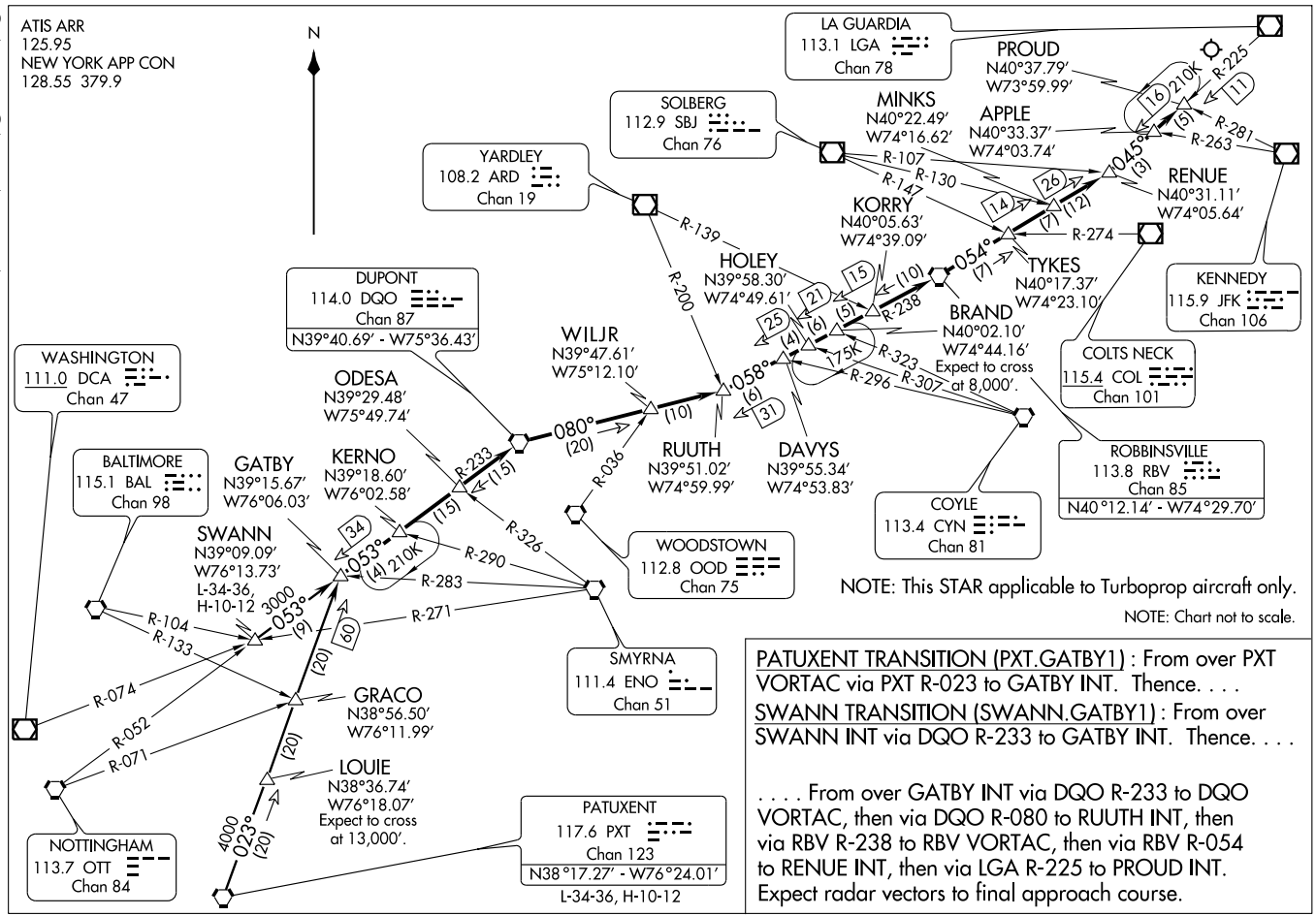
CATEGORY	COPTER
H-250°	480-¾ 351 (400-¾)
CIRCLING	NA

NE-2. 14 JAN 2010 to 11 FEB 2010



EXPRESSWAY VISUAL RWY 31

When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.



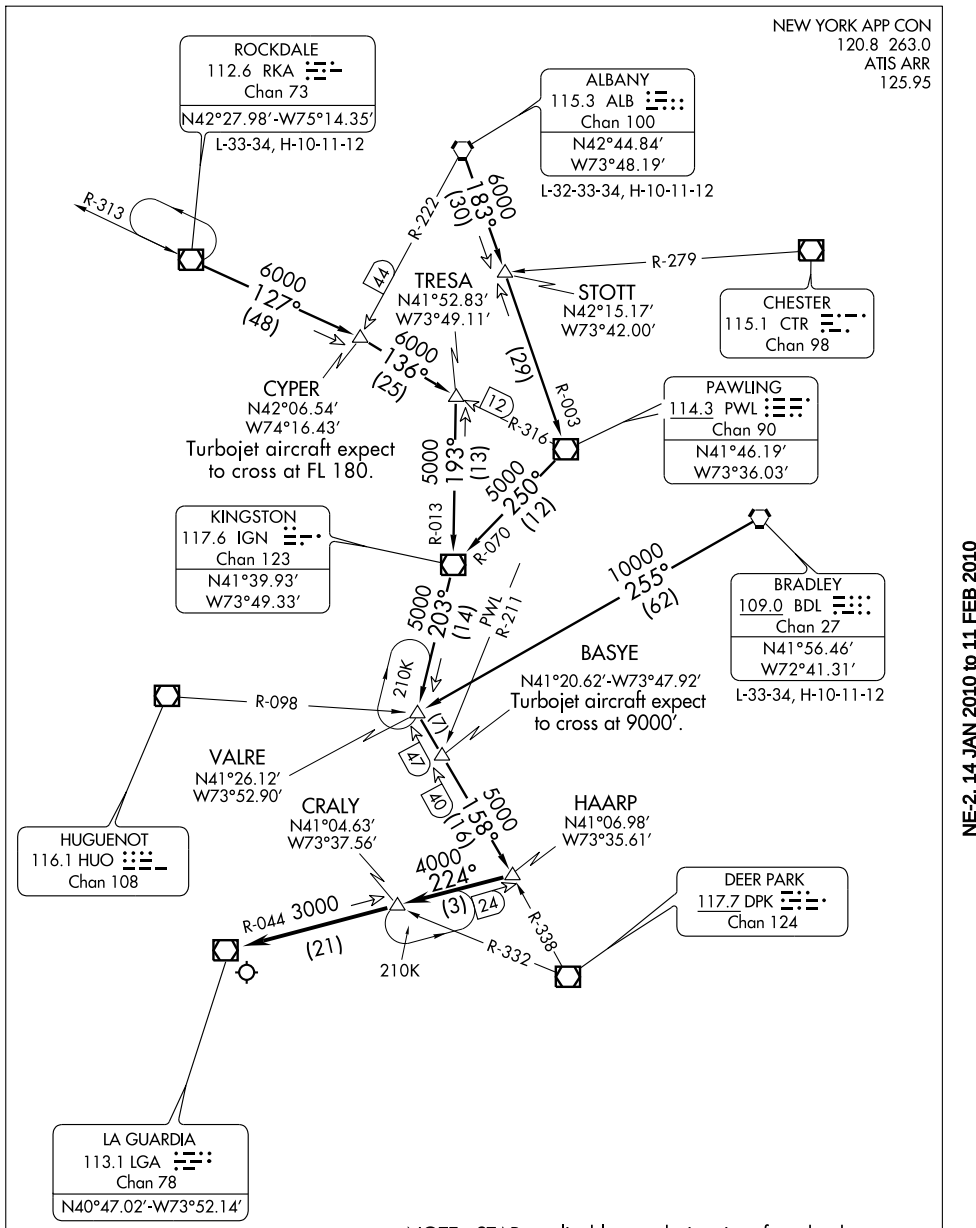
GATBY ONE ARRIVAL

(GATBY.GATBY1) 09351

ST-289 (FAA)

LA GUARDIA
NEW YORK, NEW YORK

HAARP ONE ARRIVAL



NOTE: STAR applicable to turbojet aircraft and turboprop aircraft operating at greater than 250 KIAS.

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.HAARP1): From over ALB VORTAC via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

BRADLEY TRANSITION (BDL.HAARP1): From over BDL VORTAC via BDL R-255 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

ROCKDALE TRANSITION (RKA.HAARP1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

. . . .From over HAARP INT via LGA R-044 to CRALY INT, then via LGA R-044 to LGA VOR/DME. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-LGA	APP CRS	Rwy Idg	7001
110.5	044°	TDZE	21
		Apt Elev	21

ILS or LOC RWY 4

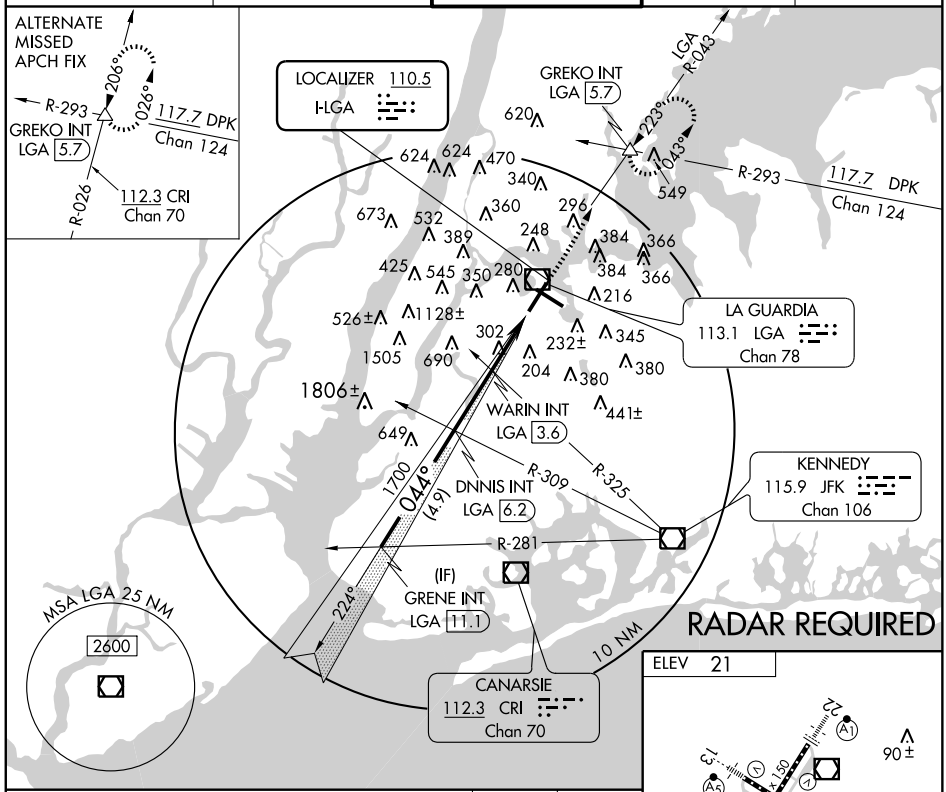
NEW YORK/LA GUARDIA (LGA)

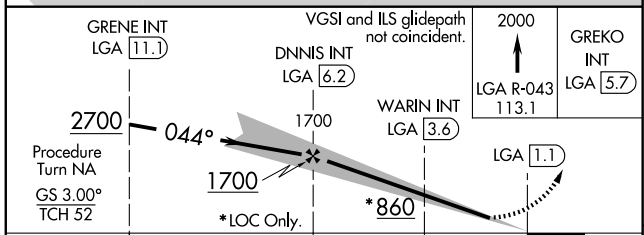
When VGSI inop, straight-in/circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 4 Cats A/B visibility to RVR 5000.

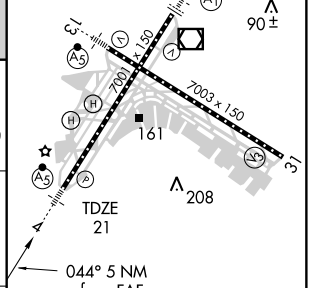
MALSR

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO Int/LGA 5.7 DME and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

CATEGORY	A	B	C	D
S-ILS 4	305/40	284 (300-¾)		
S-LOC 4	560/40	539 (600-¾)	560/50 539 (600-1)	560/60 539 (600-1¼)
CIRCLING	640-1	619 (700-1)	640-1¾ 619 (700-1¾)	700-2¼ 679 (700-2¼)

FAF to MAP 5.0 NM

Knots	60	90	120	150	180
Min:Sec	5:02	3:22	2:31	2:01	1:41

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-GDI	APP CRS	Rwy Idg	7003
108.5	134°	TDZE	13
Chan 22		Apt Elev	22

ILS or LOC RWY 13

NEW YORK/LA GUARDIA (LGA)

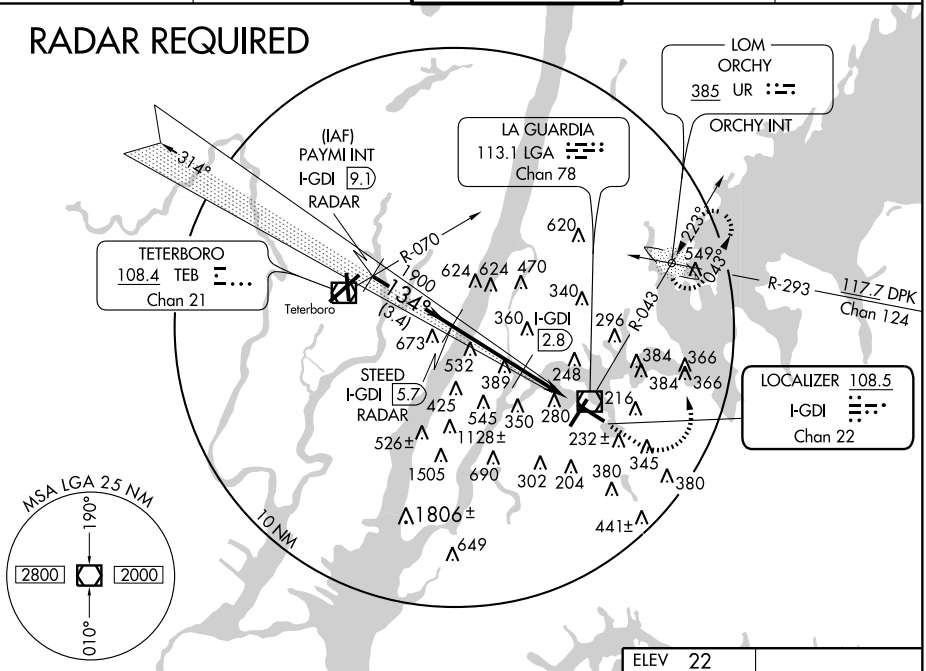
▼ DME or RADAR required.
▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

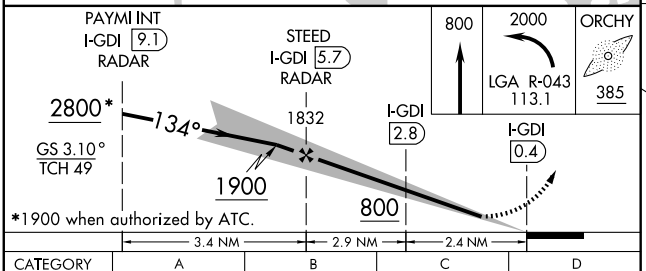
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

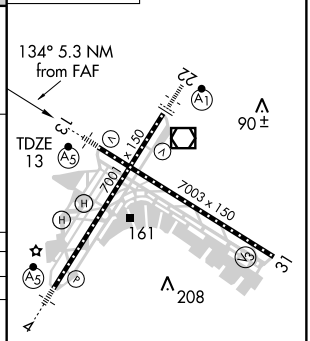
ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 13		**213/24	200 (200-½)	
S-LOC 13	800/24 787 (800-½)	800/40 787 (800-¾)	800-1¾ 787 (800-1¾)	800-2 787 (800-2)
CIRCLING	800-1 778 (800-1)	800-1¼ 778 (800-1¼)	800-2¼ 778 (800-2¼)	800-2½ 778 (800-2½)
DME MINIMUMS				
S-LOC 13	500/24 487 (500-½)		500/40 487 (500-¾)	500/50 487 (500-1)
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	14
		Apt Elev	22

ILS or LOC RWY 22

NEW YORK/LA GUARDIA (LGA)

ALSF-1

MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int/LGA 11 DME and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED

MSA LGA 25 NM

190° 2800 2000 010°

10 NM

YOMAN INT LGA 10.8 RADAR

GREKO INT LGA 5.7 RADAR

620

044°

R-043

1900

224°

(5.1)

R-306

549

R-293

117.7 DPK Chan 124

117.7 DPK Chan 124

624 624 470 340 673 532 360 296 389 248 425 545 350 280 384 366 384 366 216 526± 1128± 232± 302 345 1505 690 204 380 380 1806± 441± 649

LA GUARDIA 113.1 LGA Chan 78

KENNEDY 115.9 JFK Chan 106

LOCALIZER 110.5 I-URD

R-225

225°

210°

045°

R-281

PROUD LGA 11

ELEV 22

224° 5.7 NM from FAF

TDZE 14

90±

23

13

31

7003 x 150

7003 x 150

161

208

TDZ/CL Rwy 22

HIRL Rwys 4-22 and 13-31

REIL Rwys 13, 22, and 31

2700

LGA R-225 113.1

PROUD

GREKO INT LGA 5.7 RADAR

YOMAN INT LGA 10.8 RADAR

3000

1900

224°

1900

GS 3.00°

TCH 52

5.7 NM 5.1 NM

CATEGORY	A	B	C	D
S-ILS 22	214/18 200 (200-½)			
S-LOC 22	620/24 606 (600-½)		620/60 606 (600-1¼)	620-1½ 606 (600-1½)
CIRCLING	620-1 598 (600-1)		620-1¾ 598 (600-1¾)	700-2¼ 678 (700-2¼)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

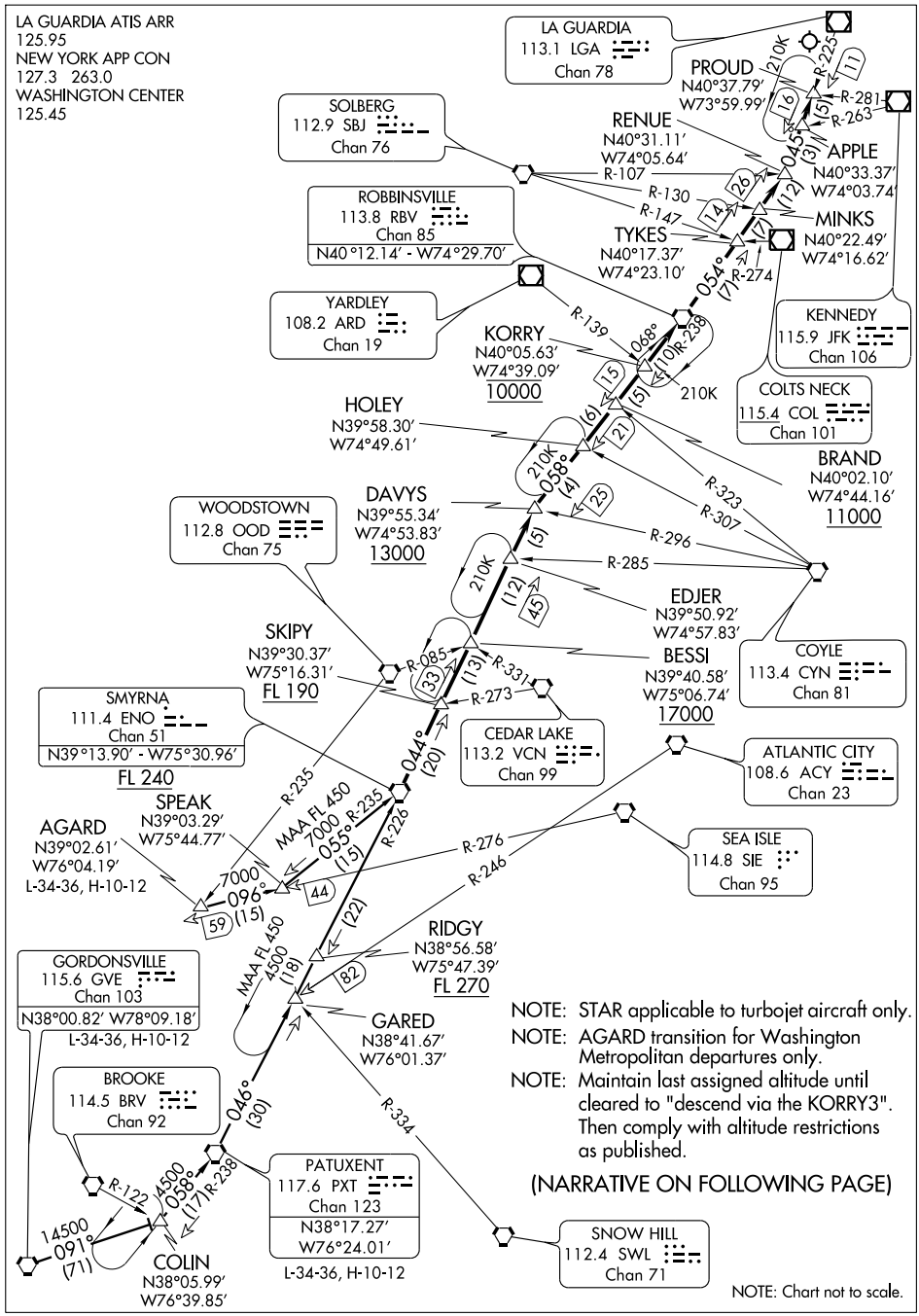
NE-2. 14 JAN 2010 to 11 FEB 2010

(ENO.KORRY3) 09295

ST-289 (FAA)

KORRY THREE ARRIVAL

LA GUARDIA
NEW YORK, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

KORRY THREE ARRIVAL (ENO.KORRY3)

ARRIVAL ROUTE DESCRIPTION

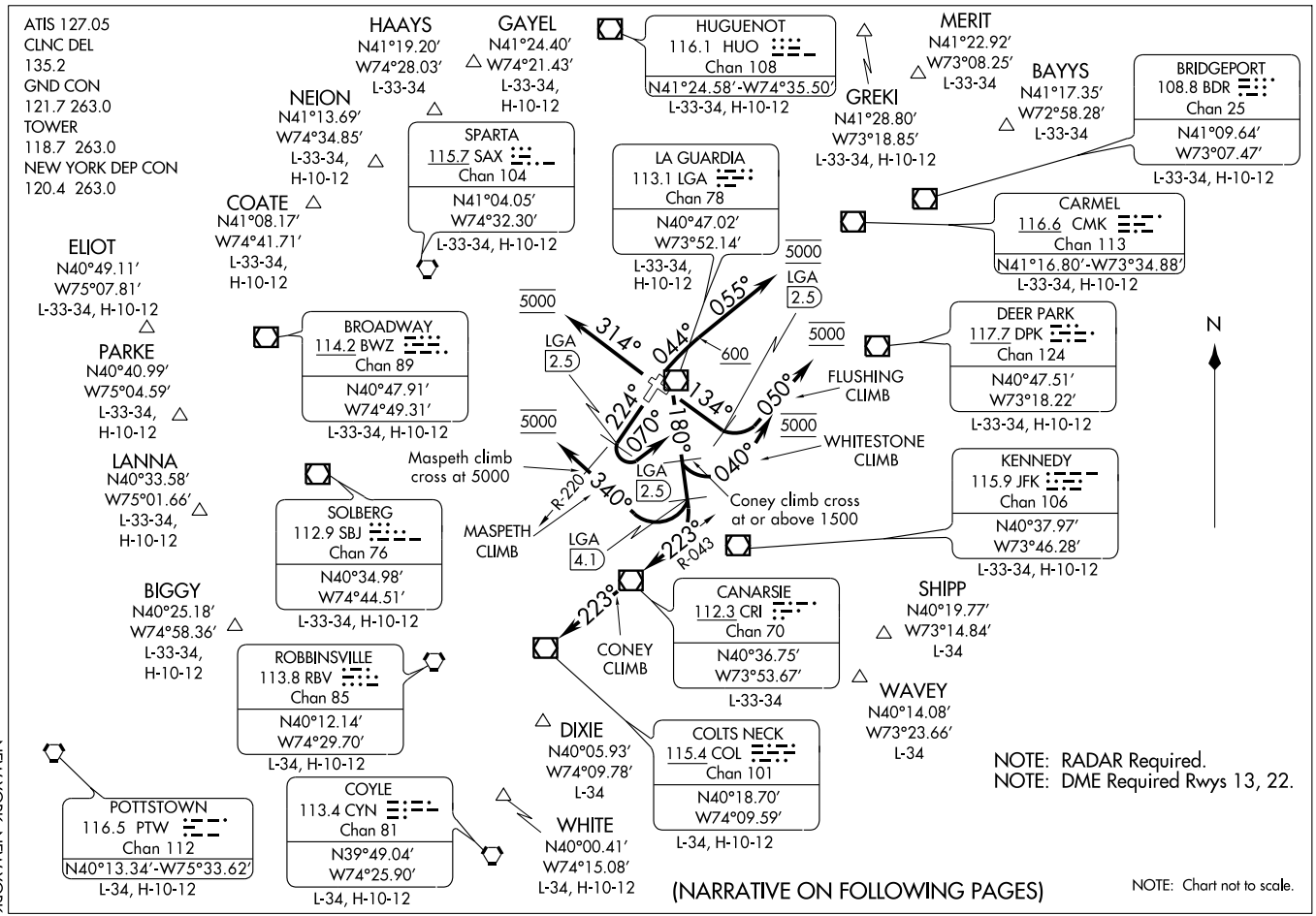
AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

. . . . From over ENO VORTAC via ENO R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENUE INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010



(LGA2.LGA) 09295

LA GUARDIA TWO DEPARTURE

SI-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

LA GUARDIA TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 044° to 600', then right turn heading 055°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Coney Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC): Climbing right turn heading 180° to intercept CRI R-043, do not exceed 230 knots until intercepting CRI R-043, to CRI VOR/DME then on CRI R-223, cross LGA 2.5 DME at or above 1500', maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then left turn heading 050°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Maspeth Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC.): Climbing right turn heading 180° to LGA 4.1 DME, then right turn heading 340°, cross LGA R-220 at and maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Whitestone Climb): Climbing right turn heading 180° to LGA 2.5 DME, then left turn heading 040°, do not exceed 210 knots until established on heading 040°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 22: Climb heading 224° to LGA 2.5 DME, then left turn heading 070°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 314° (or as assigned by ATC), maintain 5000', Thence. . . .

. . . .via radar vectors to assigned ROUTE/FIX. Expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: BIGGY, ELIOT, LANNA, and PARKE departures do not exceed 250 knots until reaching 11,000'.
NOTE: BAYYS departures expect vectors to BDR/BDR R-054.
NOTE: COATE departures expect vectors to SAX/SAX R-311.
NOTE: RWY 31 departures expect turn on course leaving 6000'.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL/COL R-204.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: HAAYS departures expect vectors to HUO.

(CONTINUED ON FOLLOWING PAGE)

LA GUARDIA TWO DEPARTURE

(CONTINUED)

TAKE-OFF OBSTACLES

Rwy 4: Bridge 2.1 NM from DER, 3754′ right of centerline, 345′ AGL/384′ MSL.
Bush and Terrain beginning 99′ from DER, 114′ left of centerline, up to 16′ AGL/33′ MSL.
Rwy 13: Numerous buildings beginning 1.9 NM from DER, 741′ right of centerline, up to 280′ AGL/345′ MSL.
Multiple buildings, Stacks, Bush and Fence Lights beginning 98′ from DER, 168′ left of centerline, up to 211′ AGL/271′ MSL.
Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL.
Rwy 22: Multiple Trees, Buildings and Blast Fence beginning 109′ from DER, 138′ right of centerline, up to 222′ AGL/302′ MSL.
Multiple Trees and Buildings beginning 165′ from DER, 150′ left of centerline, up to 72′ AGL/102′ MSL.
Rwy 31: Stack 1.3 NM from DER, 2014′ left of centerline, 250′ AGL/268′ MSL.

TAKE-OFF MINIMUMS:
Rwy 4: 400-2½ or STANDARD with minimum climb of 230′ per NM to 600.
Rwy 13: 400-2¼ or STANDARD with minimum climb of 280′ per NM to 500.
Rwy 22: 300-2¼ or STANDARD with minimum climb of 210′ per NM to 400.
Rwy 31: 300-1½ or STANDARD with minimum climb of 260′ per NM to 400.

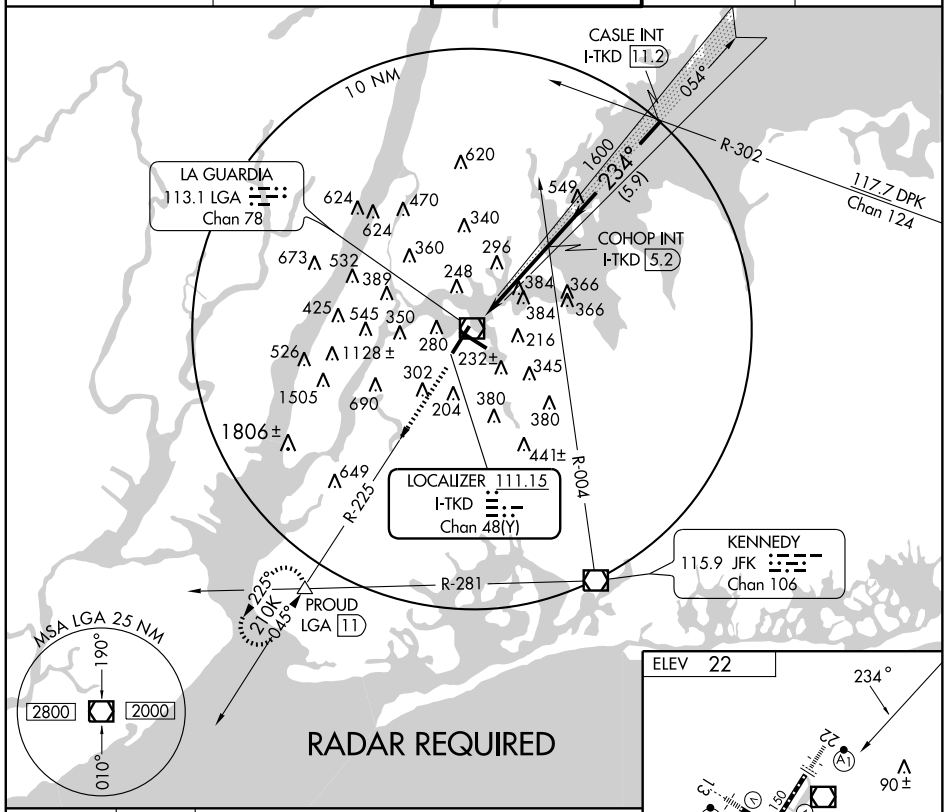
LOC/DME I-TKD	APP CRS	Rwy Idg	N/A
111.15	234°	TDZE	N/A
Chan 48 (Y)		Apt Elev	22

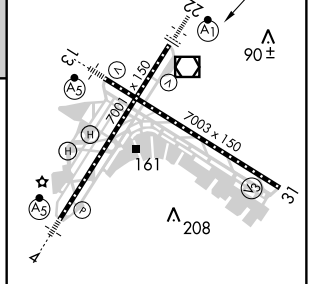
LDA-A

NEW YORK/LA GUARDIA (LGA)

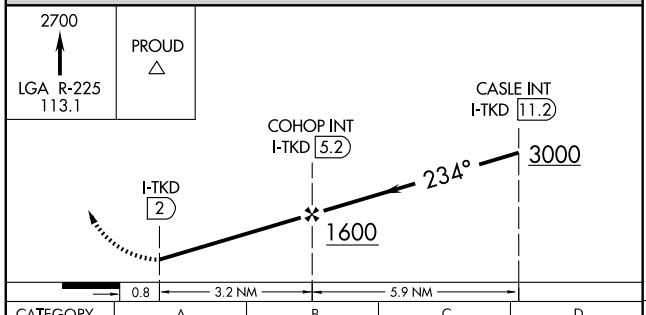
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2





TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



CATEGORY	A	B	C	D
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

NE-2, 14 JAN 2010 to 11 FEB 2010

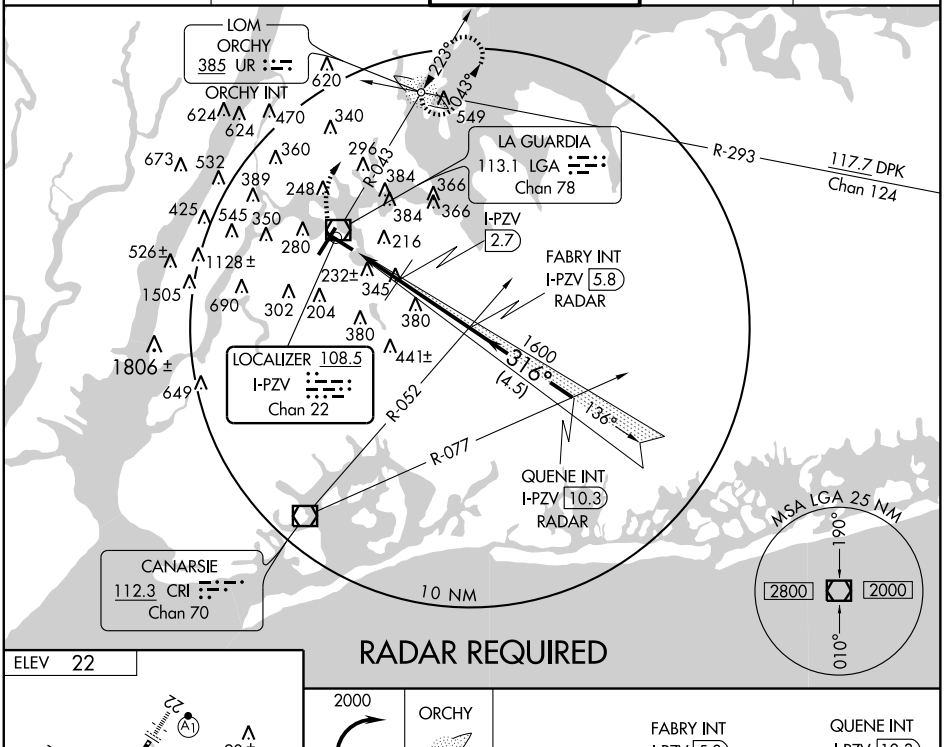
LOC/DME I-PZV	APP CRS	Rwy Idg	7003
108.5	316°	TDZE	8
Chan 22		Apt Elev	22

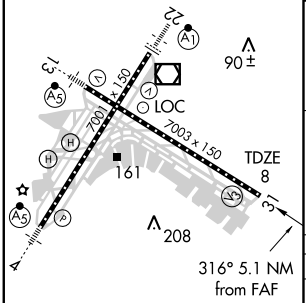
LOC RWY 31

NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

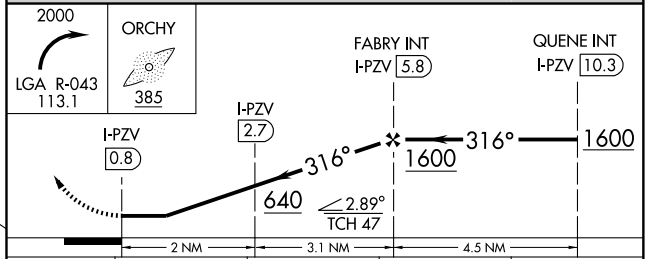
ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2





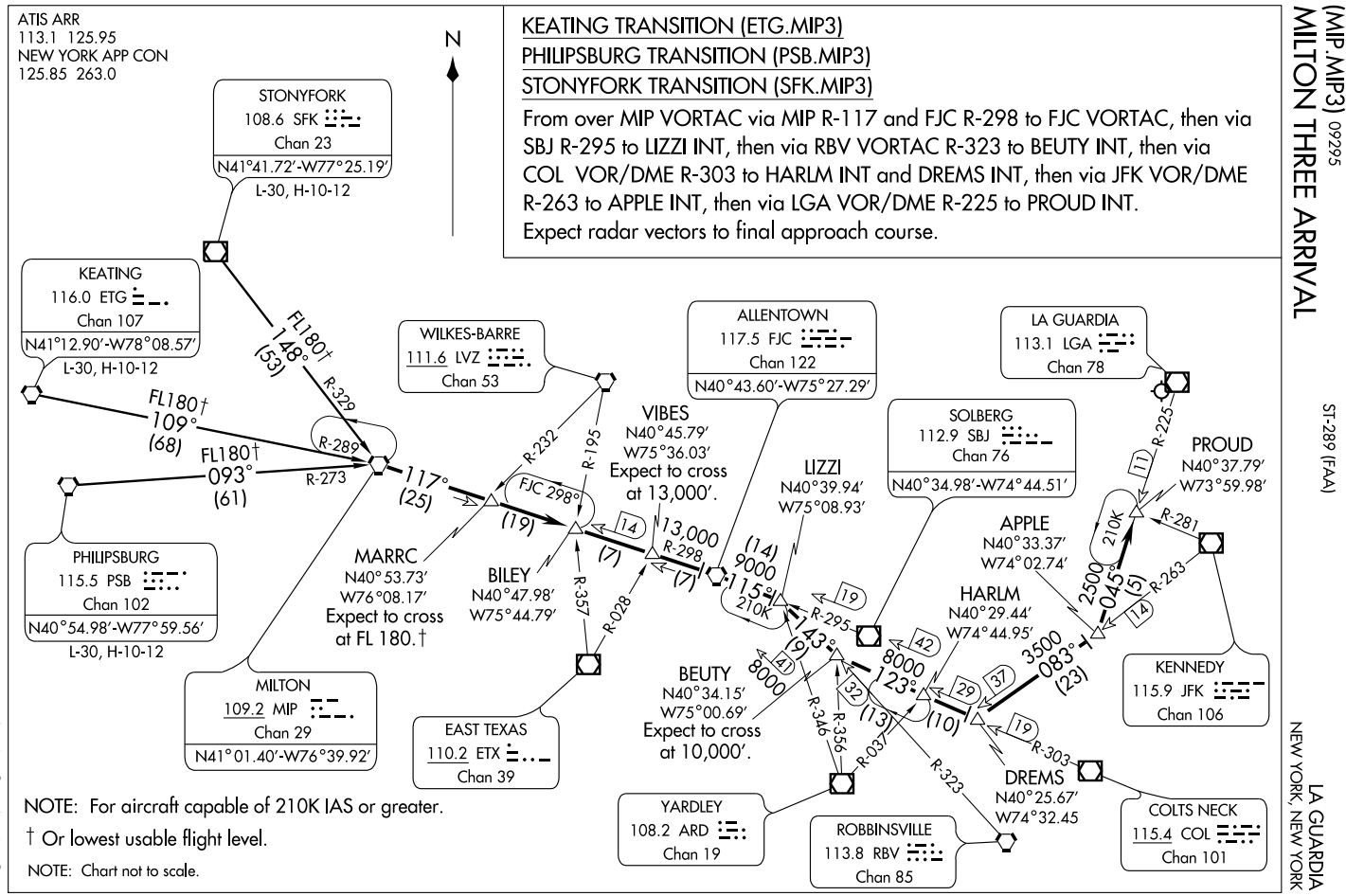
TDZ/CL Rwy 22
REIL Rwys 13, 22 and 31
HIRL Rwys 4-22 and 13-31

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-31	640/50 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)
DME MINIMUMS				
S-31	600/50 592 (600-1)		600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)
CIRCLING	600-1 578 (600-1)		620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

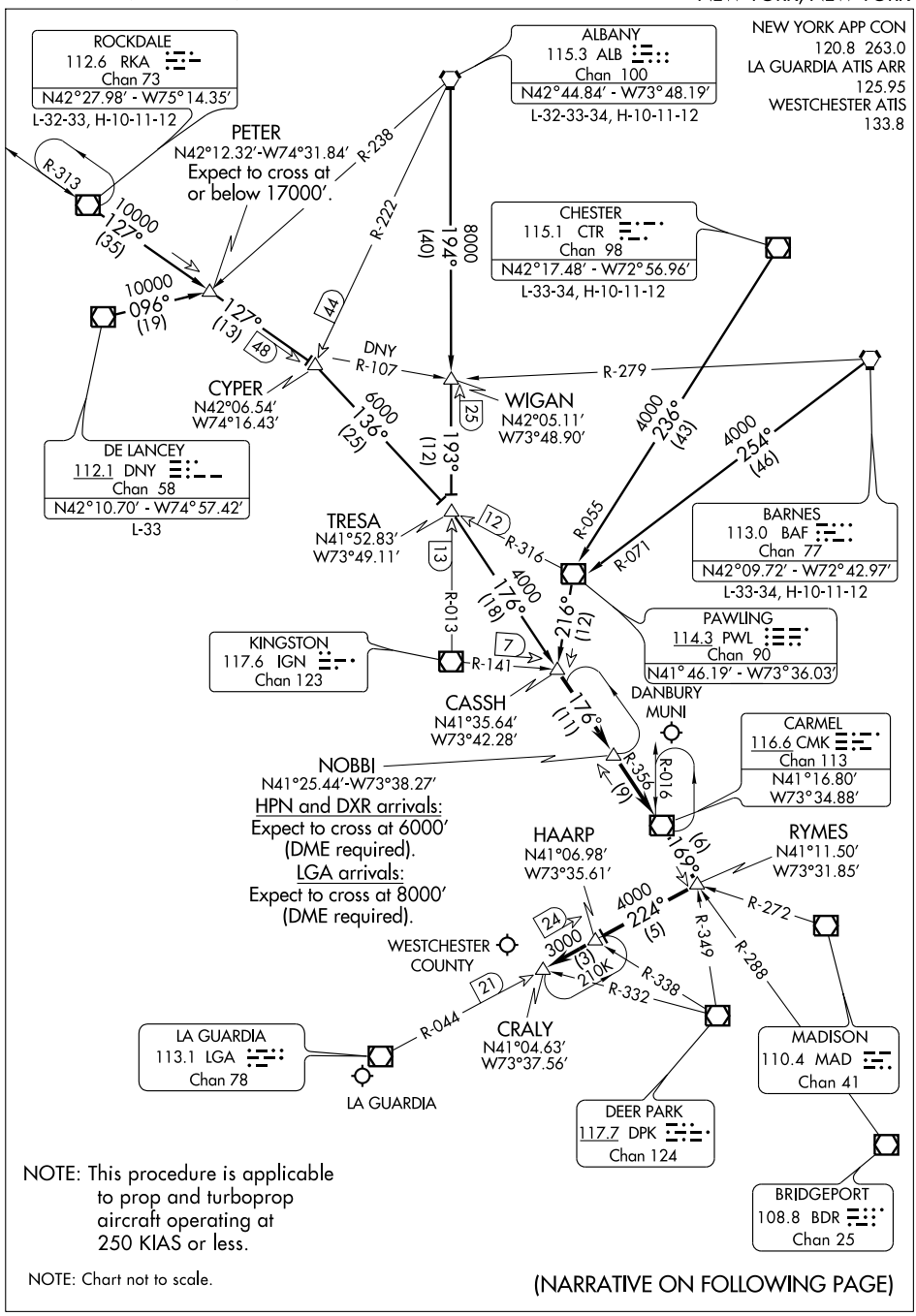


MILTON THREE ARRIVAL (MIP.MIP3) 09295

ST-289 (FAA)

LA GUARDIA
NEW YORK, NEW YORK

NOBBI FIVE ARRIVAL



NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

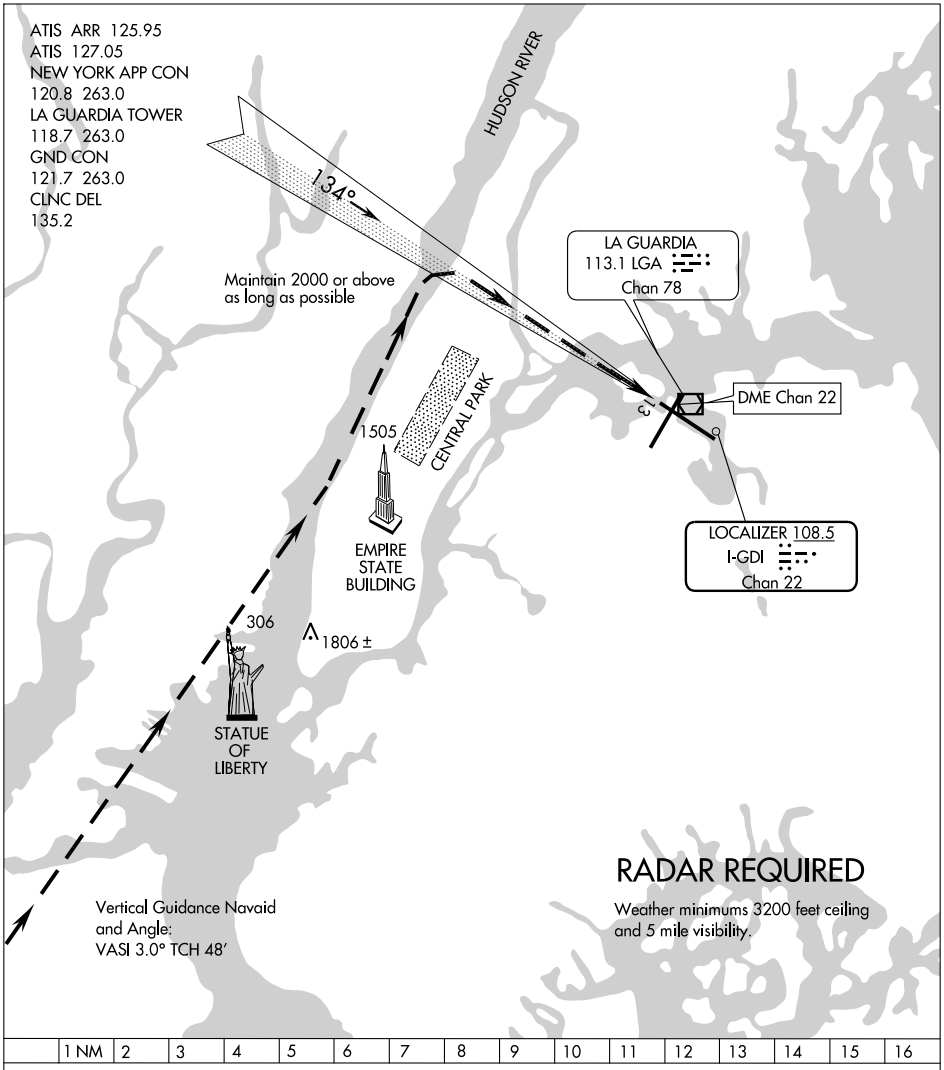
ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

RIVER VISUAL RWY 13

AL-289 (FAA)



RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).

APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	22

RNAV (GPS) -B

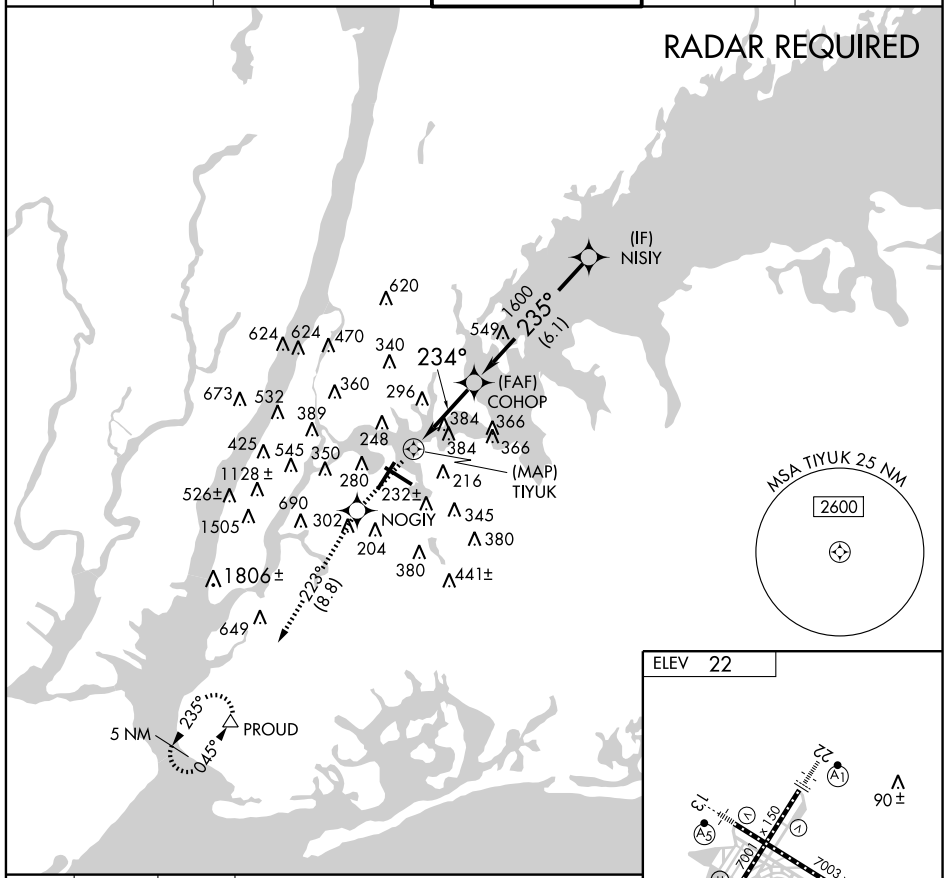
NEW YORK/ LA GUARDIA (LGA)

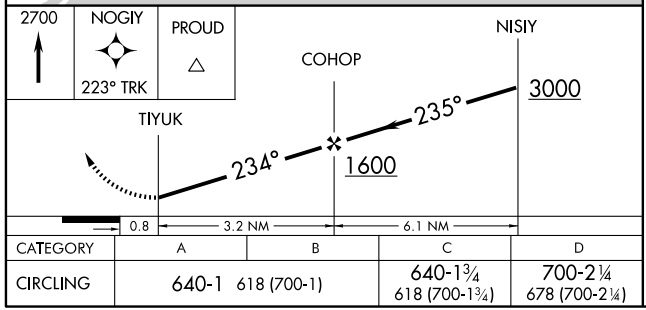
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.

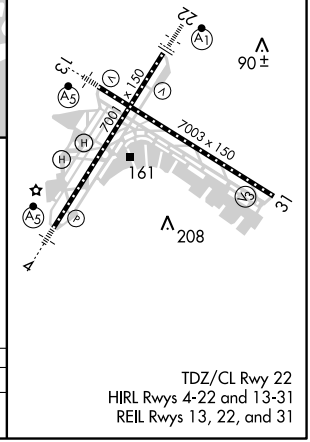
ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 65618 W13A	APP CRS 134°	Rwy Idg 7003 TDZE 13 Apt Elev 22

RNAV (GPS) RWY 13

NEW YORK/ LA GUARDIA (LGA)

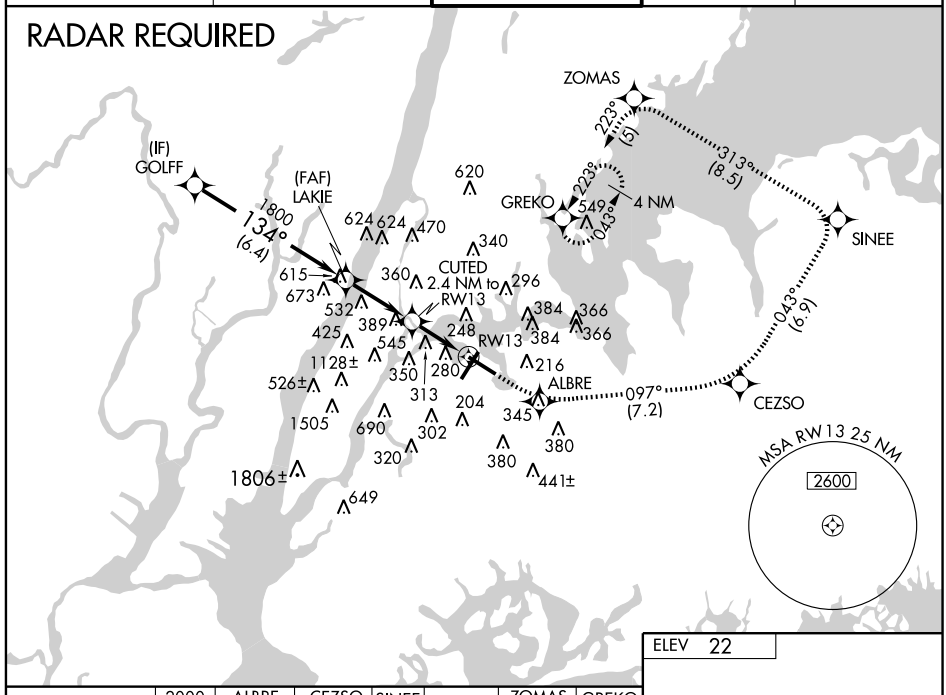
For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

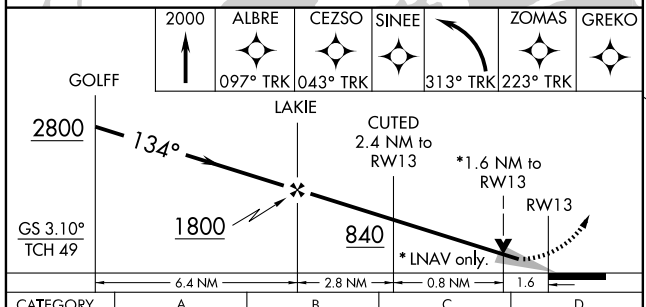
MALSR

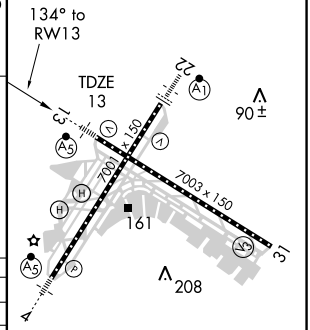
MISSED APPROACH: Climb to 2000 direct ALBRE and via 097° track to CEZSO and via 043° track to SINEE and left turn via 313° track to ZOMAS and via 223° track to GREKO and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/ VNAV DA	679-1¾ 666 (700-1¾)			
LNAV MDA	580/24 567 (600-½)		580/50 567 (600-1)	580/60 567 (600-1¼)
CIRCLING	680-2¼ 658 (700-2¼)			700-2¼ 678 (700-2¼)

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7003
314°	TDZE	8
	Apt Elev	22

RNAV (GPS) RWY 31

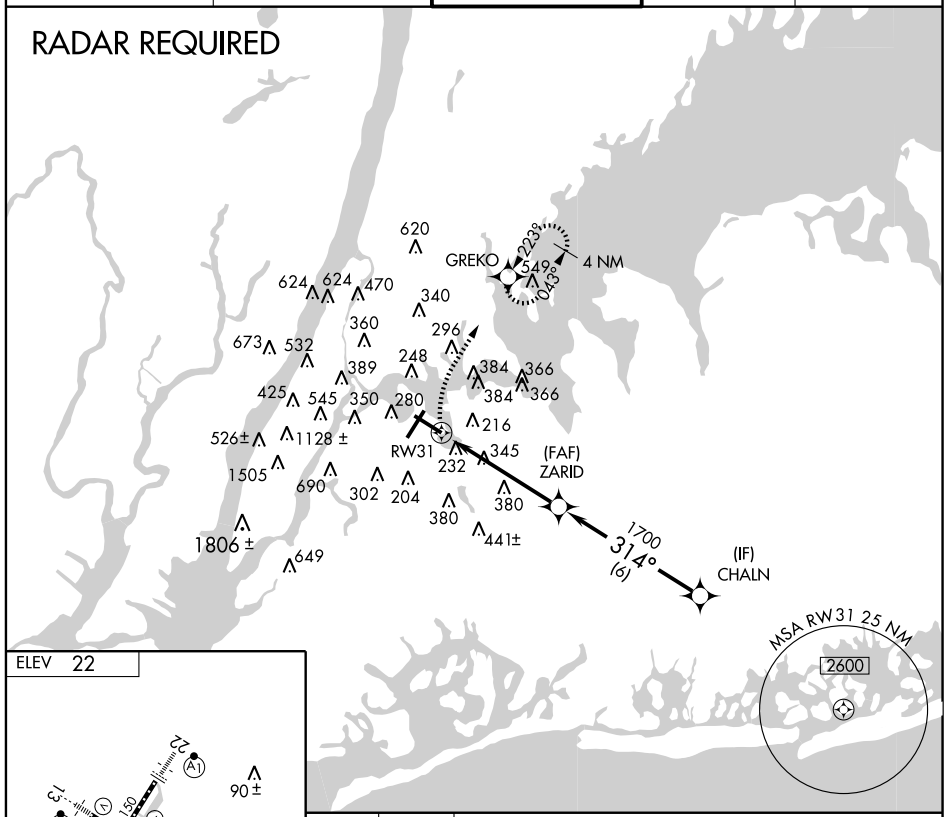
NEW YORK/ LA GUARDIA (LGA)

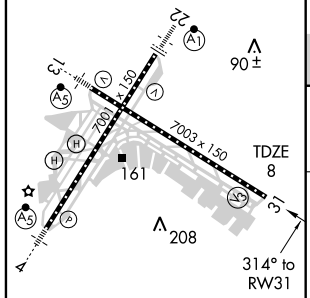
DME/DME RNP-0.3 NA.

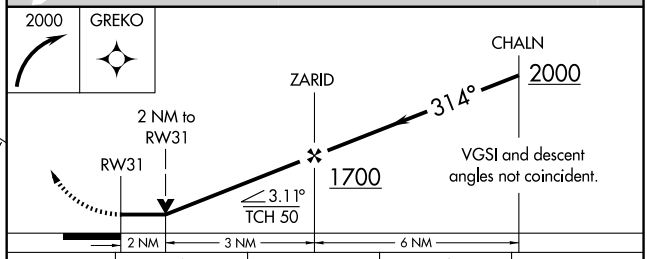
MISSED APPROACH: Climbing right turn to 2000 direct GREKO and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	640/50 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 60918 W04A	APP CRS 044°	Rwy Idg 7001 TDZE 21 Apt Elev 21

RNAV (GPS) Y RWY 4

NEW YORK/ LA GUARDIA (LGA)

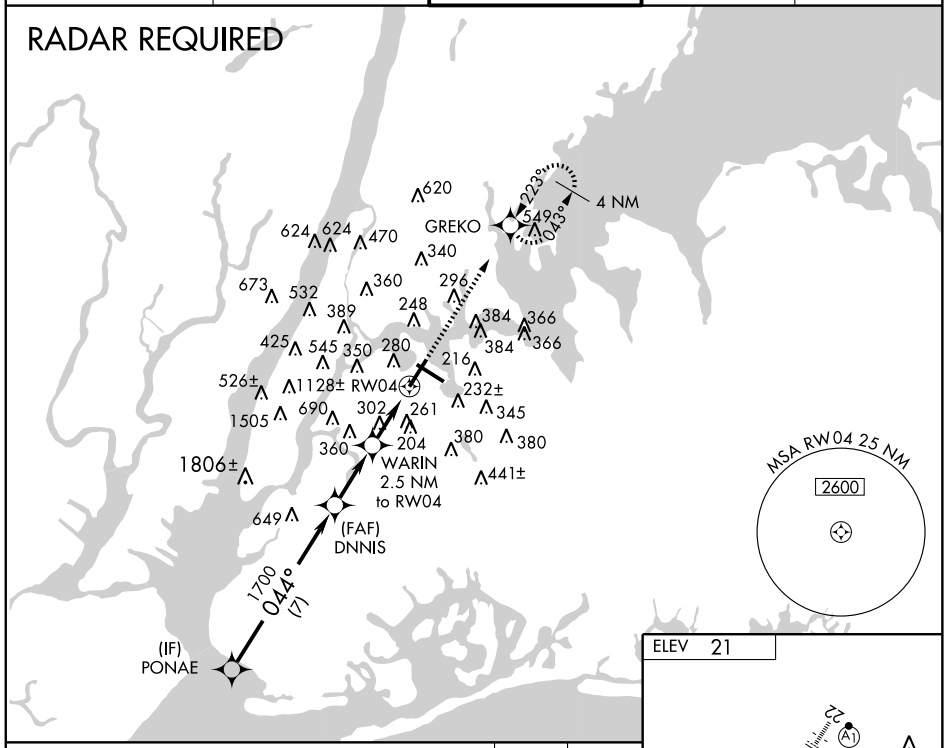
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. When VGSI inop, straight-in/circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

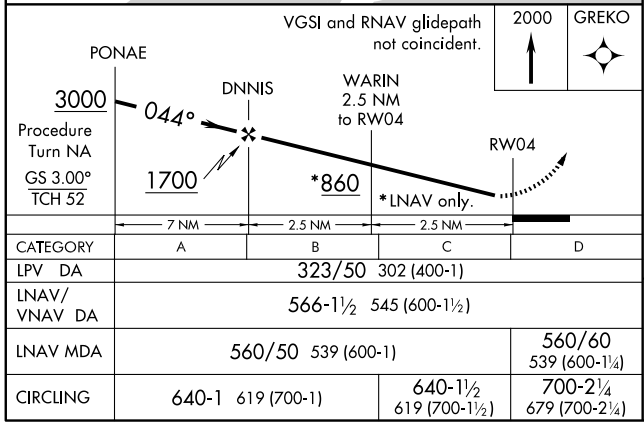
MALSR

MISSED APPROACH: Climb to 2000 direct GREKO and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

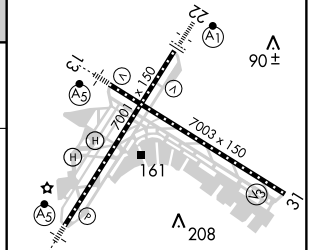
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	323/50 302 (400-1)			
LNAV/ VNAV DA	566-1½ 545 (600-1½)			
LNAV MDA	560/50 539 (600-1)			560/60 539 (600-1¼)
CIRCLING	640-1 619 (700-1)		640-1½ 619 (700-1½)	700-2¼ 679 (700-2¼)

ELEV 21



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7001
CH 70318	224°	TDZE	12
W22A		Apt Elev	21

RNAV (GPS) Y RWY 22

NEW YORK/ LA GUARDIA (LGA)

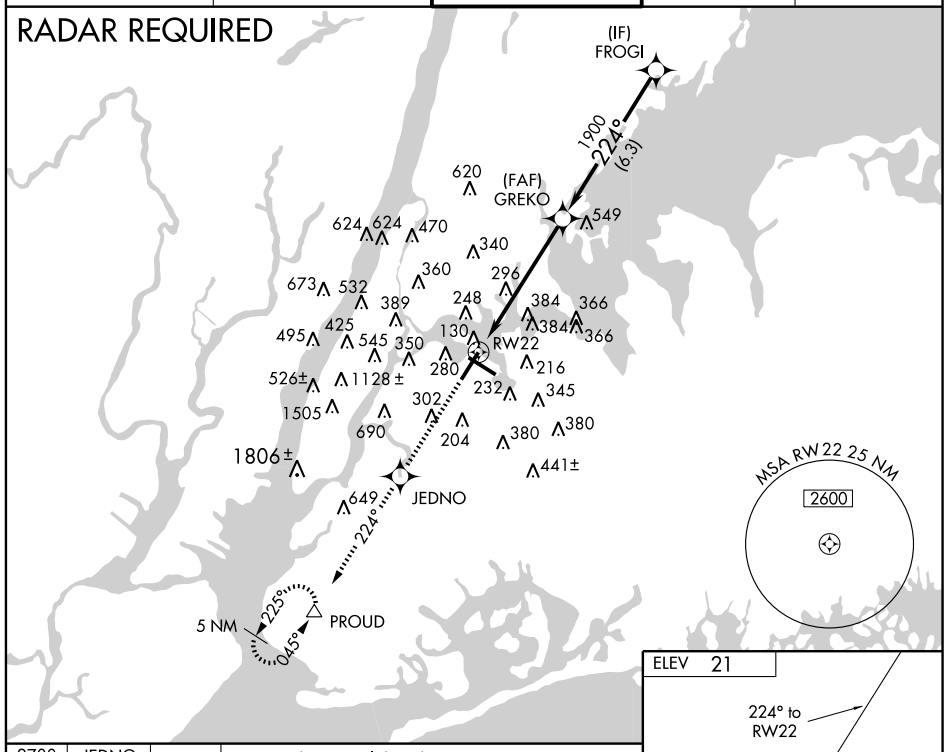
When VGSI inop, circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

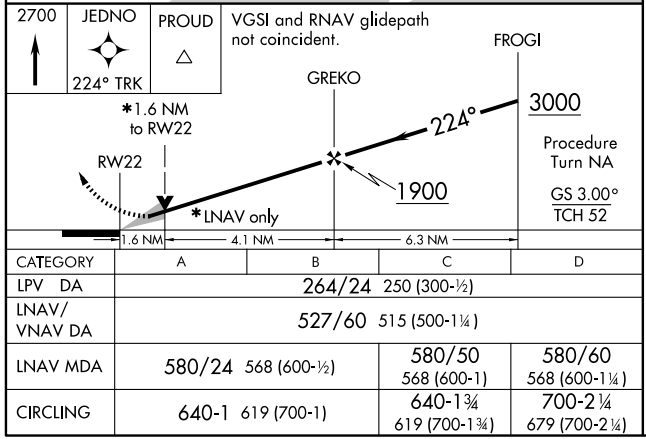
ALSF-1

MISSED APPROACH: Climb to 2700 direct JEDNO and via 224° track to PROUD and hold.

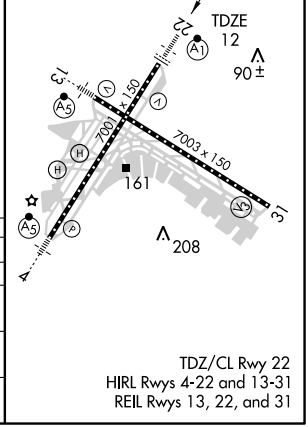
ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	264/24 250 (300-½)			
LNAV/ VNAV DA	527/60 515 (500-1¼)			
LNAV MDA	580/24 568 (600-½)		580/50 568 (600-1)	580/60 568 (600-1¼)
CIRCLING	640-1 619 (700-1)		640-1¾ 619 (700-1¾)	700-2¼ 679 (700-2¼)



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7001
044°	TDZE	21
	Apt Elev	21

RNAV (RNP) Z RWY 4

NEW YORK/ LA GUARDIA (LGA)

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). Inoperative table does not apply to RNP 0.18. For inoperative MALSR, increase RNP 0.30 visibility to 1½.

NA

MALSR

MISSED APPROACH: Climb to 2000 via 044° track to GREKO and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED

GREKO

4 NM

044° (6.8)

044° (5)

(FAF) DNNIS

1700 045° (9.3)

(IF) TICKL

3000 045° (3.5)

RENUE

(IAF) GRITY

3000 085° (10.8)

(IAF) MINKS

3000 056° (12)

MSA RW04 25 NM

2600

ELEV 21

TICKL

3000

045°

DNNIS

1700

1700

044°

RW04

Procedure Turn NA

GP 3.00°

TCH 52

9.3 NM

5 NM

VGSI and RNAV glidepath not coincident.

2000

TRK 044°

GREKO

CATEGORY	A	B	C	D
RNP 0.18 DA		337/50	316 (400-1)	
RNP 0.30 DA		474/50	453 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZE 21

044° to RW04

TDZ/CL Rwy 22

HIRL Rwys 4-22 and 13-31

REIL Rwys 13, 22, and 31

NE-2, 14 JAN 2010 to 11 FEB 2010

NEW YORK, NEW YORK

AL-289 (FAA)

APP CRS	Rwy Idg	7001
224°	TDZE	12
	Apt Elev	21

RNAV (RNP) Z RWY 22

NEW YORK/ LA GUARDIA (LGA)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.30* visibility to RVR 5000 and RNP 0.30 to RVR 6000. *Missed approach requires minimum climb of 310 feet per NM to 700.

ALSF-1

MISSED APPROACH: Climb to 2700 via 224° track to JEDNO and 224° track to PROUD and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

MISSED APCH FIX

5 NM 225° 045° PROUD

(IAF) HAARP RNP 0.80

3000 217° (13.9)

(IF) CASLE

549 1600 234° (5.3)

(FAF) KUZZZ

249° (2)

(0.8) KYLIE

296 PARGS

224° (2)

RW22

224° (5.3)

JEDNO (5.8)

MSA RW 22 25 NM

2600

620 624 624 470 340 360 673 532 389 248 384 366 384 366 425 545 350 280 216 526± 1128± 232± 345 1505 690 302 204 380 380 1806± 441±

ELEV 21

224° to RW22

TDZE 12

90±

7003 x 150

7003 x 150

161

208

2700	JEDNO	PROUD
224° TRK	224° TRK	

VGSI and RNAV glidepath not coincident.

CASLE KUZZZ PARGS KYLIE RW22

1600 947 704

234° 249° 224°

3000

1600

Procedure Turn NA

GP 3.00° TCH 52

2 NM 0.8 NM 2 NM 5.3 NM

CATEGORY	A	B	C	D
RNP 0.30* DA	313/24	301 (300-½)		
RNP 0.30 DA	393/40	381 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	232°	TDZE	N/A
Chan 78		Apt Elev	22

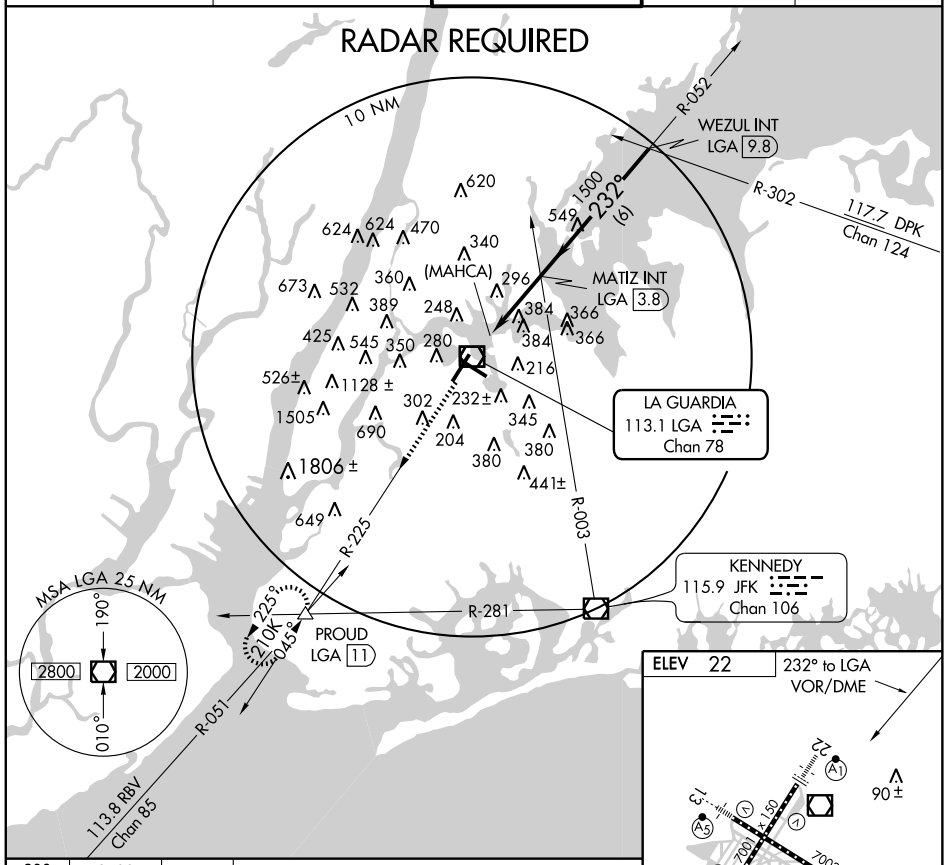
VOR/DME-G

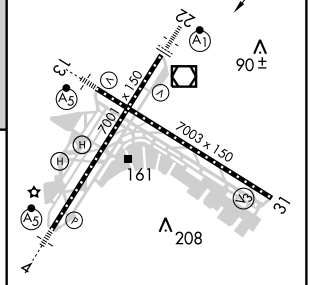
NEW YORK/LA GUARDIA (LGA)

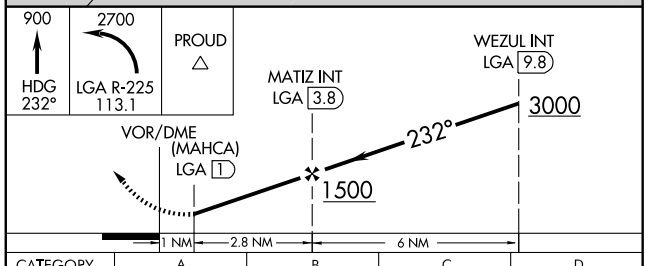
MISSED APPROACH: Climb to 900 heading 232° then climbing left turn to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	640-1¼ 618 (700-1¼)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	132°	TDZE	N/A
Chan 78		Apt Elev	22

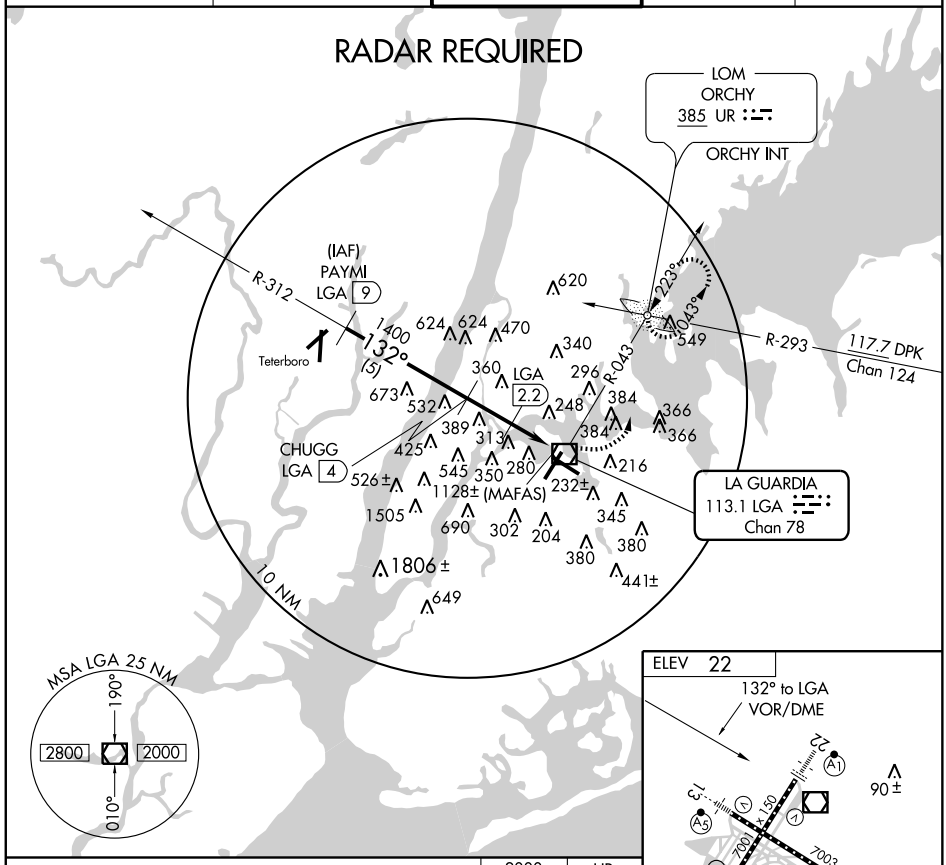
VOR/DME-H

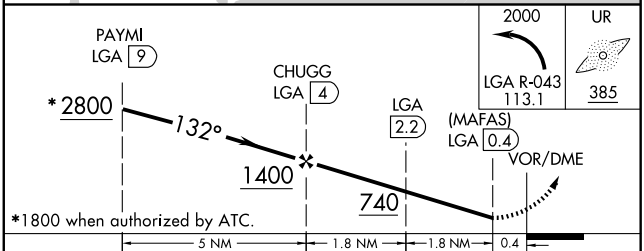
NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

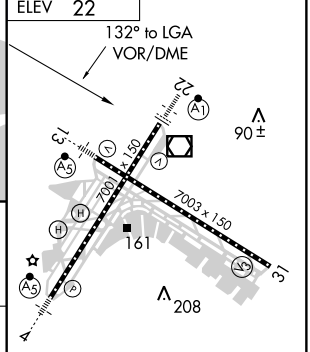
ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

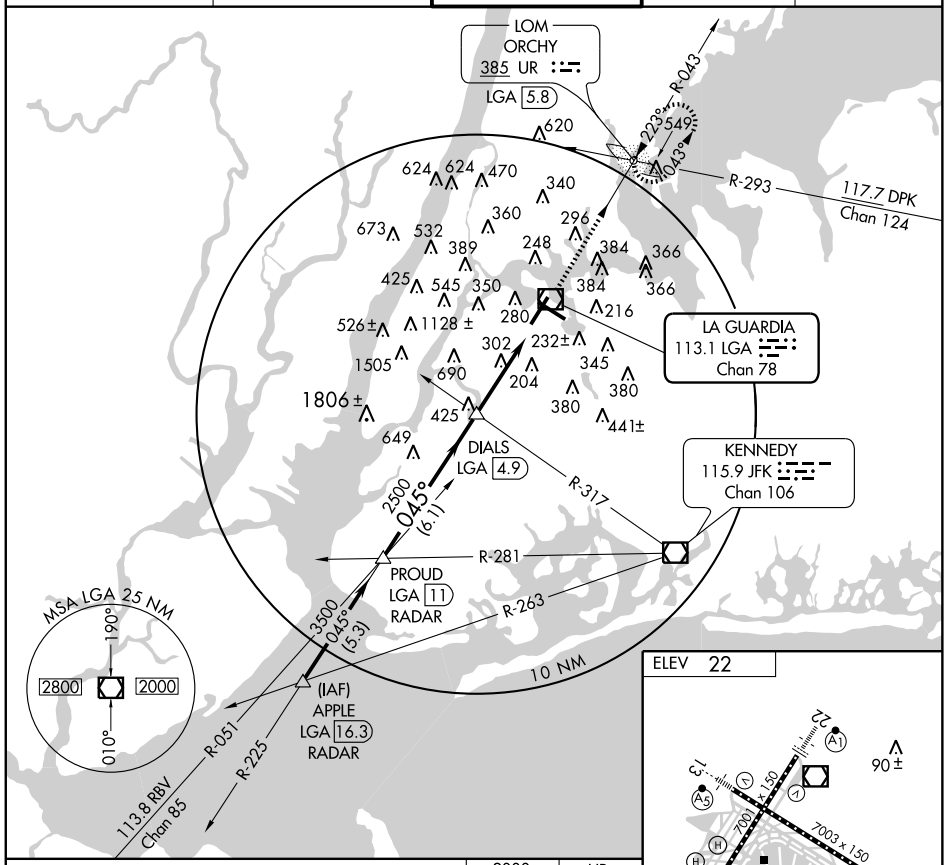
VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	045°	TDZE	N/A
Chan 78		Apt Elev	22

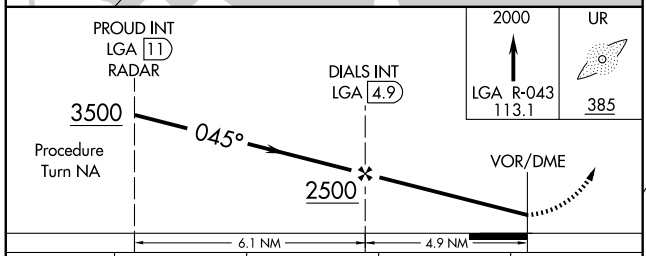
VOR-F

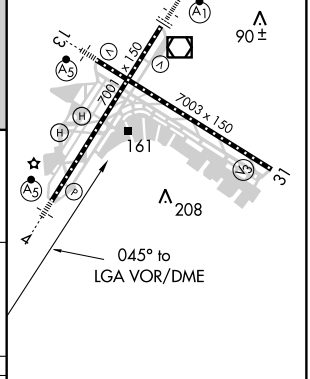
NEW YORK/LA GUARDIA(LGA)

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT/LGA 5.8 DME and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 978 (1000-1¼)	1000-1½ 978 (1000-1½)	1000-3 978 (1000-3)	

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME LGA	APP CRS	Rwy Idg	7001
113.1	046°	TDZE	22
Chan 78		Apt Elev	22

VOR RWY 4

NEW YORK/LA GUARDIA (LGA)

T A Inoperative table does not apply to Cats A and B.

MALSR

MISSED APPROACH: Climb to 2000 direct ORCHY LOM and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

ADF REQUIRED

LOM ORCHY 385 UR

MSA LGA 25 NM: 190° 2800 2000 010°

10 NM

224° 549° 044°

620 624 624 470 340 673 532 360 296 389 248 384 366 425 545 350 384 366 526± 1128 ± 280 216 232± 1505 302 204 345 690 380 1806 ± 649 441±

LA GUARDIA 113.1 LGA Chan 78

LGA 3.2

NORAY INT LGA 6

R-310

1800 046° (5)

QATAR INT LGA 11

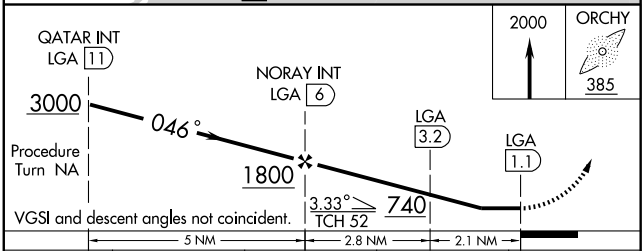
R-282

KENNEDY 115.9 JFK Chan 106

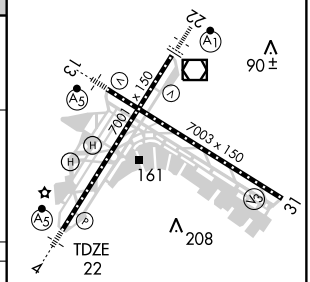
R-226

3000 NoPT 031° (20.5)

IAF COLTS NECK 115.4 COL Chan 101



CATEGORY	A	B	C	D
S-4	740/50 718 (800-1)		740-1½ 718 (800-1½)	740-1¾ 718 (800-1¾)
CIRCLING	740-1 718 (800-1)		740-2 718 (800-2)	740-2¼ 718 (800-2¼)
DME MINIMUMS				
S-4	560/50 538 (600-1)			560/60 538 (600-1¼)
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-450 (FAA)

NEWBURGH/ STEWART INTL (SWF)
NEWBURGH, NEW YORK

NEWBURGH, NEW YORK

AL-450 (FAA)

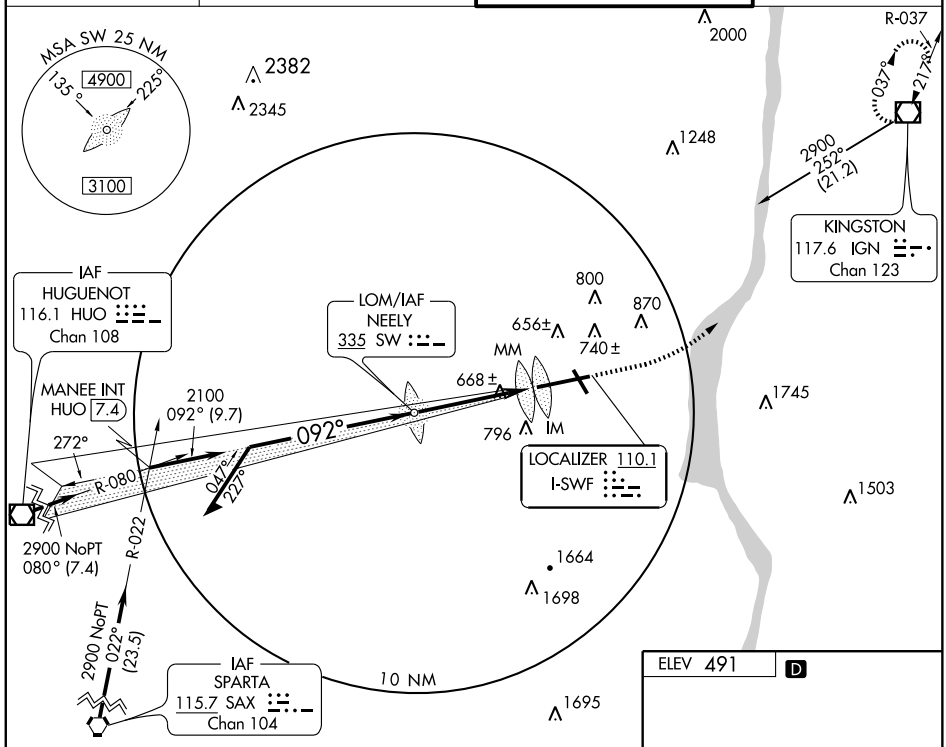
LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

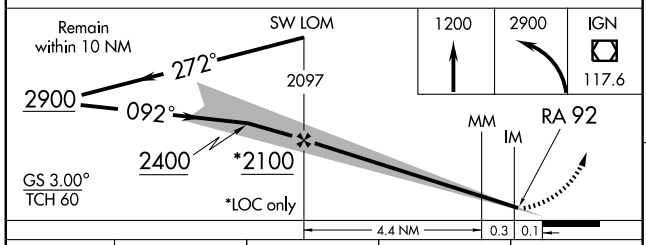
COPTER ILS or LOC RWY 9

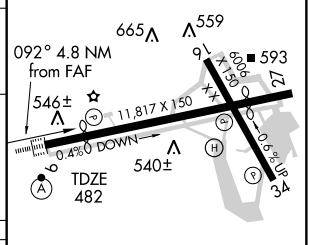
NEWBURGH/STEWART INTL (SWF)

ALTIMETER REQUIRED	ALSF-2	MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	COPTER	B	C	D
H-ILS 9	582/12 100 RA 92	NA		
H-LOC 9	920/12 438 (500-¼)	NA		

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

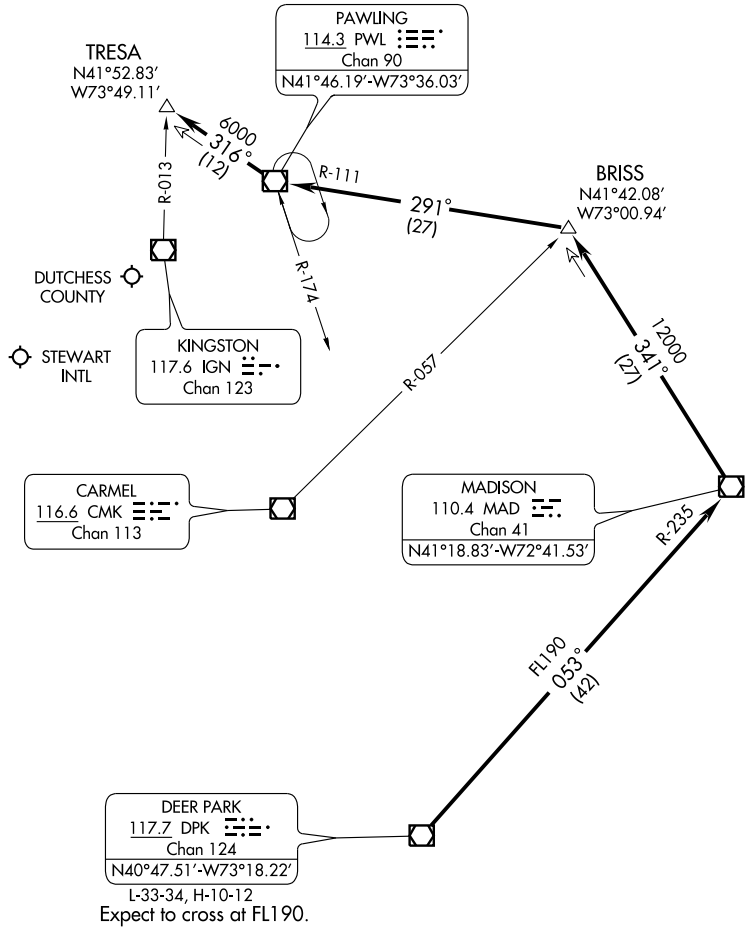
FAF to MAP 4.8 NM					
Knots	45	60	75	90	105
Min:Sec	6:24	4:48	3:50	3:12	2:45

NE-2. 14 JAN 2010 to 11 FEB 2010

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75



NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

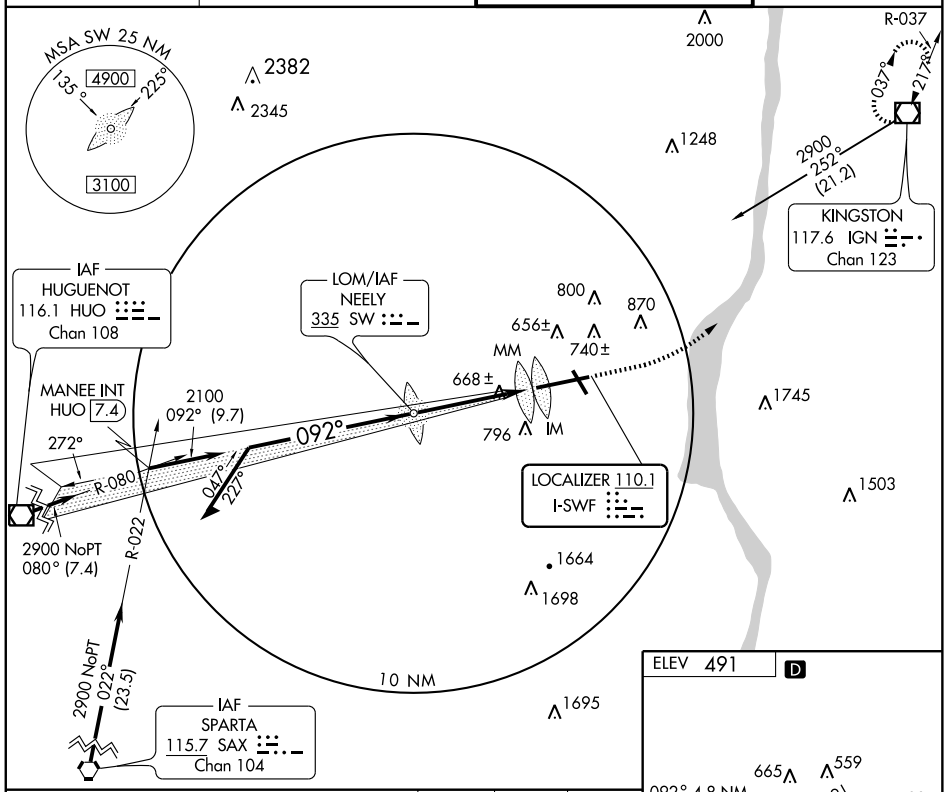
ILS or LOC RWY 9

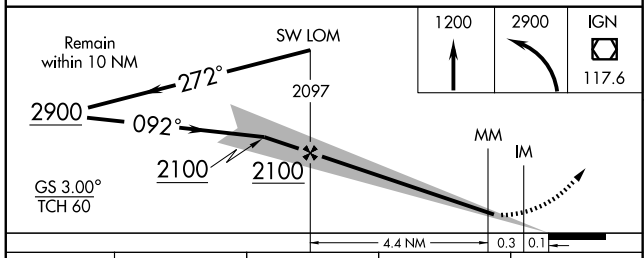
NEWBURGH/STEWART INTL (SWF)

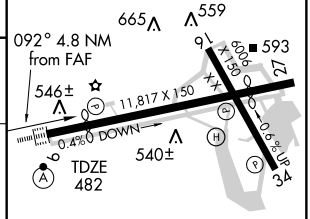
ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	A	B	C	D
S-ILS 9	682/18 200 (200-½)			
S-LOC 9	920/24 438 (500-½)		920/40 438 (500-¾)	920/50 438 (500-1)
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

ILS RWY 9 (CAT II)

NEWBURGH/STEWART INTL (SWF)

ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9

MSA SW 25 NM
135° 225°
4900
3100

2382
2345
2000
1248
800
656±
870
740±
MM
668±
755
1745
796
IM
1503
1664
1698
1695

R-037
037°
217°
2900
252°
(21.2)
KINGSTON
117.6 IGN
Chan 123

IAF
HUGUENOT
116.1 HUO
Chan 108

LOM/IAF
NEELY
335 SW

MANEE INT
HUO 7.4
2100
092° (9.7)
272°
092°
R-080
047°
227°
R-022
2900 NoPT
080° (7.4)
2900 NoPT
022°
(23.5)

LOCALIZER 110.1
I-SWF

10 NM

IAF
SPARTA
115.7 SAX
Chan 104

ELEV 491 D

665
559
593
546±
11,817 X 150
0.4% DOWN
540±
TDZE
482
0.6% UP
9
27
34

Remain within 10 NM
LOM
272°
2097
MM
2900
092°
DH
RA 142
IM
DH
RA 92
482
MSL
2100
GS 3.00°
TCH 60
1200
2900
IGN
4.4 NM
984'
954'
763'
1258'

CATEGORY	A	B	C	D
S-ILS 9	RA 142/16	150	DA 632	
S-ILS 9	RA 92/12	100	DA 582	

CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JKH	APP CRS	Rwy Idg	9818
109.95	272°	TDZE	468
Chan 36 (Y)		Apt Elev	491

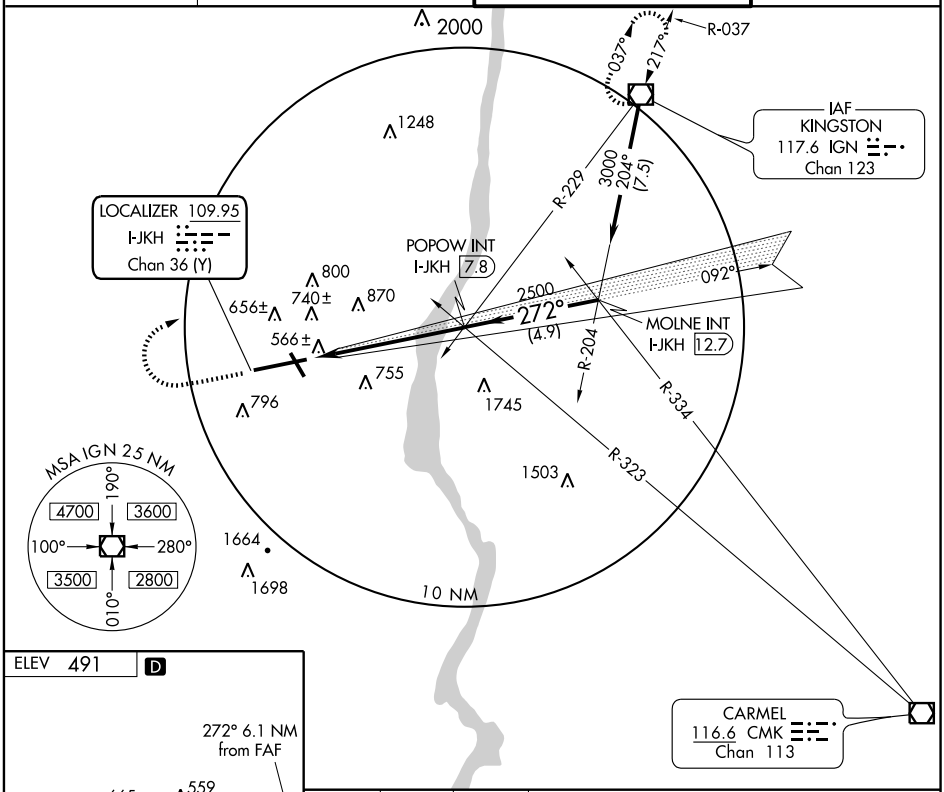
ILS RWY 27

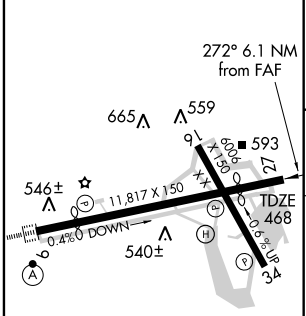
NEWBURGH/STEWART INTL (SWF)

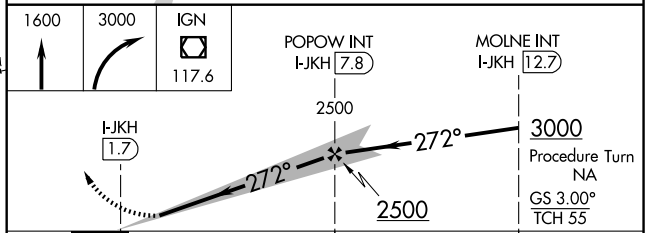
Inoperative table does not apply.

MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-ILS 27	718-1 250 (300-1)			
S-LOC 27	840-1 372 (400-1)			840-1¼ 372 (400-1¼)
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

NEWBURGH, NEW YORK AL-450 (FAA)

APP CRS	Rwy Idg	8818
092°	TDZE	482
	Apt Elev	491

RNAV (GPS) RWY 9

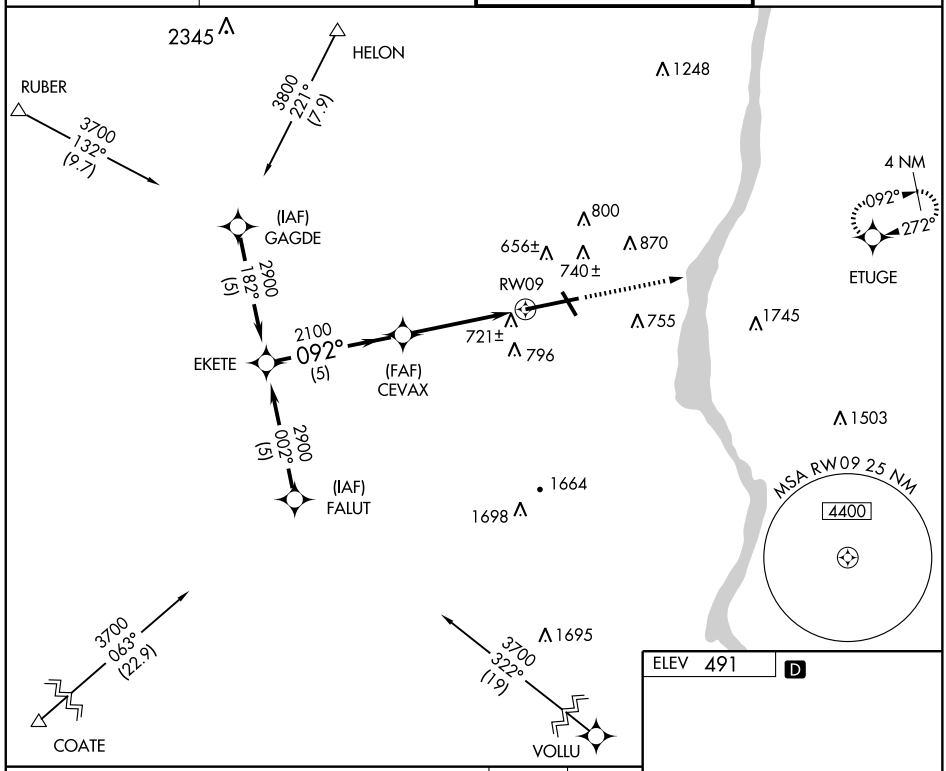
NEWBURGH/STEWART INTL (SWF)

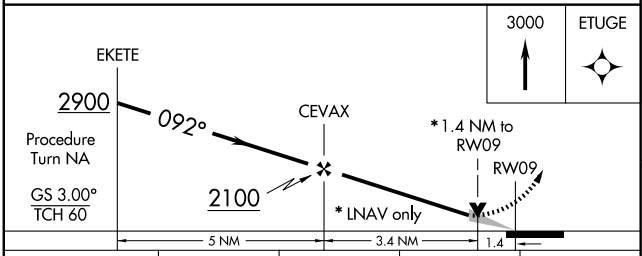
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).

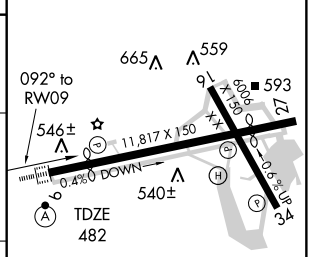
ALSF-2

MISSED APPROACH: Climb to 3000 direct ETUGE WP and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	980/60 498 (500-1¼)			
LNAV MDA	980/24 498 (500-½)		980/40 498 (500-¾)	980/50 498 (500-1)
CIRCLING	1040-1¾ 549 (600-1¾)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 14 JAN 2010 to 11 FEB 2010

NEWBURGH, NEW YORK

AL-450 (FAA)

APP CRS	Rwy Idg	6006
163°	TDZE	471
	Apt Elev	491

RNAV (GPS) RWY 16

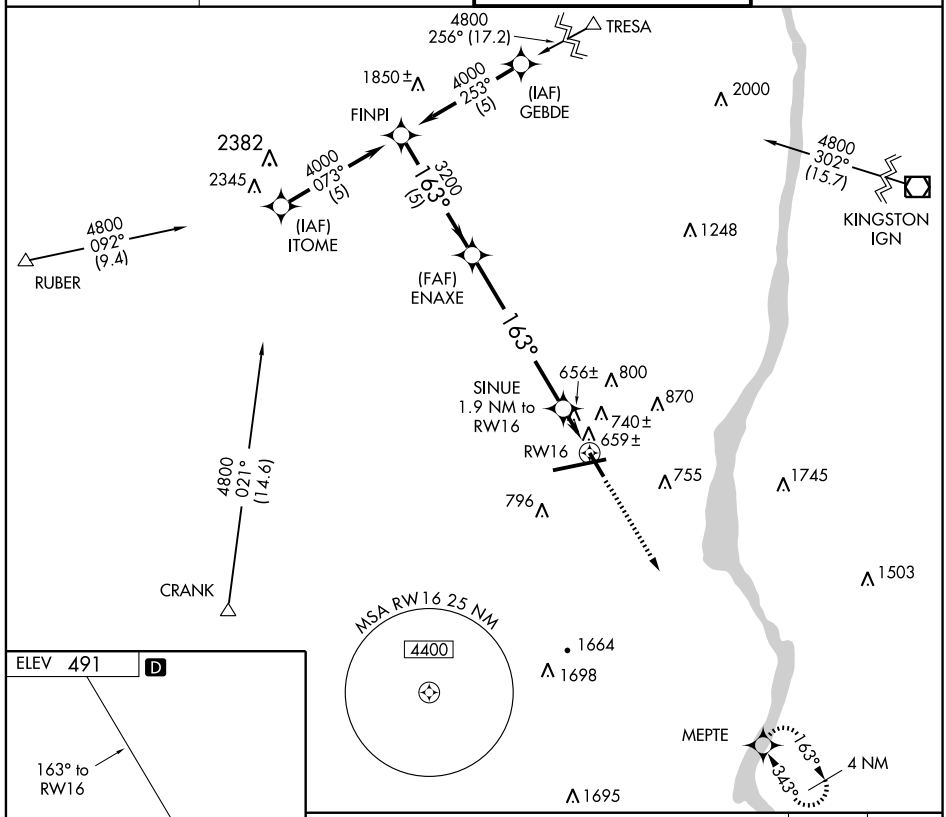
NEWBURGH/STEWART INTL (SWF)

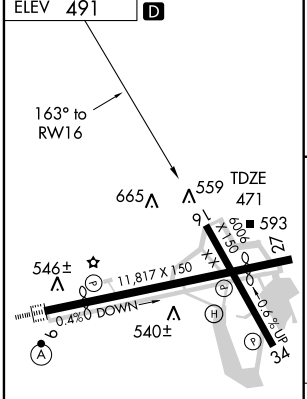
NA

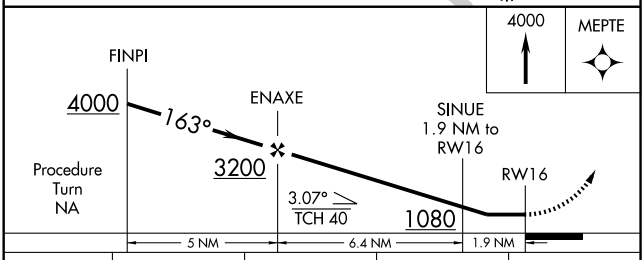
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MEPTE WP and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	A	B	C	D
LNAV MDA	920-1 449 (500-1)		920-1¼ 449 (500-1¼)	920-1½ 449 (500-1½)
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 14 JAN 2010 to 11 FEB 2010

NEWBURGH, NEW YORK

AL-450 (FAA)

APP CRS	Rwy Idg	9818
272°	TDZE	468
	Apt Elev	491

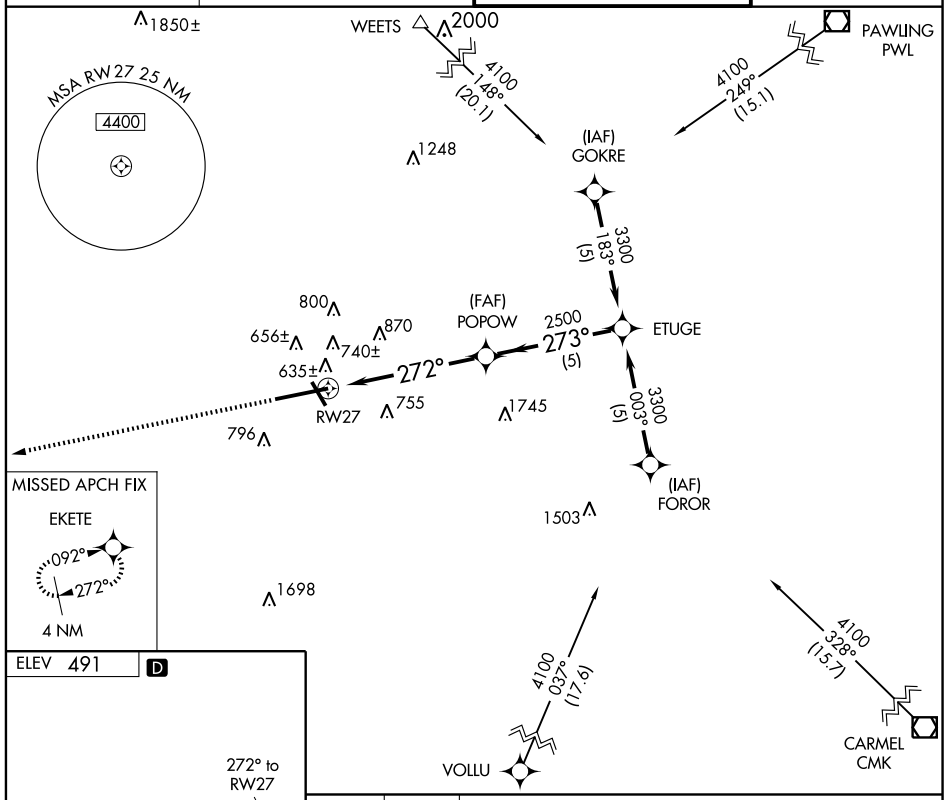
RNAV (GPS) RWY 27

NEWBURGH/STEWART INTL (SWF)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3000 direct EKETE WP and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	900-1½ 432 (500-1½)			
LNAV MDA	960-1 492 (500-1)		960-1¼ 492 (500-1¼)	960-1½ 492 (500-1½)
CIRCLING	1040-1½ 549 (600-1½)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5606
343°	TDZE	462
	Apt Elev	491

RNAV (GPS) RWY 34

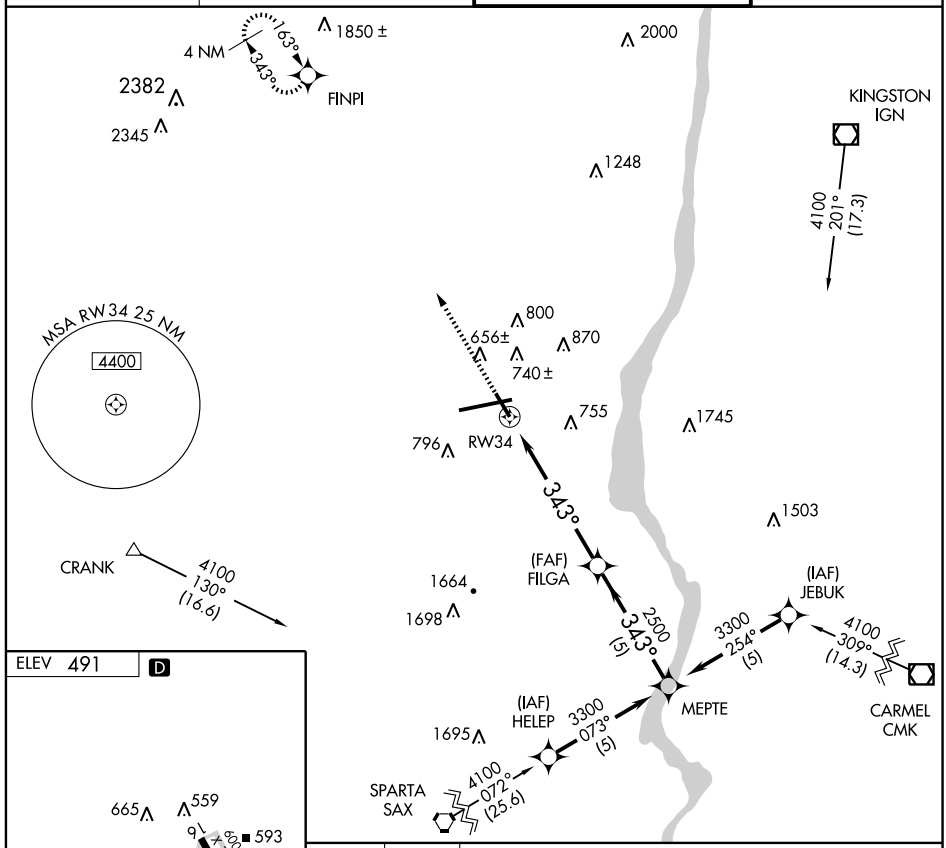
NEWBURGH/STEWART INTL (SWF)

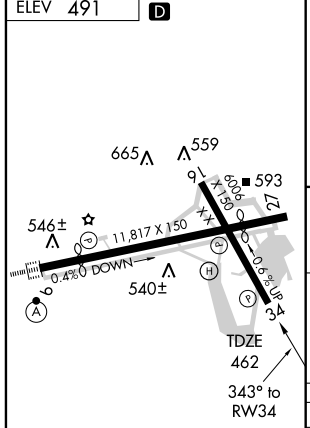
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

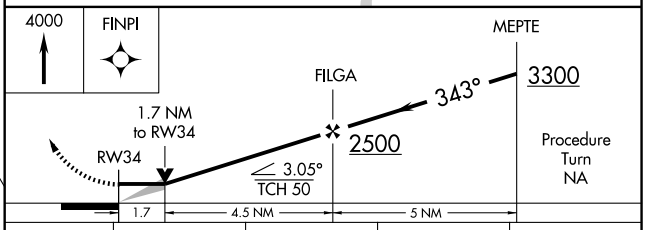
NA

MISSED APPROACH: Climb to 4000 direct FINPI WP and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9



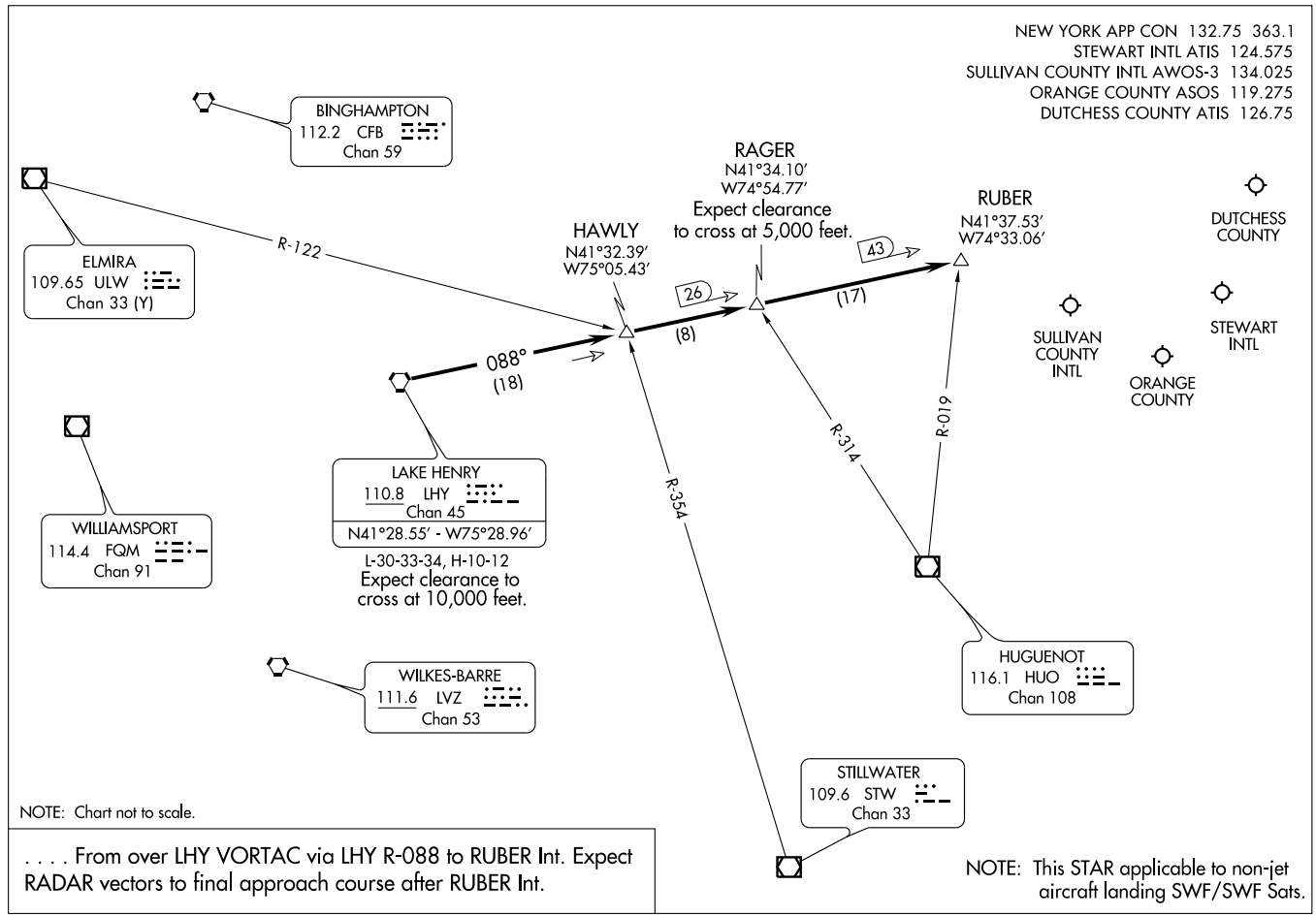




CATEGORY	A	B	C	D
LNAV MDA	1020-1 558 (600-1)		1020-1½ 558 (600-1½)	1020-1¾ 558 (600-1¾)
CIRCLING	1040-1 549 (600-1)	1060-1 569 (600-1)	1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2, 14 JAN 2010 to 11 FEB 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

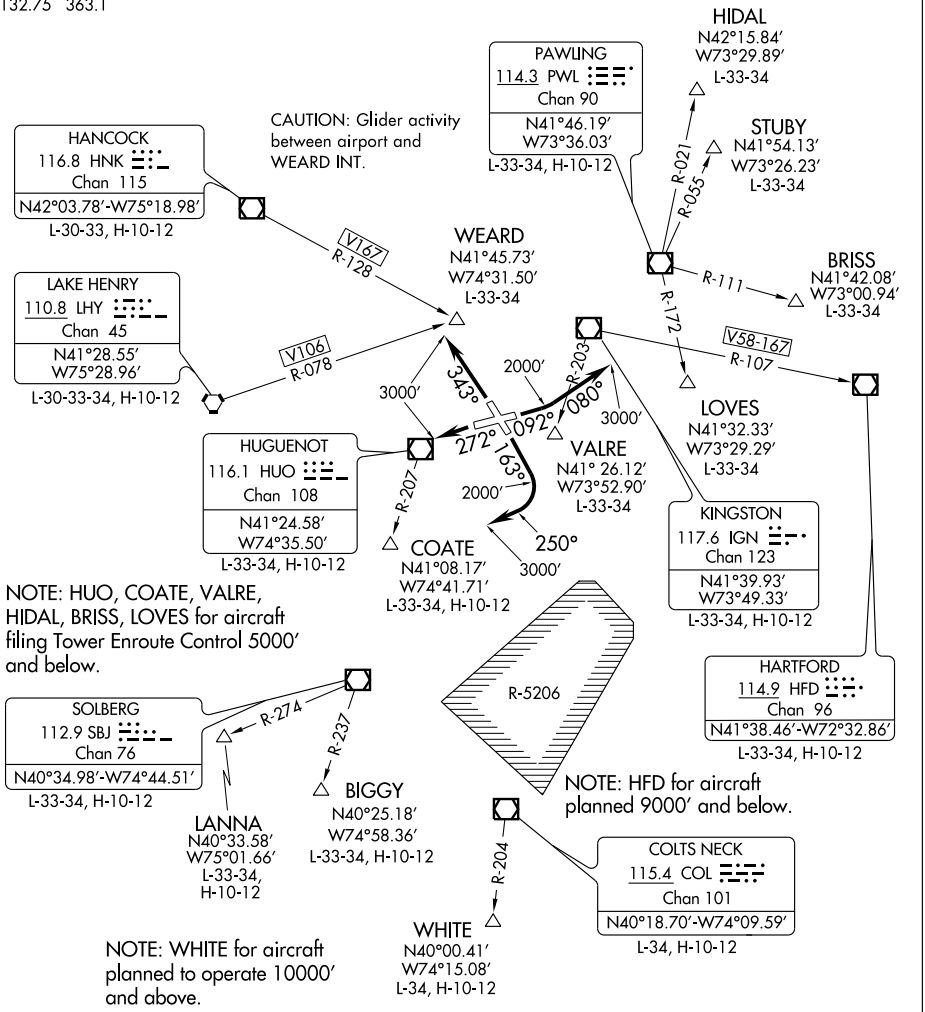
NEWBURGH, NEW YORK

STEWART FIVE DEPARTURE

SL-450 (FAA)

NEWBURGH/STEWART INTL (SWF)
NEWBURGH, NEW YORK

STEWART TOWER
121.0 254.4
NEW YORK DEP CON
132.75 363.1



NOTE: RADAR required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 9: Standard with ATC climb of 225′ per NM to 2700.
Rwy 16: Standard with minimum obstacle climb of 255′ per NM to 2000, ATC climb of 300′ per NM to 2000.
Rwy 27: 300-1 or Standard with minimum climb of 366′ per NM to 800.
Rwy 34: 300-1¼ or Standard with minimum climb of 503′ per NM to 800.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 3000. Thence . . . .
TAKE-OFF RUNWAY 34: Climb heading 343° to 3000. Thence . . . .

. . . . via radar vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

TAKE-OFF OBSTACLES

Rwy 9: Trees beginning 730' from DER, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from DER, 193' left of centerline, up to 43' AGL/483' MSL.
Rwy 16: Trees 785' from DER, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' right of centerline, up to 112' AGL/492' MSL.
Rwy 27: Trees beginning 685' from DER, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from DER, 528' left of centerline, 19' AGL/ 529' MSL. Middle Marker 701' from DER, on rwy centerline, 5' AGL/ 515' MSL.
Rwy 34: Trees beginning 608' from DER, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and Trees beginning 77' from DER, 71' right of centerline, up to 92' AGL/612' MSL.

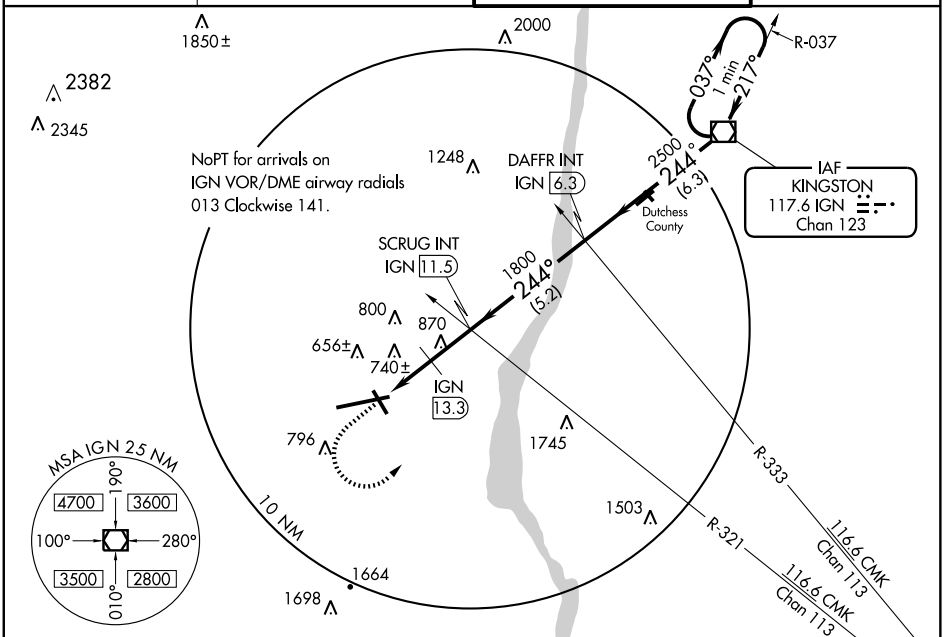
VOR/DME IGN	APP CRS	Rwy Idg	9818
117.6	244°	TDZE	481
Chan 123		Apt Elev	491

VOR RWY 27

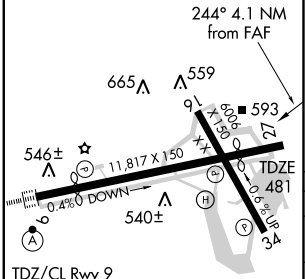
NEWBURGH/STEWART INTL (SWF)

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9

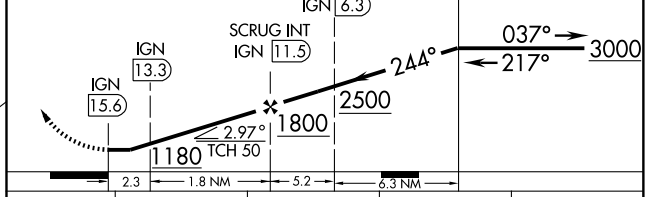


ELEV 491 D



TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-27	1180-1 699 (700-1)		1180-2 699 (700-2)	1180-2¼ 699 (700-2¼)
CIRCLING	1180-1 689 (700-1)		1180-2 689 (700-2)	1180-2¼ 689 (700-2¼)
DME MINIMUMS				
S-27	980-1 499 (500-1)		980-1¼ 499 (500-1¼)	980-1½ 499 (500-1½)
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

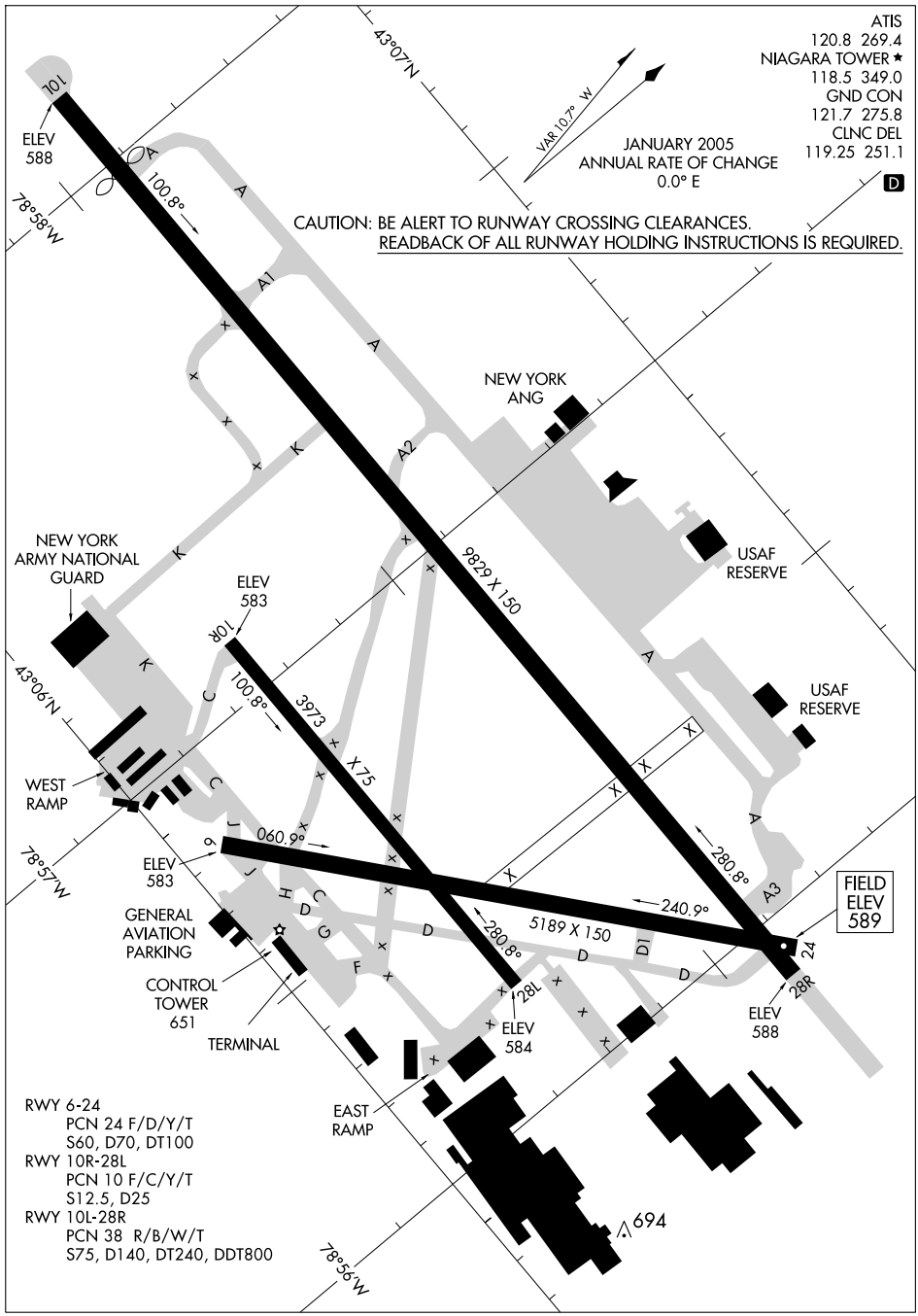
09015

AIRPORT DIAGRAM

AL-614 (FAA)

NIAGARA FALLS INTL (IAG)

NIAGARA FALLS, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

ILS 1 RWY 28R

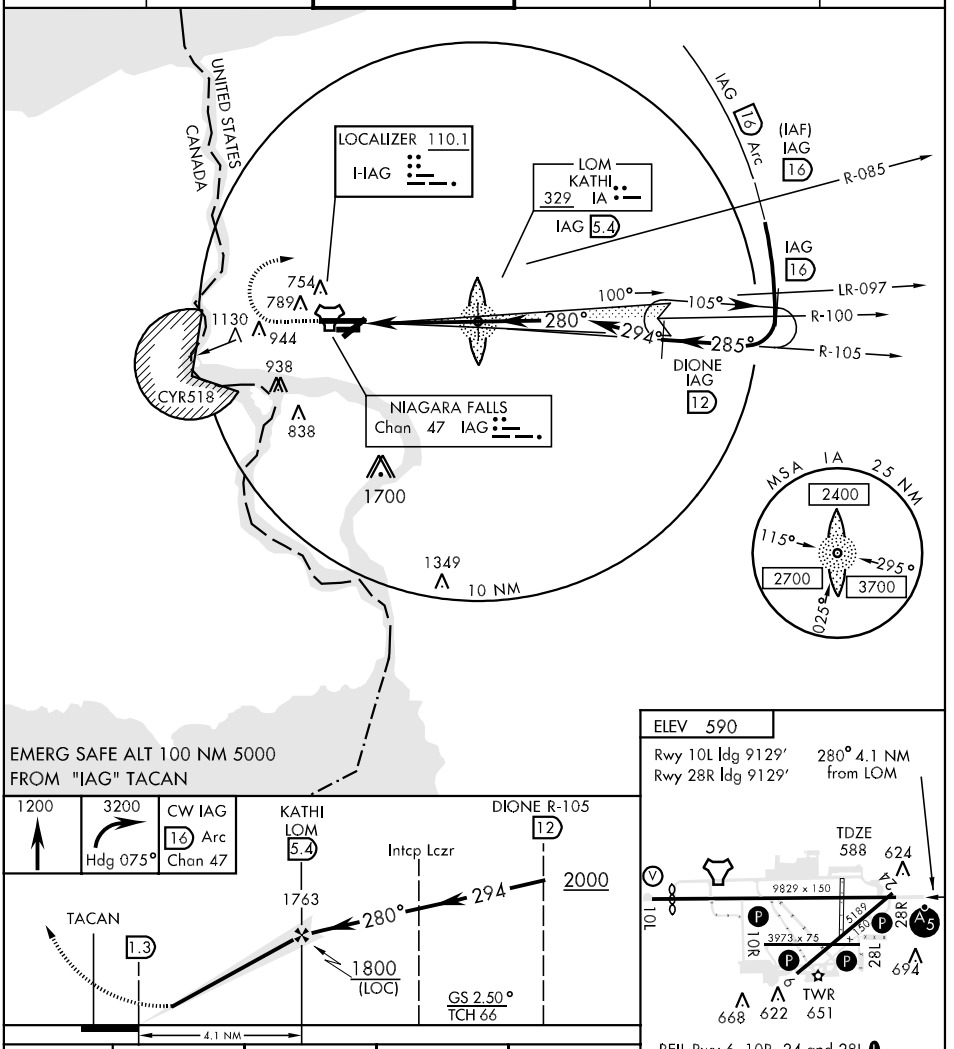
NIAGARA FALLS INTL (KIAG)

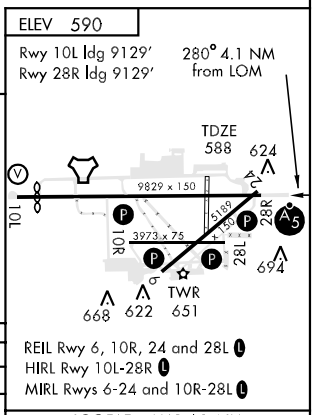
LOC I-IAG 110.1	APP CRS 280°	Rwy ldg 9129 TDZE 588 Arpt Elev 590	AL-614 [USAF]

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3200 via heading 075° to intercept and proceed CW on 16 DME Arc then via IAG R-105 to DIONE/IAG 12 DME and hold (Radar Required).

ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95





REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

CATEGORY	A	B	C	D
S-ILS 28R	788/24		200	(200-½)
S-LOC 28R	900/24	312	(400-½)	900/40 312 (400-¾)
CIRCLING	1100-1 510	(600-1)	1100-1½ 510 (600-1½)	1360-2½ 770 (800-2½)

LOC FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

43°06'N-78°57'W

LOC I-IAG	APP CRS	Rwy ldg	9129
110.1	280°	TDZE	588
		Apt Elev	590

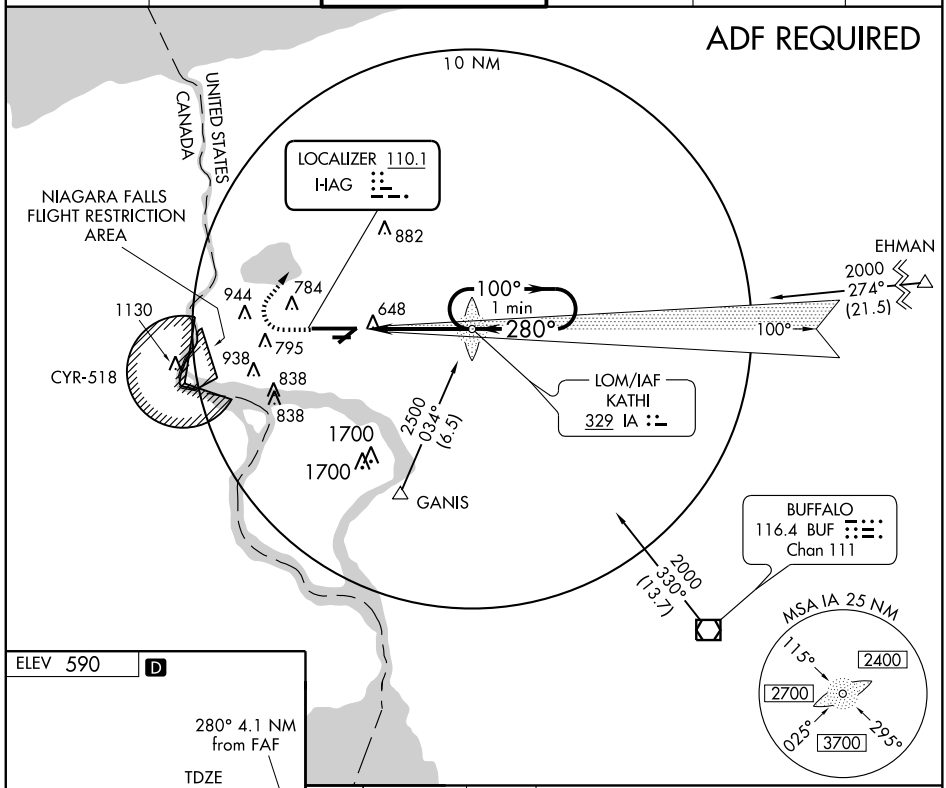
ILS or LOC RWY 28R
NIAGARA FALLS INTL (IAG)

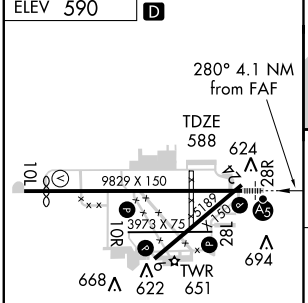
MALSR

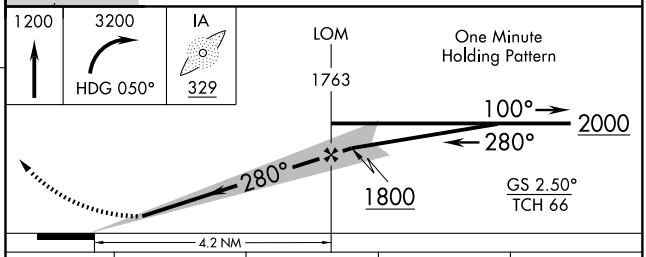
MISSED APPROACH: Climb to 1200, then climbing right turn to 3200 via heading 050°, then direct IA LOM and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95

ADF REQUIRED







REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 28R	788/24 200 (200-½)			
S-LOC 28R	900/24 312 (400-½)			900/40 312 (400-¾)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOM IA	APP CRS	Rwy ldg	9129
329	280°	TDZE	588
		Apt Elev	590

NDB or GPS RWY 28R

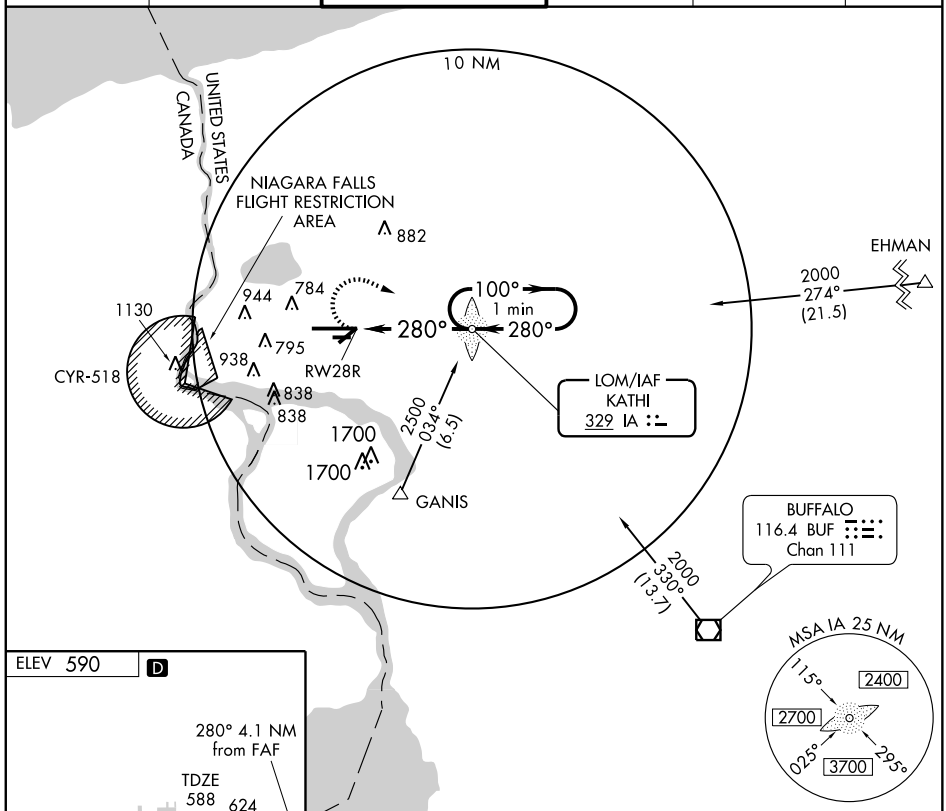
NIAGARA FALLS INTL (IAG)

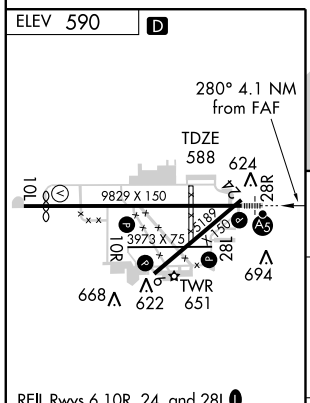
NA

MALSR

MISSED APPROACH: Climbing right turn to 3200 direct IA LOM and hold.

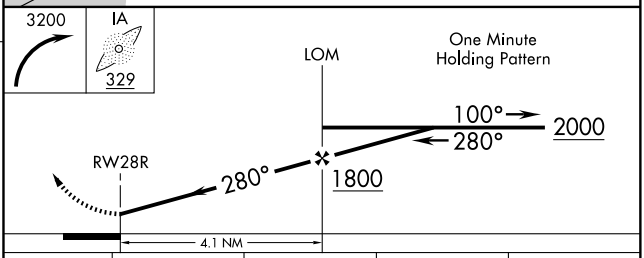
ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95





REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-28R	1000/40 412 (500-¾)			1000/50 412 (500-1)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 10L

NIAGARA FALLS INTL (IAG)

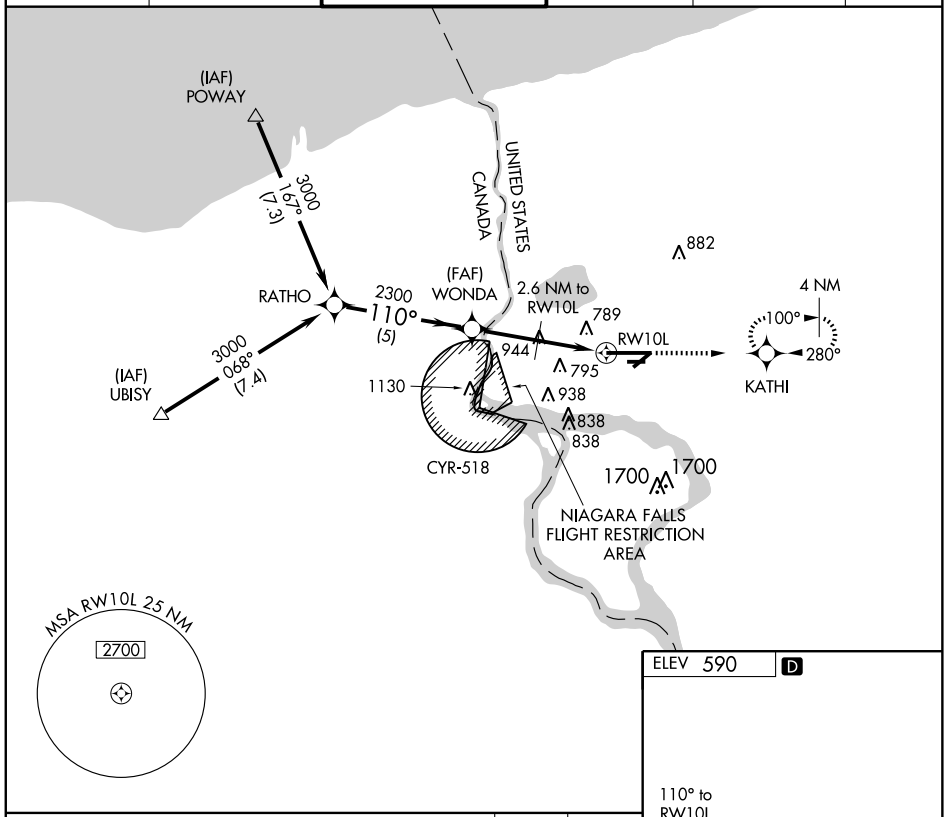
APP CRS	Rwy Idg	9129
110°	TDZE	589
	Apt Elev	590

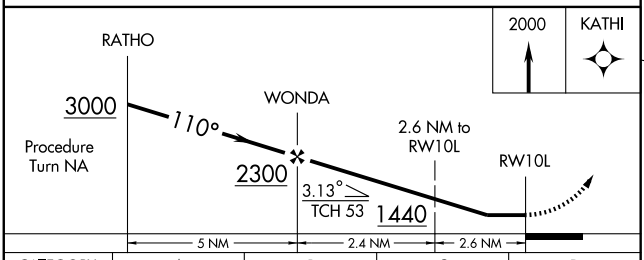
GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

NA

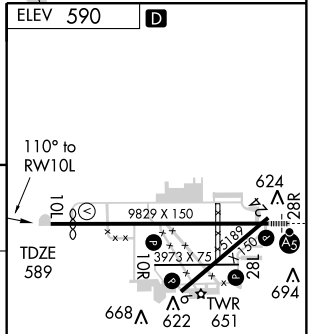
MISSED APPROACH: Climb to 2000 direct KATHI WP and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95





CATEGORY	A	B	C	D
LNAV MDA	1040-1 451 (500-1)		1040-1¼ 451 (500-1¼)	1040-1½ 451 (500-1½)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)



REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

NE-2. 14 JAN 2010 to 11 FEB 2010

TACAN RWY 28R

NIAGARA FALLS INTL (KIAG)

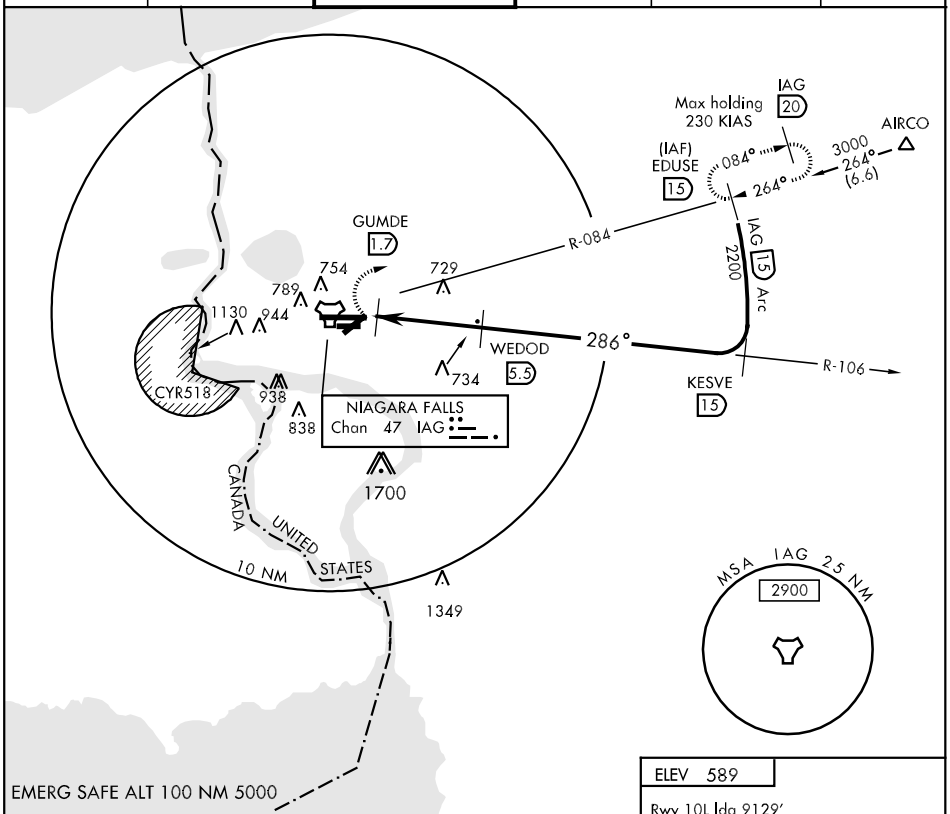
TACAN IAG Chan 47	APCH CRS 286°	Rwy ldg 9129 TDZE 588 Arpt Elev 589	AL-614 [USAF]

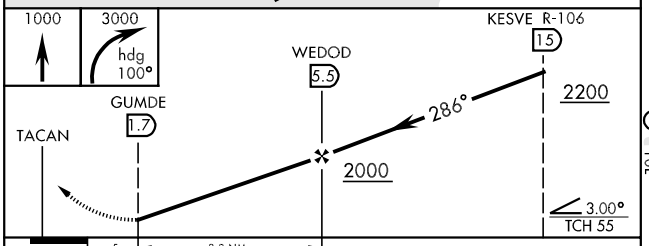
T * When SSALR inop, increase vis CATS ABCE ½ mile, and CAT D ¼ mile.
** Circling NA for CAT E south of runway 10L-28R.

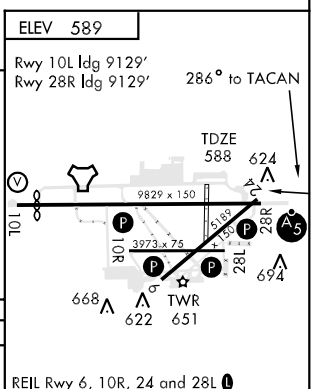
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 100° and IAG R-084 to EDUSE 15 DME and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95







CATEGORY	A	B	C	D	E
S-28R *	980/24 392 (400-½)			980/50 392 (400-1)	
CIRCLING **	1100-1 511 (600-1)		1100-1½ 511(600-1½)	1360-2½ 771(800-2½)	1360-2¾ 771(800-2¾)

REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

APP CRS	Rwy Idg	4205
014°	TDZE	1023
	Apt Elev	1025

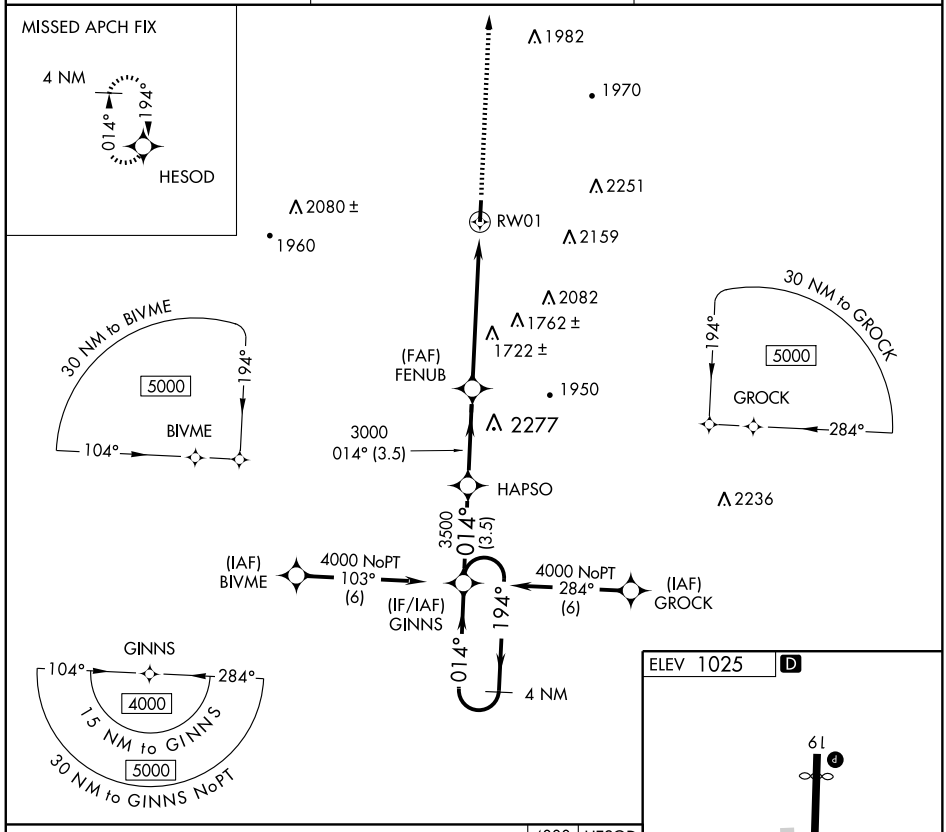
RNAV (GPS) RWY 1

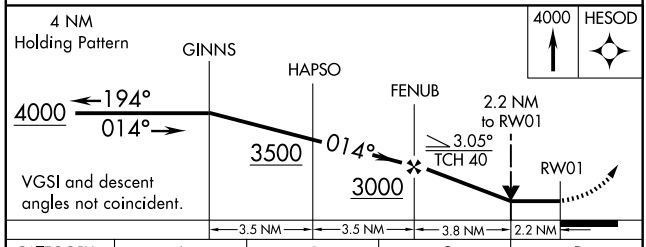
NORWICH / LT. WARREN EATON (OIC)

T
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet. VDP NA when using Binghamton altimeter setting.

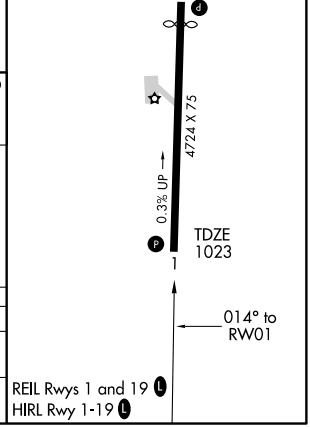
MISSED APPROACH: Climb to 4000 direct HESOD and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1980-1¼ 957 (1000-1¼)	1980-1½ 957 (1000-1½)	1980-3	957 (1000-3)
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)



APP CRS	Rwy Idg	4205
194°	TDZE	1025
	Apt Elev	1025

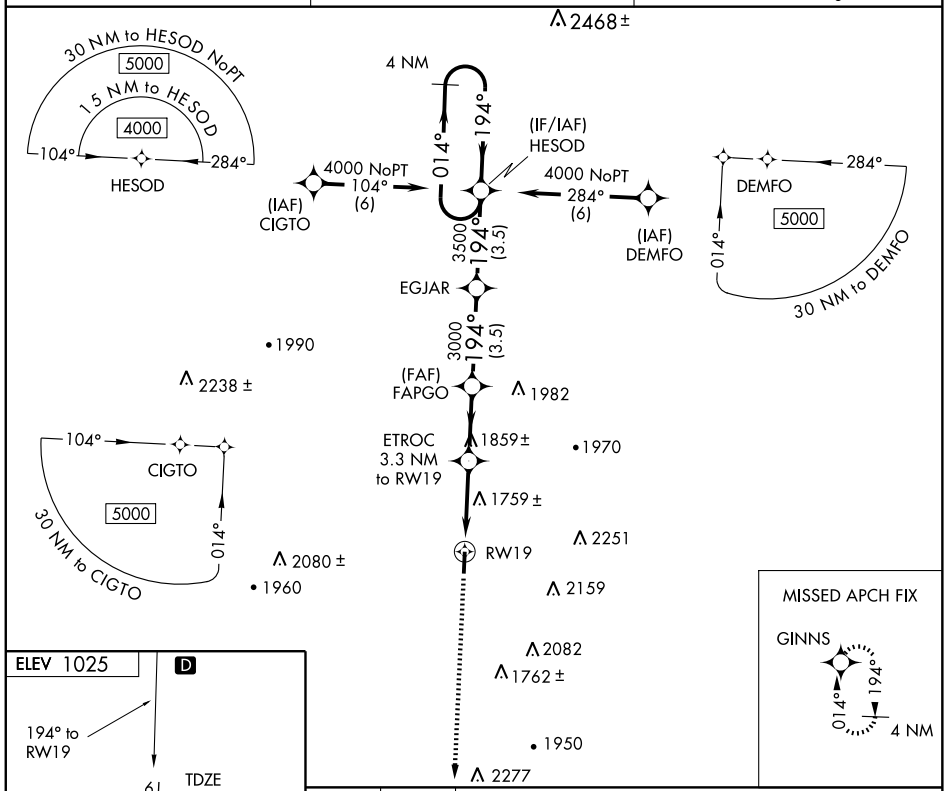
RNAV (GPS) RWY 19

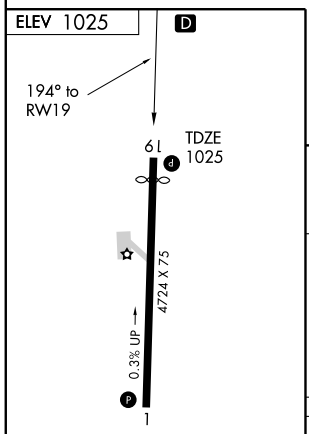
NORWICH / LT. WARREN EATON (OIC)

T A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet. Cat D straight-in minima NA when using Binghamton altimeter setting.

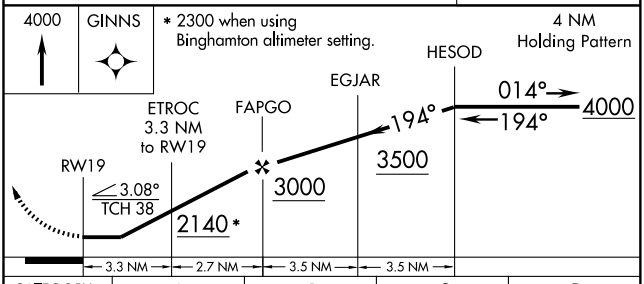
MISSED APPROACH: Climb to 4000 direct GINNS and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L





HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LNAV MDA	2020-1¼ 995 (1000-1¼)	2020-1½ 995 (1000-1½)	2020-3	995 (1000-3)
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME RKA	APP CRS	Rwy Idg	N/A
112.6 Chan 73	307°	TDZE	N/A
		Apt Elev	1025

VOR/DME-A

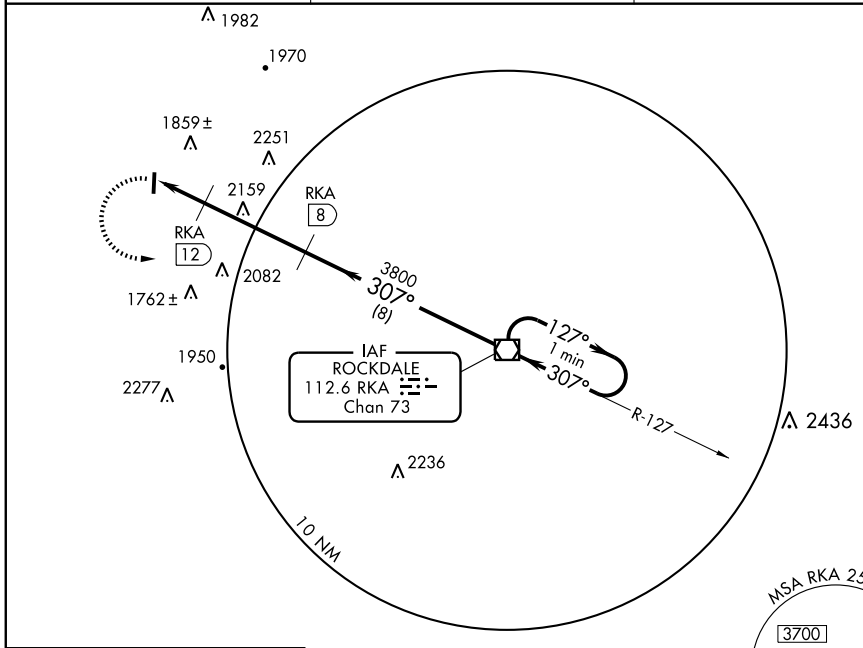
NORWICH / LT. WARREN EATON (OIC)

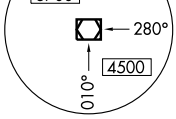
If local altimeter setting not received, use Greater Binghamton altimeter setting and increase all MDAs 160 feet.

NA

MISSED APPROACH: Climbing left turn to 3800, direct RKA VOR/DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L

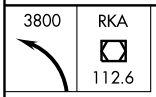


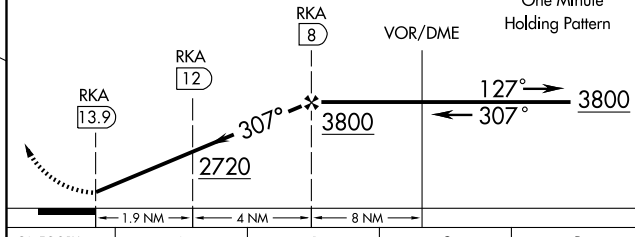


ELEV 1025 D

307° 5.9 NM from FAF

NoPT for arrivals on RKA VOR/DME airway radials 086 CW 155.





CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OGS	APP CRS	Rwy Idg	5200
110.7	269°	TDZE	297
Chan 44		Apt Elev	297

LOC RWY 27

OGDENSBURG INTL (OGS)

Circling to Rwy 9 NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet, S-27 Cats C and D and Circling Cats B/C/D visibility ¼ mile.

NA

MALS

MISSED APPROACH: Climbing left turn to 2000 direct OGIVE LOM and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.525	135.25 377.1	122.8 (CTAF) L

ADF REQUIRED

LOM/IAF
OGIVE
358 OG
I-OGS 5.5

LOCALIZER 110.7
I-OGS
Chan 44

692
590
689
638
489±
712
269°
089°
1 min
089°

LETUS
2000
055°
(6.4)

CANADA
UNITED STATES

10 NM

MSA OG 25 NM
1900
225°
045°
3000

1278

ELEV 297

TDZE
297
27
5200 X 150
269° 4.5 NM
from FAF
342

HIRL Rwy 9-27 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

2000
OG
358

VGSI and descent angles not coincident.

LOM
I-OGS 5.5

One Minute Holding Pattern

089°
269°
2000

I-OGS
1

269°

3.43°
TCH 52

4.5 NM

CATEGORY	A	B	C	D
S-27	740-1 443 (500-1)		740-1¼ 443 (500-1¼)	740-1½ 443 (500-1½)
CIRCLING	740-1 443 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5200
269°	TDZE	297
	Apt Elev	297

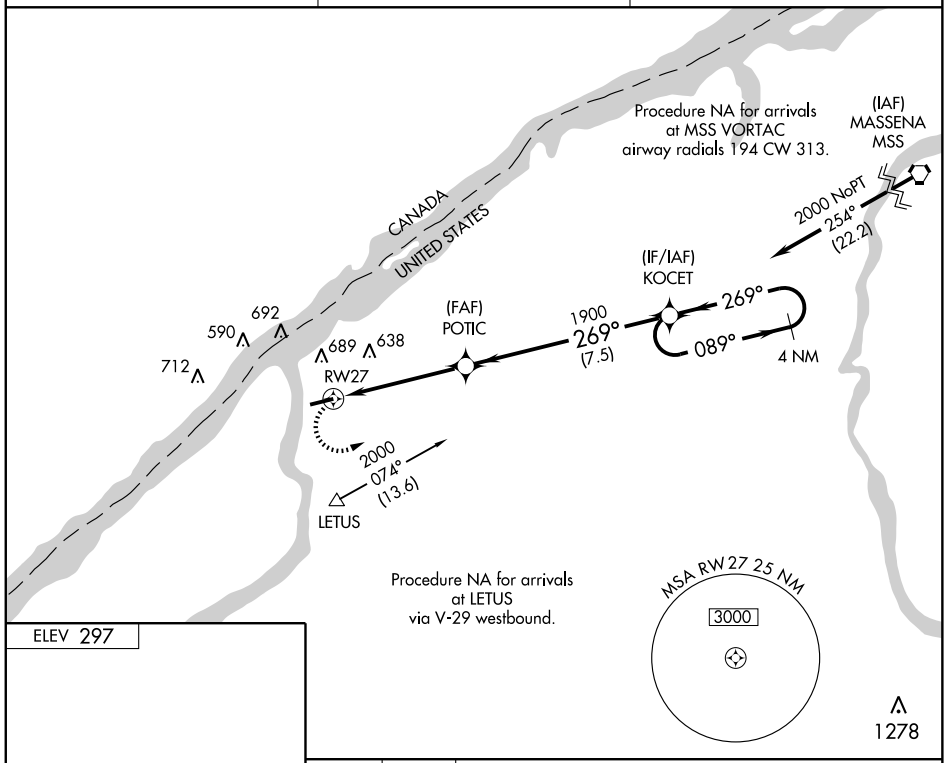
RNAV (GPS) RWY 27
OGDENSBURG INTL (OGS)

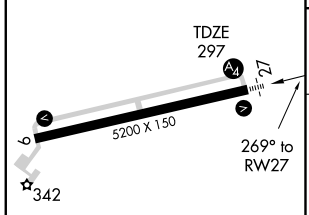
DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night. Inoperative table does not apply. When local altimeter setting not received use Massena altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat B, C, and D visibility ¼ mile.

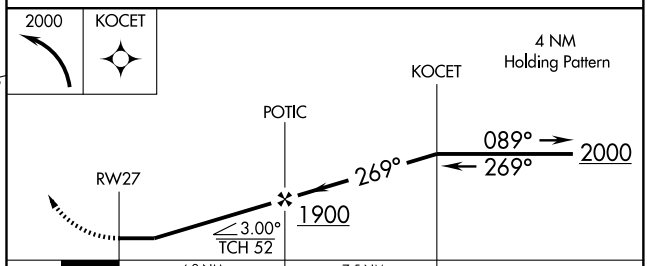
MALS

MISSED APPROACH: Climbing left turn to 2000 direct KOCET WP and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.525	135.25 377.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	780 - 1 483 (500-1)		780-1¼ 483 (500-1¼)	780-1½ 483 (500-1½)
CIRCLING	780-1 483 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)

HIRL Rwy 9-27

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-OLE	APP CRS	Rwy Idg	4600
109.3	223°	TDZE	2132
		Apt Elev	2135

LOC RWY 22

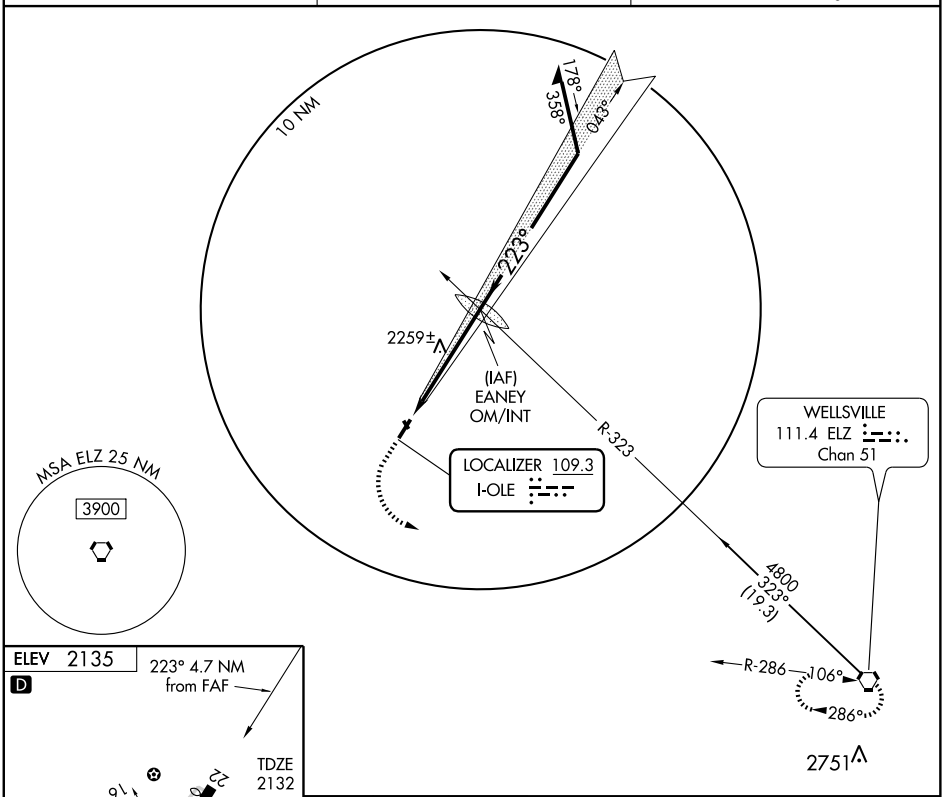
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

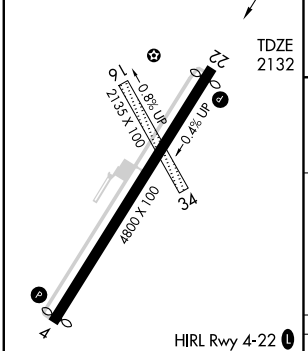
When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. When local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 80 feet and S-22 Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

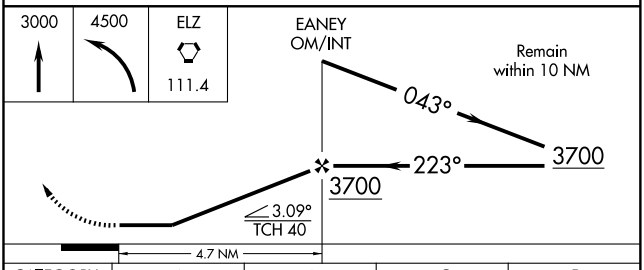
NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct ELZ VORTAC and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-22	2520-1 388 (400-1)			2520-1¼ 388 (400-1¼)
CIRCLING	2620-1 485 (500-1)		2620-1½ 485 (500-1½)	2700-2 565 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4700
CH 53401	043°	TDZE	2132
W04A		Apt Elev	2135

RNAV (GPS) RWY 4

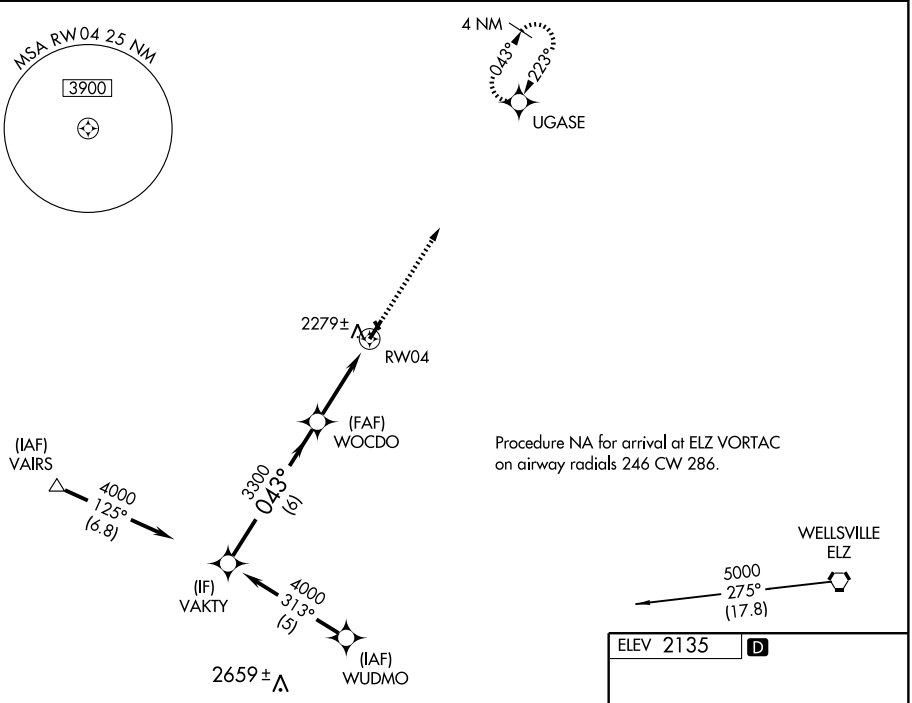
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

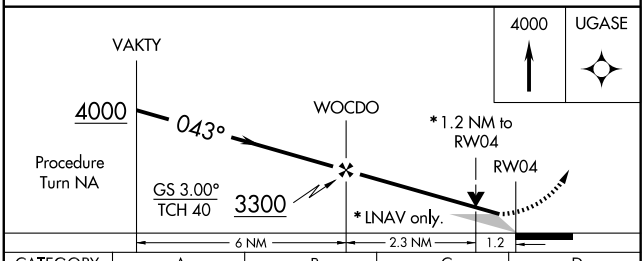
T A NA W

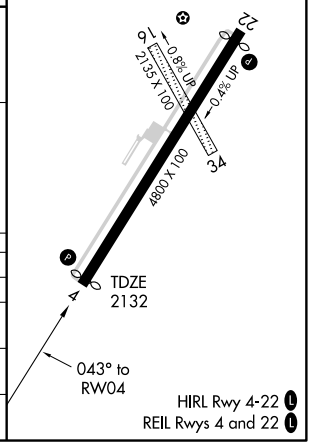
DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.

MISSED APPROACH: Climb to 4000 direct UGASE and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/ VNAV DA	2549-1½ 417 (500-1½)			
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)			2700-2 565 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4600
CH 99401	223°	TDZE	2132
W22A		Apt Elev	2135

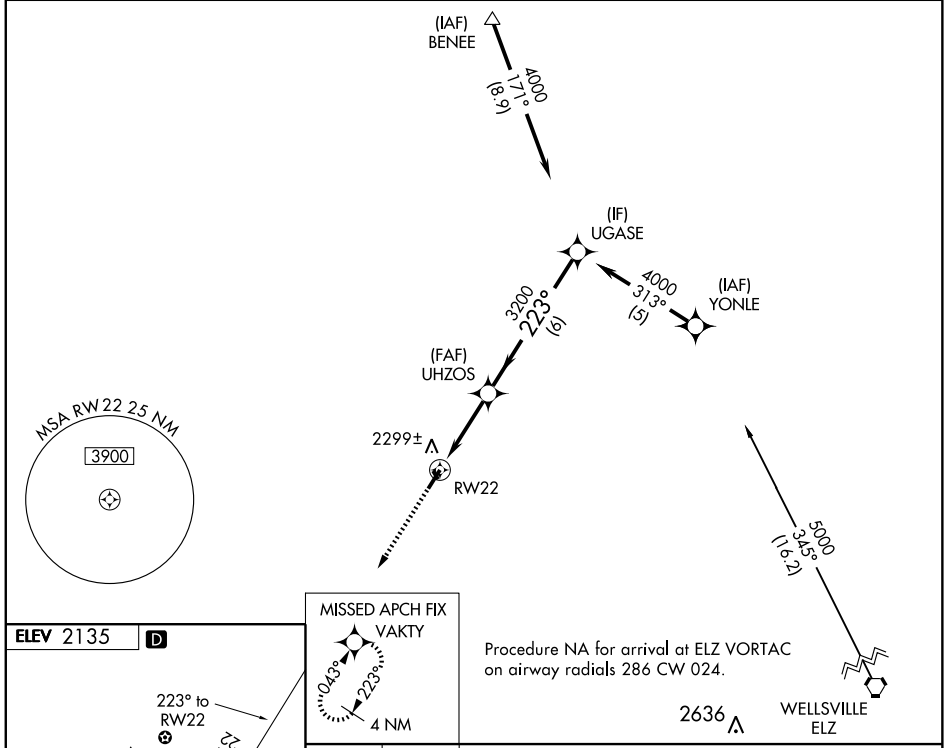
RNAV (GPS) RWY 22

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

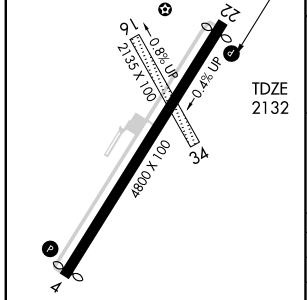
DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.

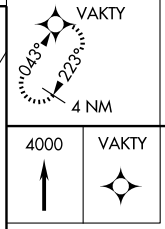
MISSED APPROACH: Climb to 4000 direct VAKTY and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L

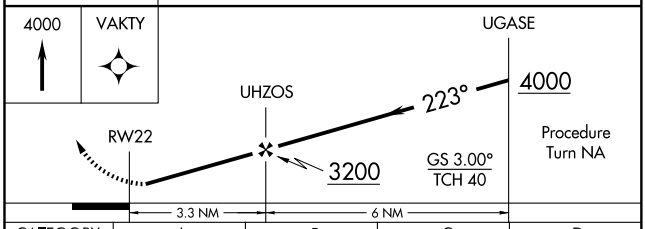


ELEV 2135 D





Procedure NA for arrival at ELZ VORTAC on airway radials 286 CW 024.



CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/ VNAV DA	2569-1½ 437 (500-1½)			
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)			2700-2 565 (600-2)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-OZX	APP CRS	Rwy Idg	4200
108.9	237°	TDZE	1758
		Apt Elev	1763

LOC RWY 24

ONEONTA MUNI (N66)

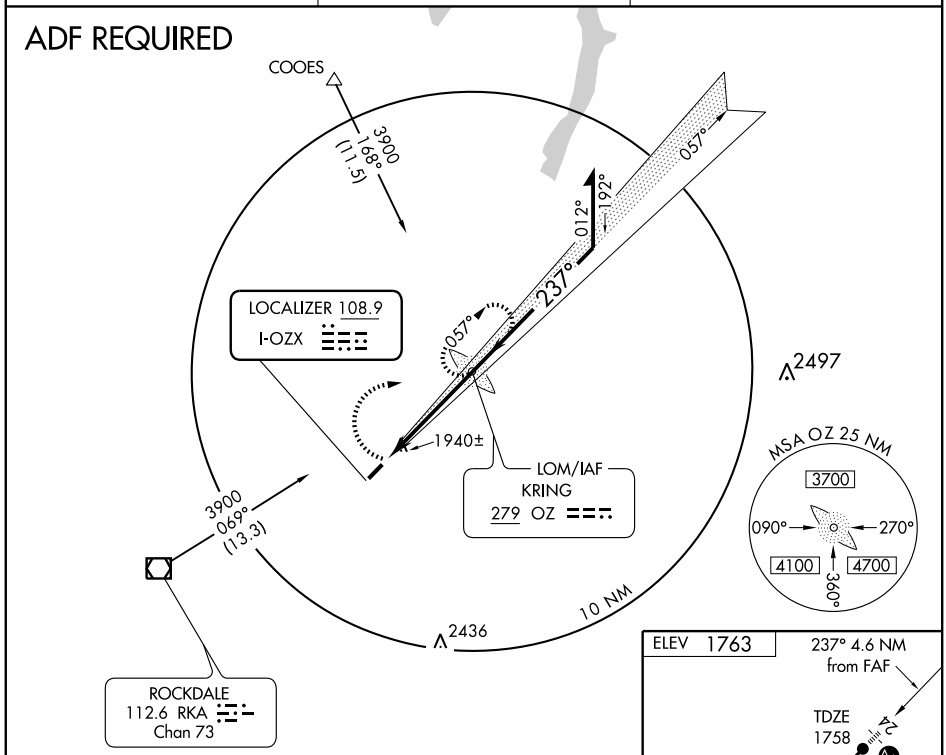
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet and increase Circling Cat B visibility ¼ . Inoperative table does not apply. Visibility reduction by helicopters NA. Localizer unusable 4.2 NM after passing OZ LOM.

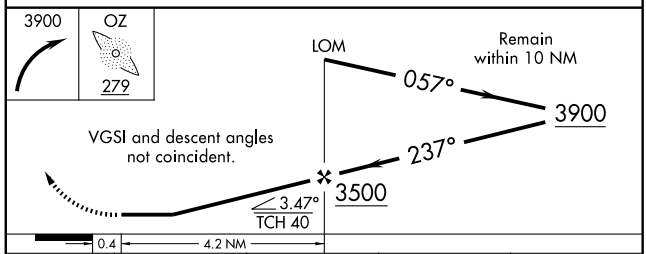
MALS

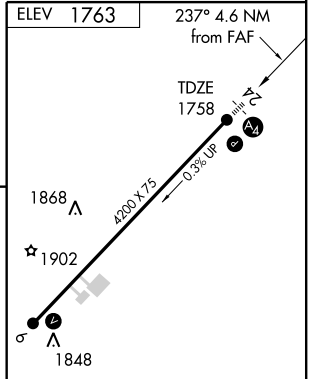
MISSED APPROACH: Climbing right turn to 3900 direct OZ LOM and hold, continue climb-in-hold to 3900.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L

ADF REQUIRED







MIRL Rwy 6-24
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
S-24	2220-1	462 (500-1)	NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4200
CH 86309	057°	TDZE	1763
W06A		Apt Elev	1763

RNAV (GPS) RWY 6

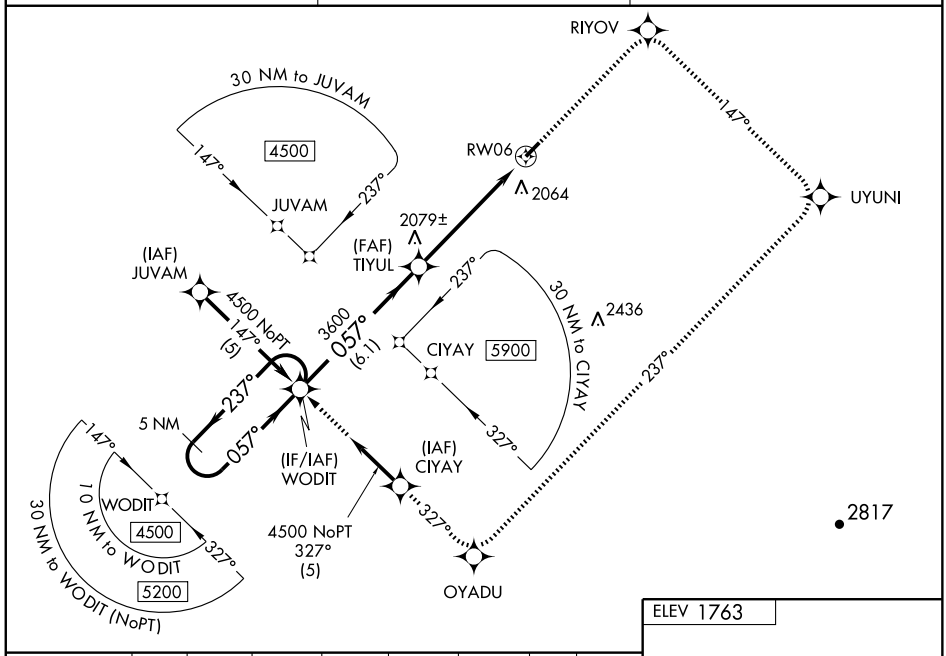
ONEONTA MUNI (N66)

When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

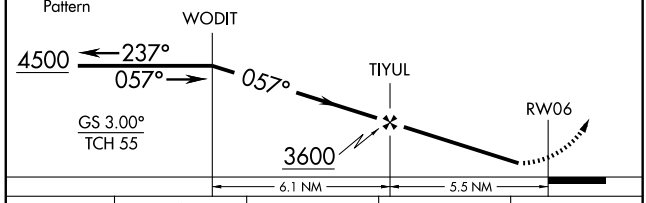
MISSED APPROACH: Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

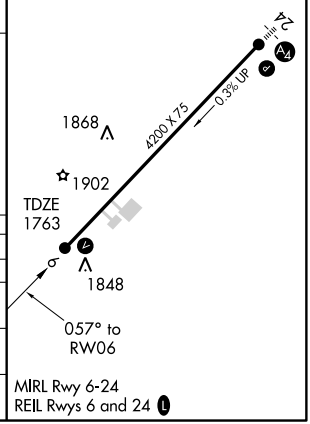
AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L



4500	RIYOV	147° track	UYUNI	237° track	OYADU	327° track	WODIT

5 NM Holding Pattern





CATEGORY	A	B	C	D
LPV DA	2075-1 312 (400-1)		NA	
LNAV/VNAV DA	2351-2 588 (600-2)		NA	
LNAV MDA	2260-1 497 (500-1)		NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

ONEONTA, NEW YORK

WAAS	APP CRS	Rwy Idg	4200
CH 70409	237°	TDZE	1758
W24A		Apt Elev	1763

RNAV (GPS) RWY 24

ONEONTA MUNI (N66)

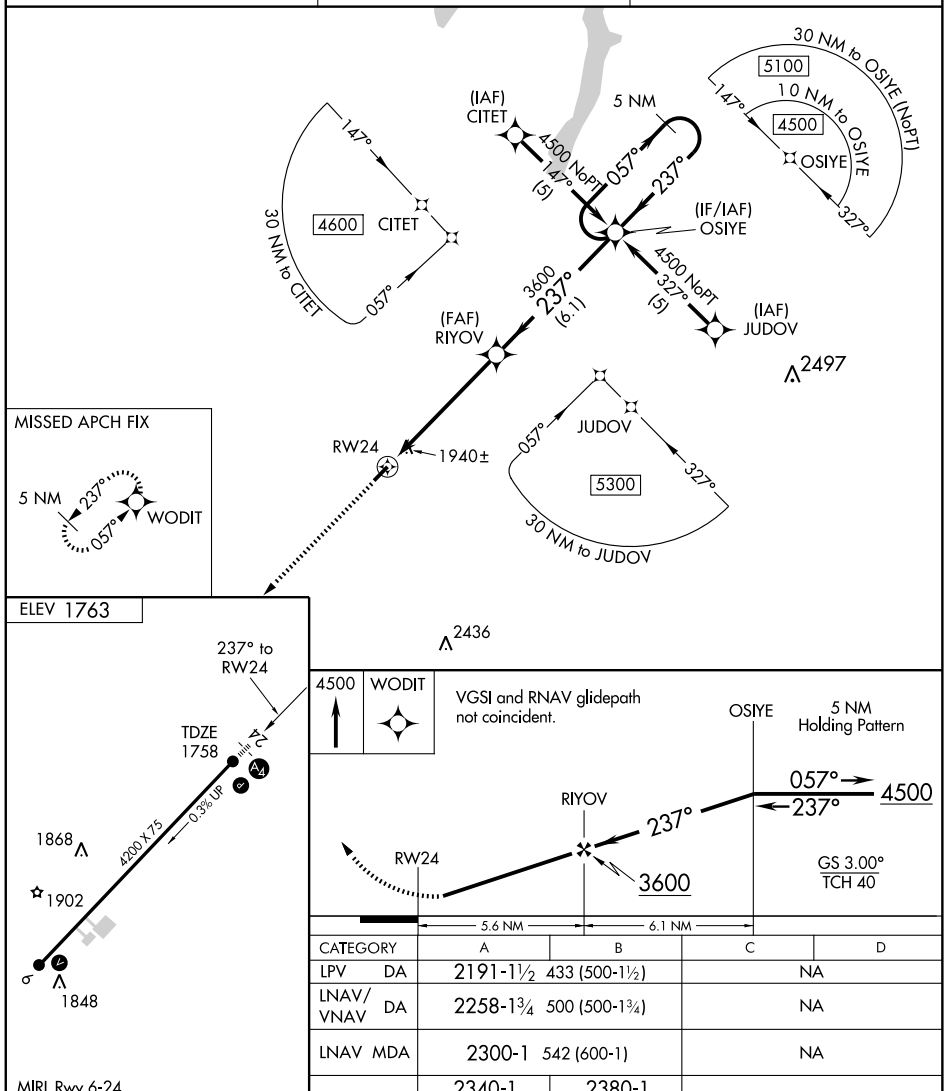
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and Circling visibility Cat B¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Inoperative table does not apply. DME/DME RNP-0.3 NA.

NA

MALS

MISSED APPROACH: Climb to 4500 direct WODIT and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L



MIRL Rwy 6-24
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
LPV DA	2191-1½ 433 (500-1½)		NA	
LNAV/VNAV DA	2258-1¾ 500 (500-1¾)		NA	
LNAV MDA	2300-1 542 (600-1)		NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME RKA	APP CRS	Rwy Idg	4200
112.6	078°	TDZE	1763
Chan 73		Apt Elev	1763

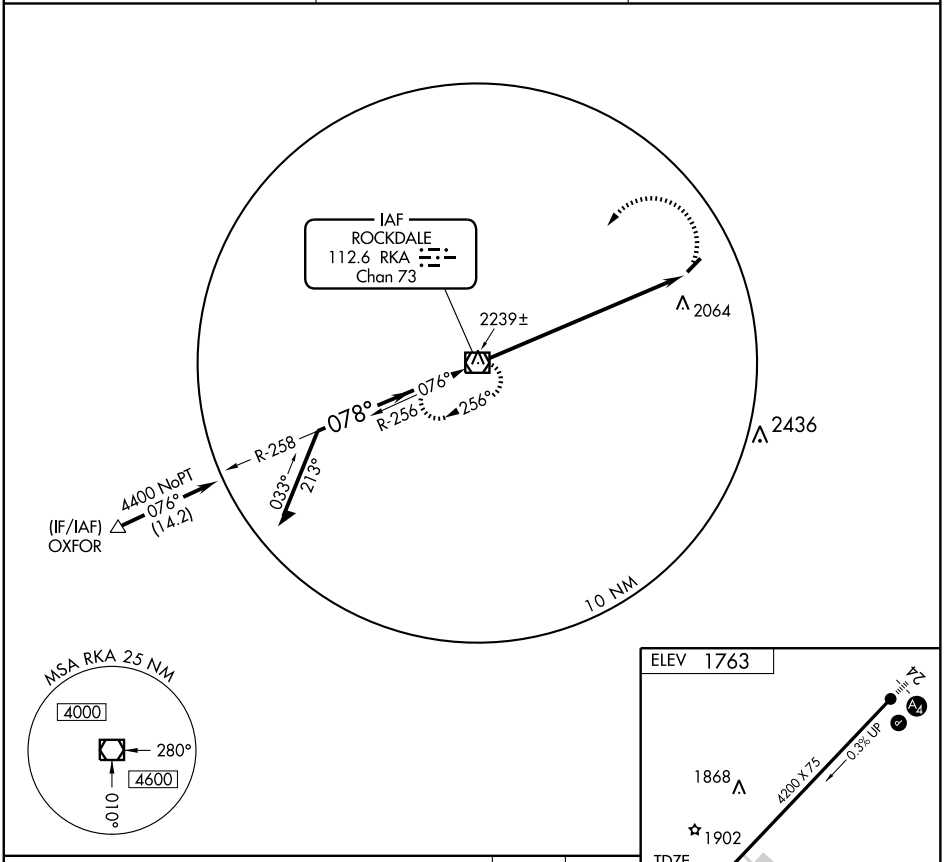
VOR RWY 6
ONEONTA MUNI (N66)

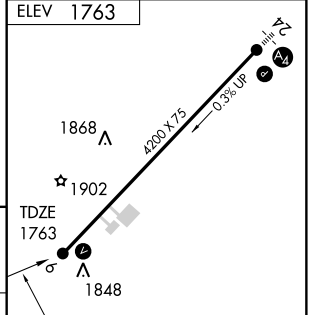
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-6 Cat B and Circling visibility Cat B ¼ mile. Visibility reduction by helicopters NA.

NA

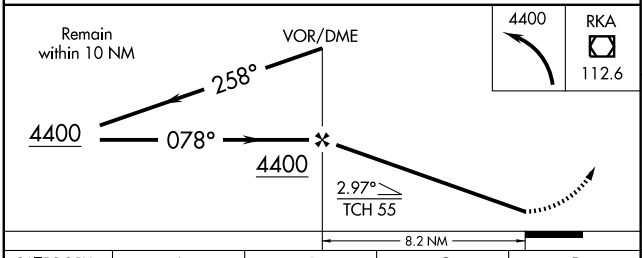
MISSED APPROACH:
Climbing left turn to 4400 direct RKA VOR/DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L





MIRL Rwy 6-24
REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
S-6	2440-1	677 (700-1)	NA	
CIRCLING	2440-1	677 (700-1)	NA	

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NE-2, 14 JAN 2010 to 11 FEB 2010

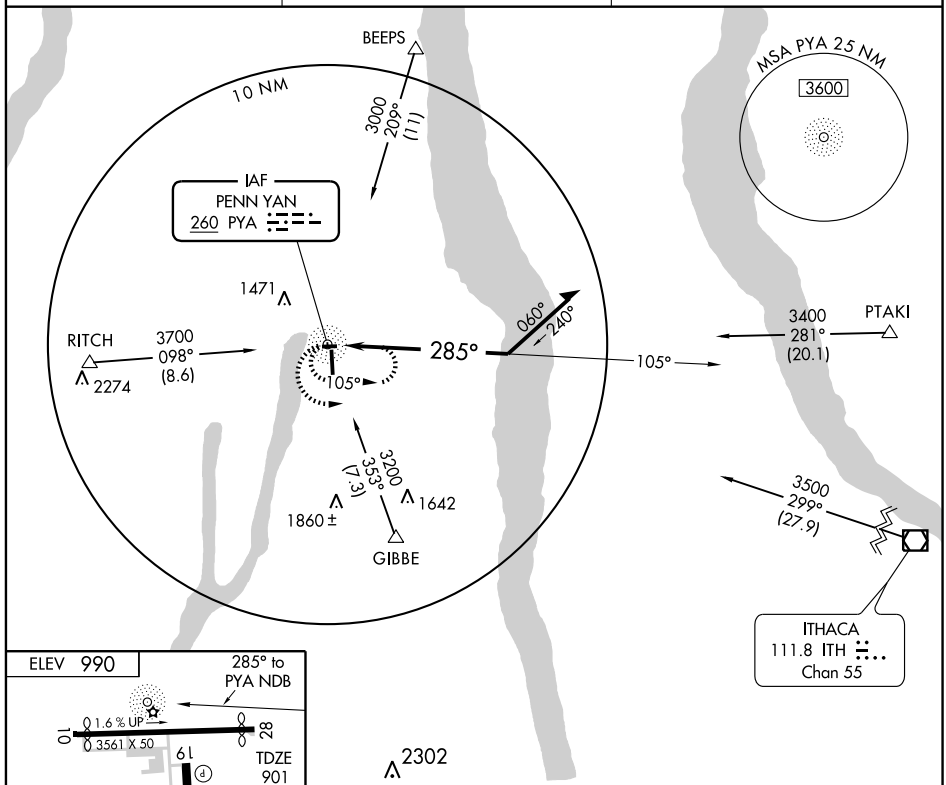
NDB PYA	APP CRS	Rwy Idg	3177
260	285°	TDZE	901
		Apt Elev	990

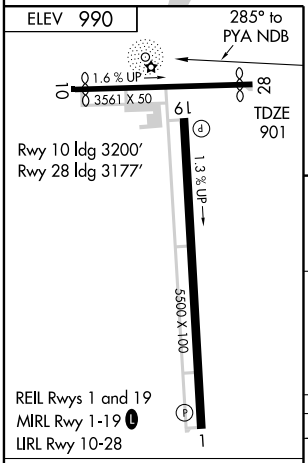
NDB RWY 28
PENN YAN (PEO)

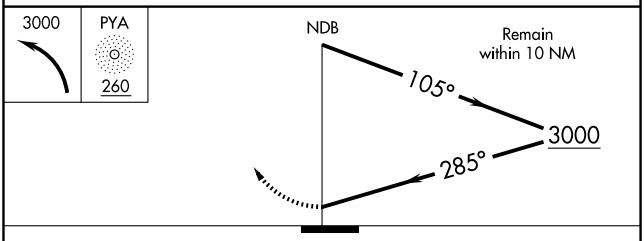
NA

MISSED APPROACH: Climbing left turn to 3000 in PYA NDB holding pattern.

ASOS	ELMIRA APP CON*	UNICOM
121.175	124.3 257.8	123.0 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-28	1600-1	699 (700-1)	1600-2 699 (700-2)	1600-2¼ 699 (700-2¼)
CIRCLING	1600-1	610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

NE-2. 14 JAN 2010 to 11 FEB 2010

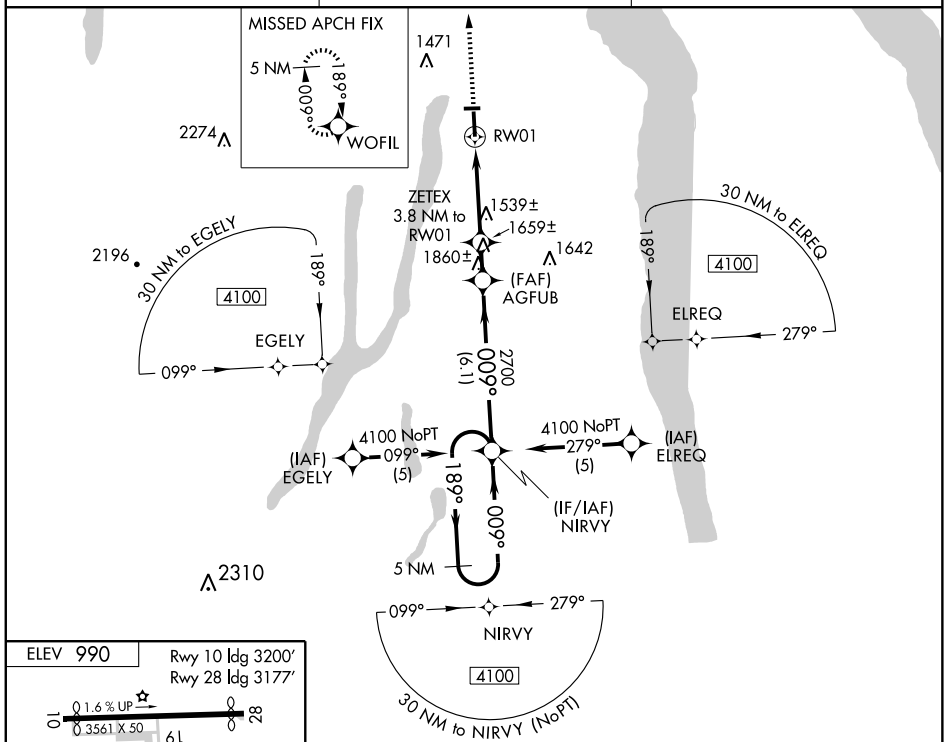
WAAS	APP CRS	Rwy Idg	5500
CH 99507	009°	TDZE	990
W01A		Apt Elev	990

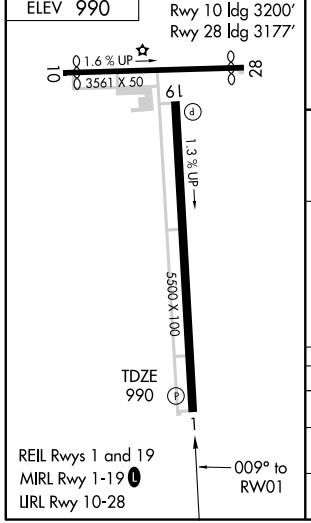
RNAV (GPS) RWY 1
PENN YAN (PEO)

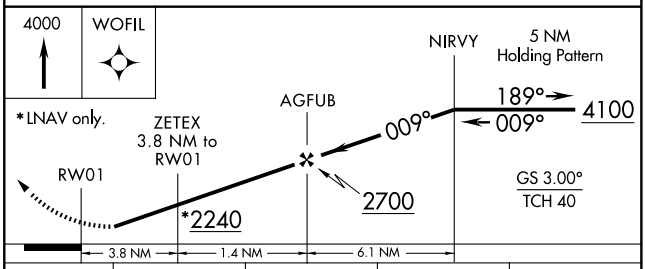
When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility ¼ mile, LNAV and Circling Cat A visibility ¼ mile, and LNAV and Circling Cats C and D visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct WOFIL and hold, continue climb in hold to 4000.

ASOS	ELMIRA APP CON*	UNICOM
121.175	124.3 257.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1360-1¼ 370 (400-1¼)			
LNAV MDA	1800-1 810 (900-1)	1800-1¼ 810 (900-1¼)	1800-2¼ 810 (900-2¼)	1800-2½ 810 (900-2½)
CIRCLING	1800-1 810 (900-1)	1800-1¼ 810 (900-1¼)	1800-2¼ 810 (900-2¼)	1800-2½ 810 (900-2½)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5500
189°	TDZE	968
	Apt Elev	990

RNAV (GPS) RWY 19

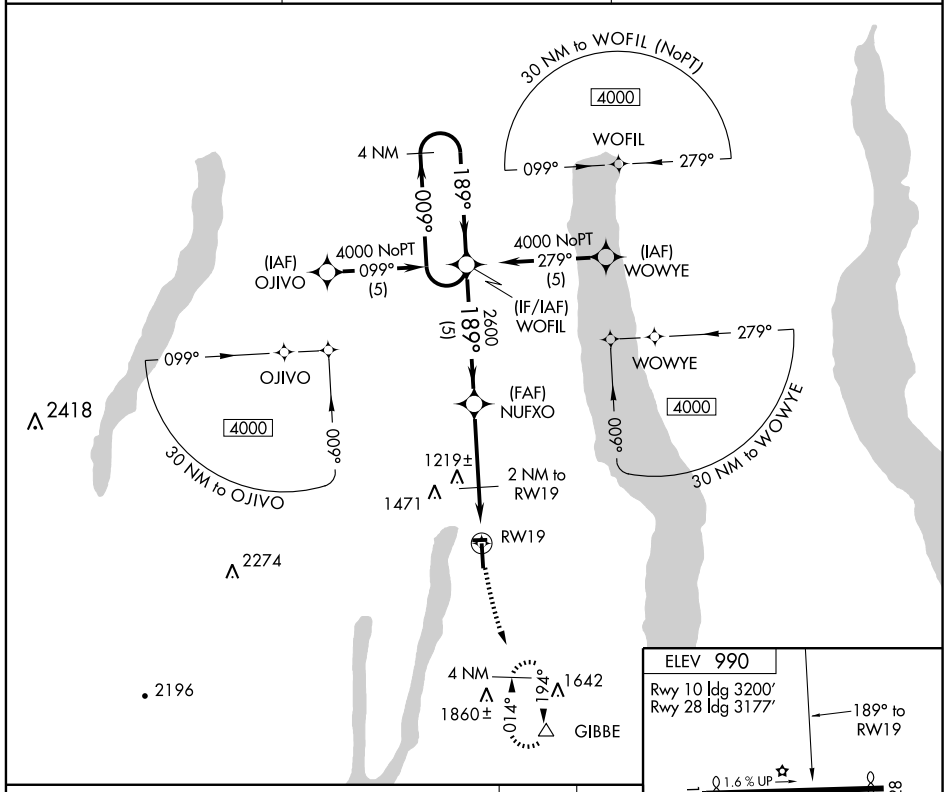
PENN YAN (PEO)

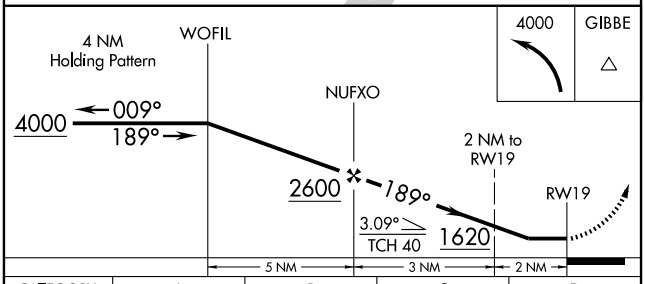
NA

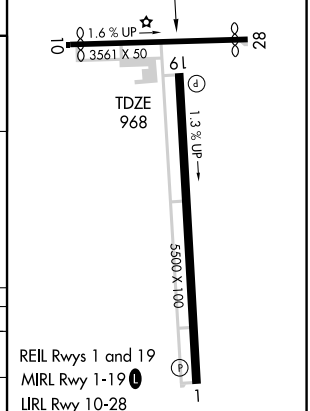
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct GIBBE WP and hold.

ASOS	ELMIRA APP CON★	UNICOM
121.175	124.3 257.8	123.0 (CTAF) L







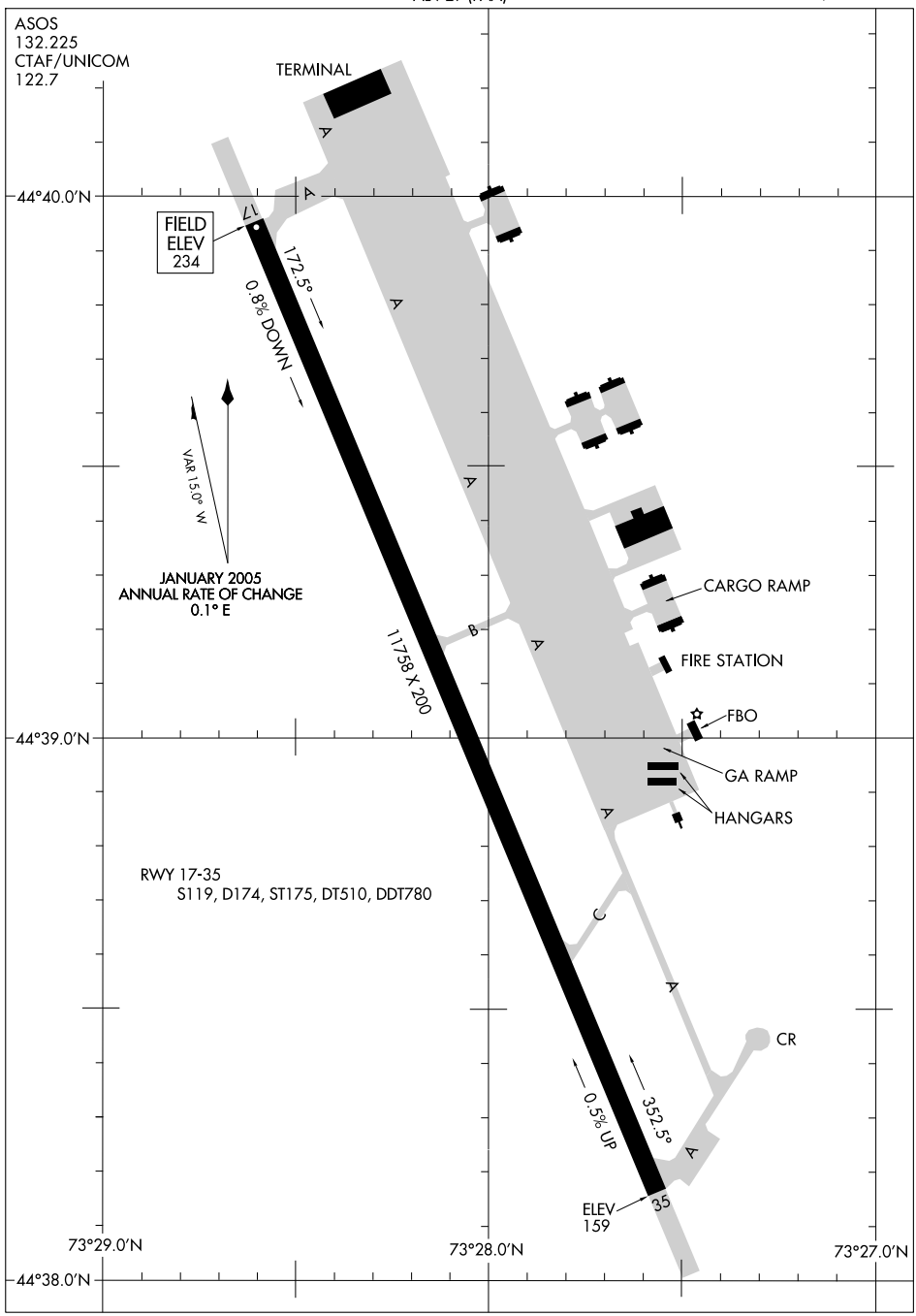
CATEGORY	A	B	C	D
LNAV MDA	1400-1 432 (500-1)		1400-1¼ 432 (500-1¼)	1400-1½ 432 (500-1½)
CIRCLING	1480-1 490 (500-1)	1600-1 610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-729 (FAA)

PLATTSBURGH INTL (PBG)
PLATTSBURGH, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

HI-VOR/DME or TACAN RWY 35

VORTAC PLB	APCH CRS	Rwy ldg 11,759
116.9	332°	TDZE 177
Chan 116		Arpt Elev 235

JAL-729 [USAF]

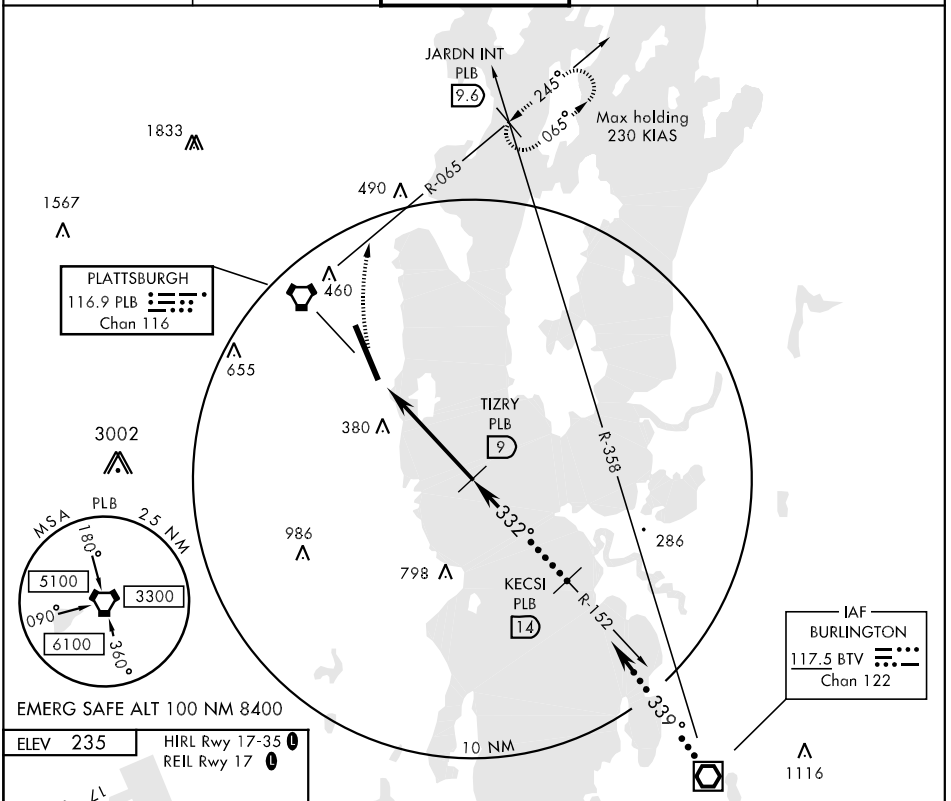
PLATTSBURGH INTL (PBG)

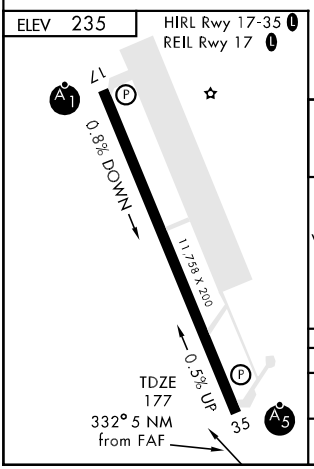
Use Clinton County altimeter setting.

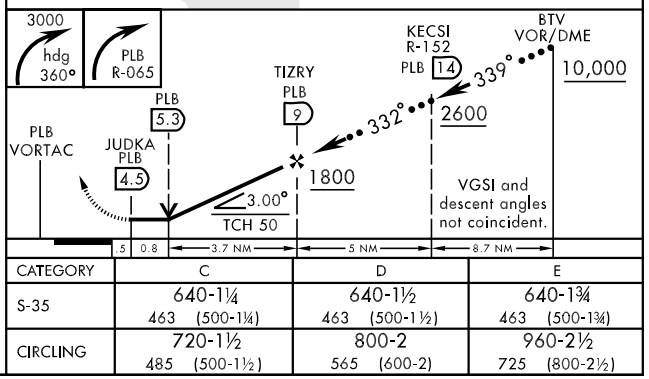
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN INT/ PLB 9.6 DME and hold, hold NE, LT, 245° inbound.

BURLINGTON ★ APP CON	CLINTON COUNTY ASOS	UNICOM	CLNC DEL	
121.1 278.8	132.225	122.7 (CTAF)	121.85	122.975 L







CATEGORY	C	D	E
S-35	640-1¼ 463 (500-1¼)	640-1½ 463 (500-1½)	640-1¾ 463 (500-1¾)
CIRCLING	720-1½ 485 (500-1½)	800-2 565 (600-2)	960-2½ 725 (800-2½)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-FQV	APP CRS	Rwy Idg	11758
109.7	352°	TDZE	177
Chan 34		Apt Elev	234

ILS or LOC/DME RWY 35

PLATTSBURGH INTL (PBG)

When local altimeter setting not received, use Burlington Intl altimeter setting and increase DA to 431, increase all MDAs 60 feet.
NA VDP NA when using Burlington Intl altimeter setting.
When MALSR inoperative, increase visibility S-ILS 35 Cat E ¼ mile and S-LOC 35 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 3000 via heading 023° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold, continue climb-in-hold to 3000.

ASOS	BURLINGTON APP CON★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L

1703 ±
1830
1567
3002
985
343 ±
319±
379±
480

JARDN INT
PLB 9.6
245°
065°
R-065
R-358
BTV

MSA PLB 25 NM
180°
5100
090°
3400
6100
360°

PLATTSBURGH
116.9 PLB
Chan 116

DME REQUIRED

LOCALIZER 109.7
I-FQV
Chan 34

10 NM

Maximum holding airspeed 230 KIAS

LOM
HERRO
BT 382

BAVDE
I-FQV 8.3

2200
(6.1)
352°
172°
3000 NoPT
308°
(7.8)

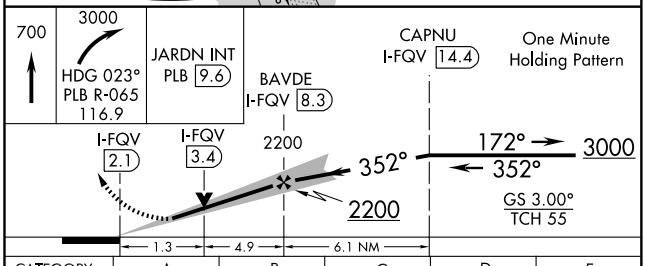
(IF/IAF)
CAPNU
I-FQV 14.4

IAF
BURLINGTON
117.5 BTV
Chan 122

Procedure NA for arrivals on BTV VOR/DME airway radials 311 CW 335.

ALTERNATE MISSED APCH FIX
326°
146°
326°
HERRO
BT
382

ELEV 234
402±
0.8% DOWN
11758X200
0.5% UP
3615
TDZE
177
35
352° 6.1 NM from FAF
REIL 17 L
HIRL Rwy 17-35 L



CATEGORY	A	B	C	D	E
S-ILS 35	377-½ 200 (200-½)				
S-LOC 35	580-½ 403 (400-½)		580-¾ 403 (400-¾)		580-1 403 (400-1)
CIRCLING	680-1 446 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	11758
CH 40402	172°	TDZE	234
W17A		Apt Elev	234

RNAV (GPS) RWY 17

PLATTSBURGH INTL (PBG)

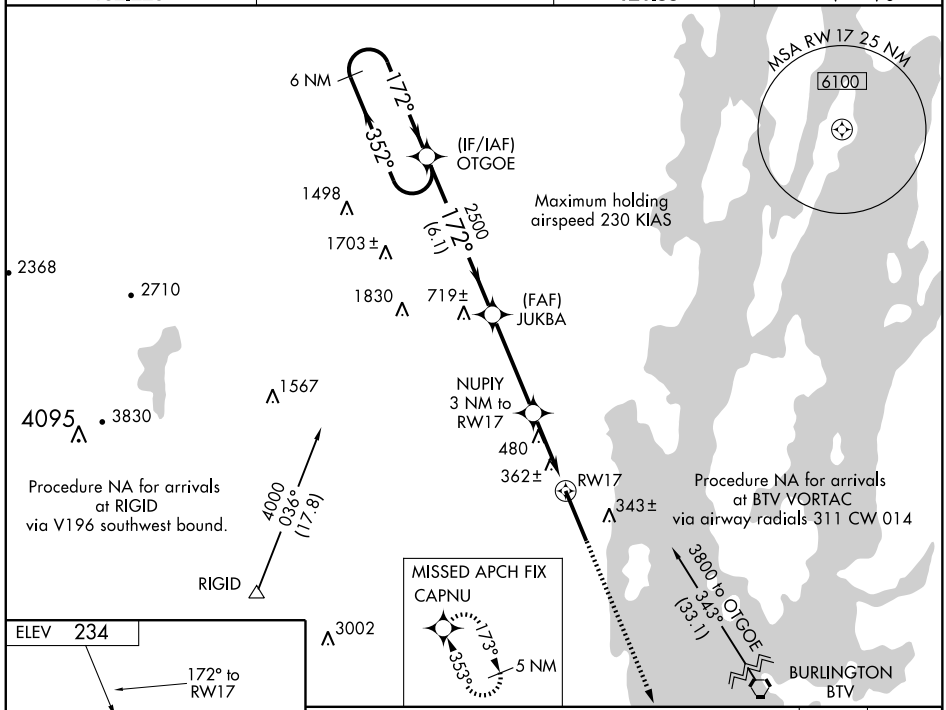
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 615, LNAV/VNAV DA to 794, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative ALSF, increase LPV all cats and LNAV Cats A/B visibilities ¼ mile, and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

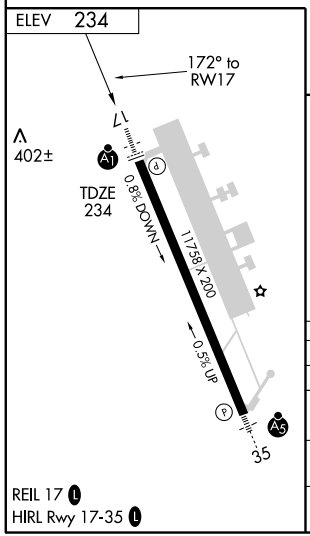
T NA W

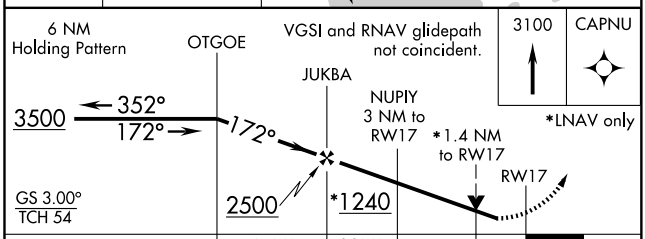
ALSF-1 A1

MISSED APPROACH: Climb to 3100 direct CAPNU and hold.

ASOS	BURLINGTON APP CON★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	561-¾ 327 (400-¾)				
LNAV/VNAV DA	706-1¼ 472 (500-1¼)				
LNAV MDA	740-¾ 506 (600-¾)		740-1 506 (600-1)		740-1¼ 506 (600-1¼)
CIRCLING	740-1 506 (600-1)		740-1½ 506 (600-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	11758
CH 78003	353°	TDZE	177
W35A		Apt Elev	234

RNAV (GPS) RWY 35

PLATTSBURGH INTL (PBG)

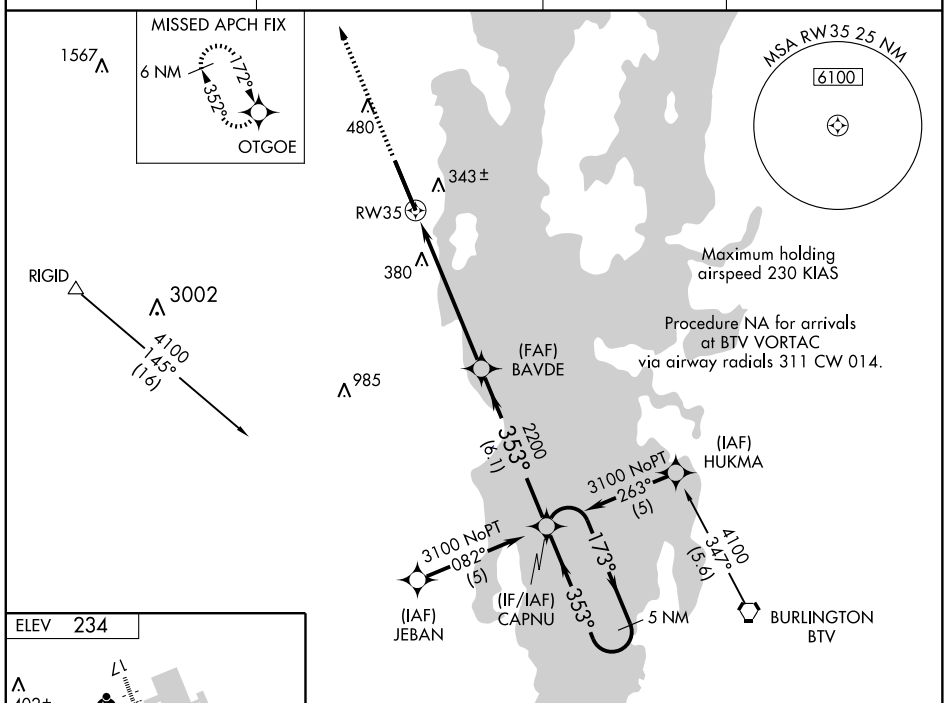
T A NA W

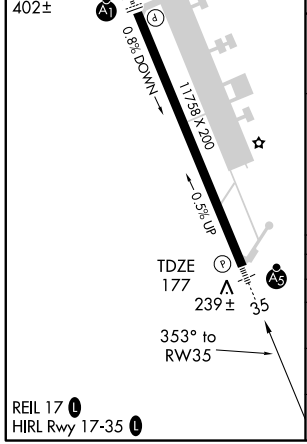
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 481, LNAV/VNAV DA to 591, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.

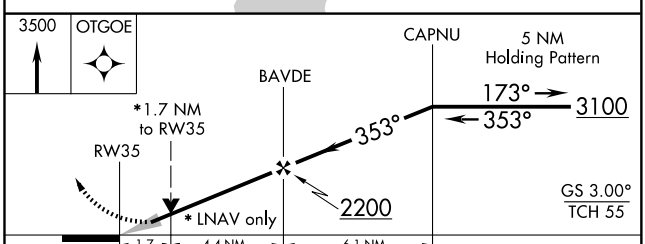
MALSR

MISSED APPROACH: Climb to 3500 direct OTGOE and hold.

ASOS	BURLINGTON APP CON★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	427-½ 250 (200-½)				
LNAV/ VNAV DA	537-¾ 360 (400-¾)				
LNAV MDA	700-½ 523 (500-½)		700-1 523 (500-1)	700-1¼ 523 (500-1¼)	
CIRCLING	700-1 466 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC PLB 116.9 Chan 116	APP CRS 332°	Rwy Idg 11758 TDZE 177 Apt Elev 235

VOR/DME RWY 35

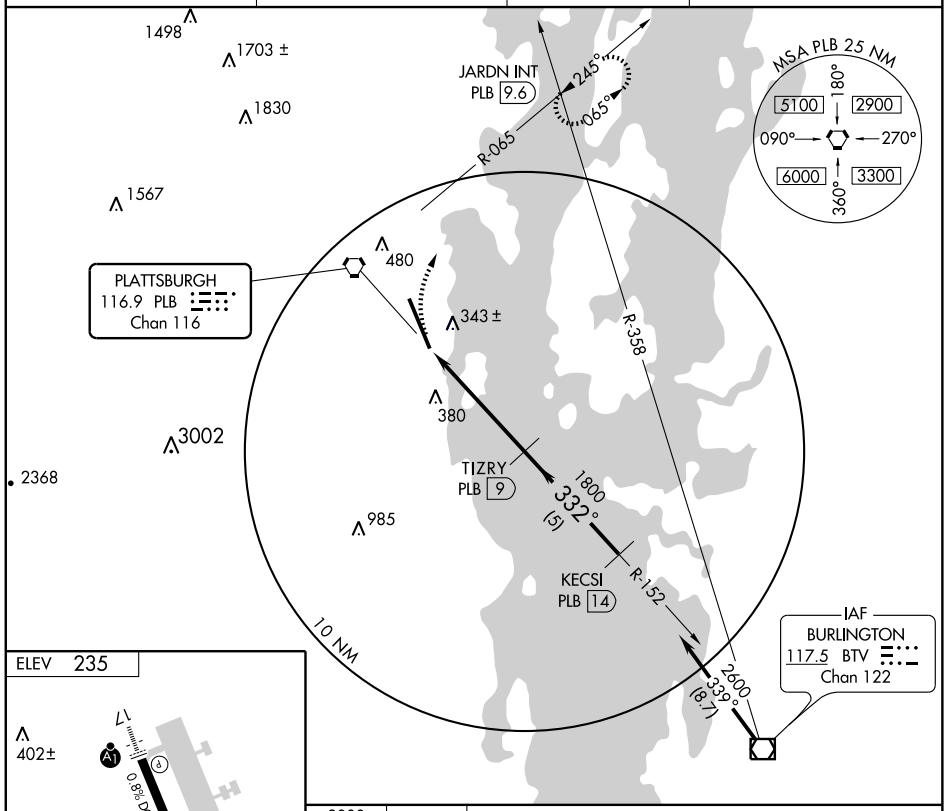
PLATTSBURGH INTL (PBG)

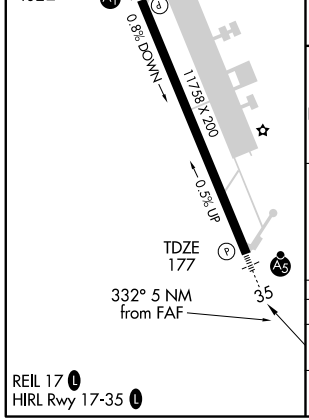
NA — When local altimeter setting not received, use Burlington Intl altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

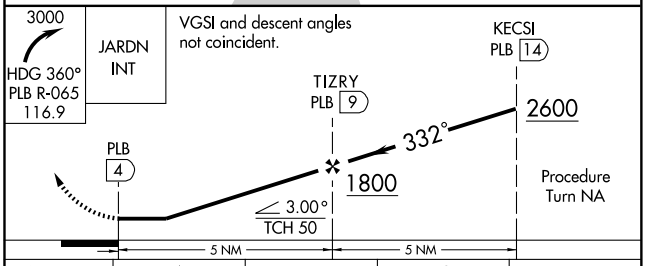
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold.

ASOS	BURLINGTON APP CON ★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-35	640-1 463 (500-1)		640-1¼ 463 (500-1¼)	640-1½ 463 (500-1½)
CIRCLING	700-1 465 (500-1)		720-1½ 485 (500-1½)	800-2 565 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

NDB PTD 400	APP CRS 235°	Rwy Idg 3705 TDZE 474 Apt Elev 474

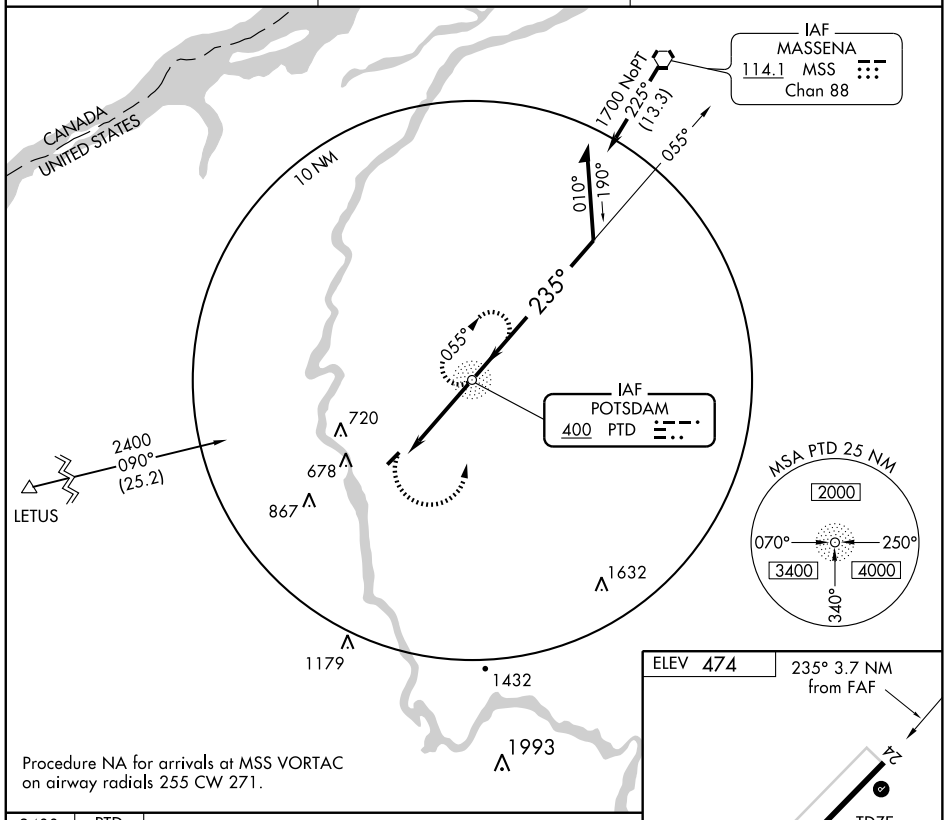
NDB RWY 24

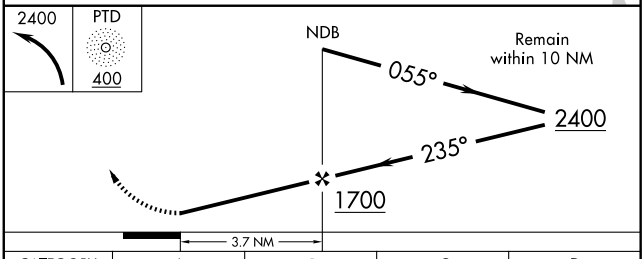
POTSDAM MUNI (DAMON FIELD) (PTD)

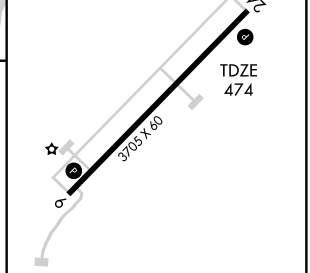
T NA If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.325	135.25 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-24	920-1 446 (500-1)		920-1¼ 446 (500-1¼)	NA
CIRCLING	920-1 446 (500-1)	1040-1 566 (600-1)	1040-1½ 566 (600-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3705
238°	TDZE	474
	Apt Elev	474

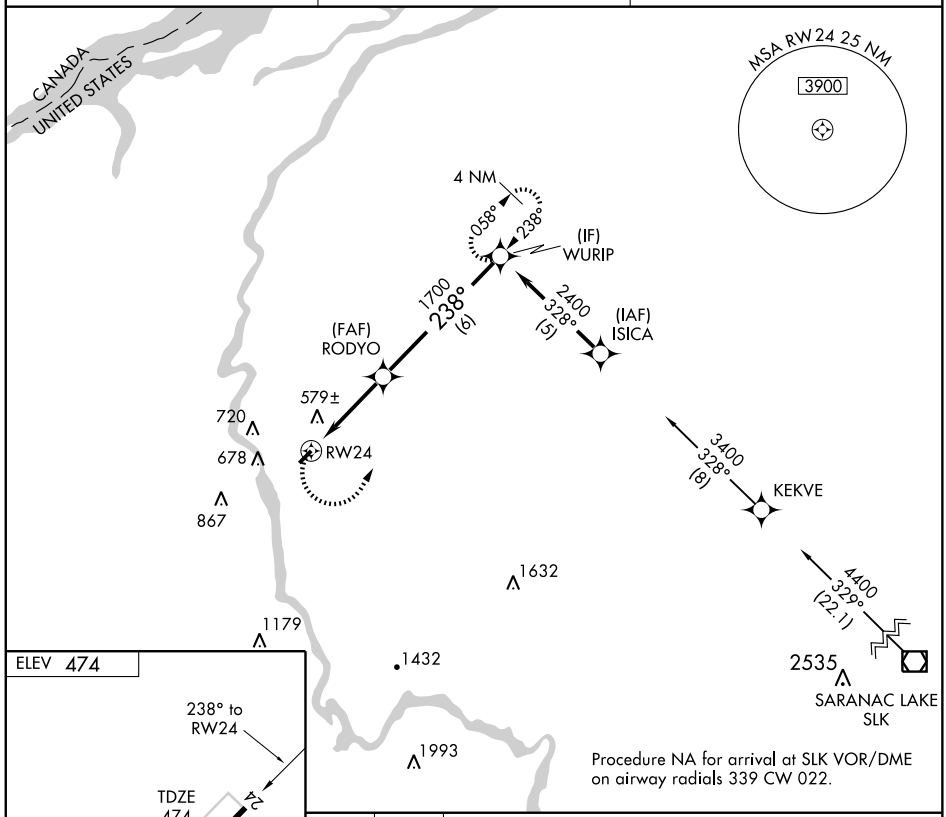
RNAV (GPS) RWY 24

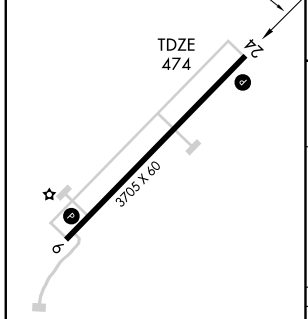
POTSDAM MUNI (DAMON FIELD) (PTD)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

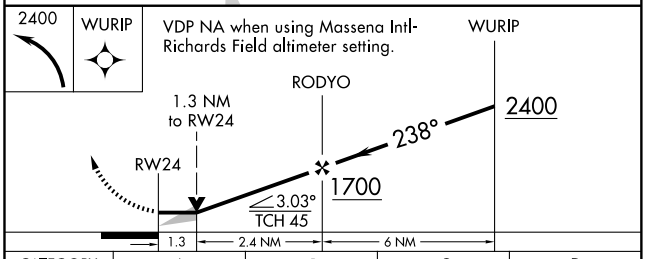
MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.325	135.25 377.1	122.8 (CTAF) L





REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	880-1 406 (500-1)		880-1¼ 406 (500-1¼)	NA
CIRCLING	880-1 406 (500-1)	1040-1 566 (600-1)	1040-1½ 566 (600-1½)	NA

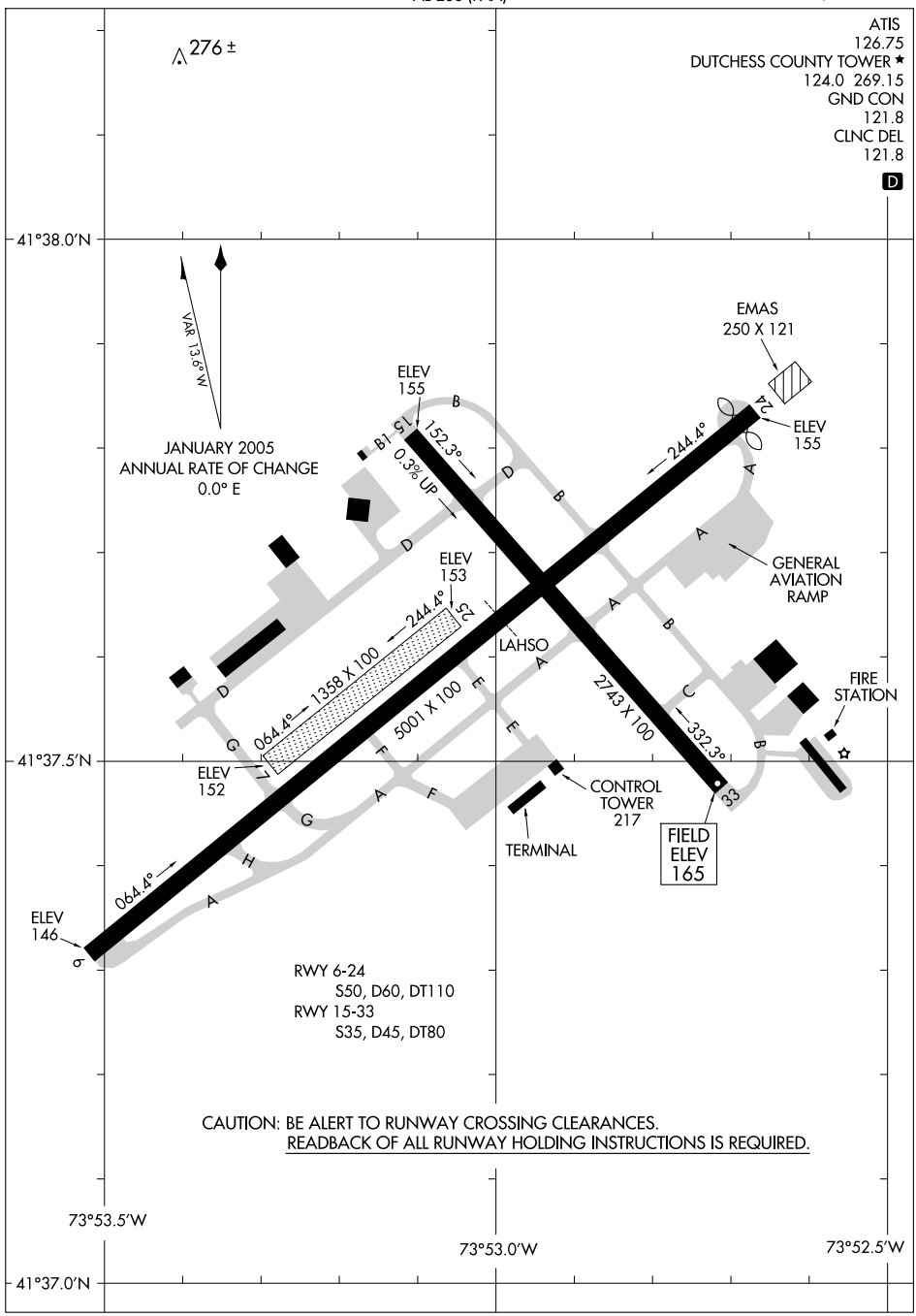
NE-2, 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)
POUGHKEEPSIE, NEW YORK



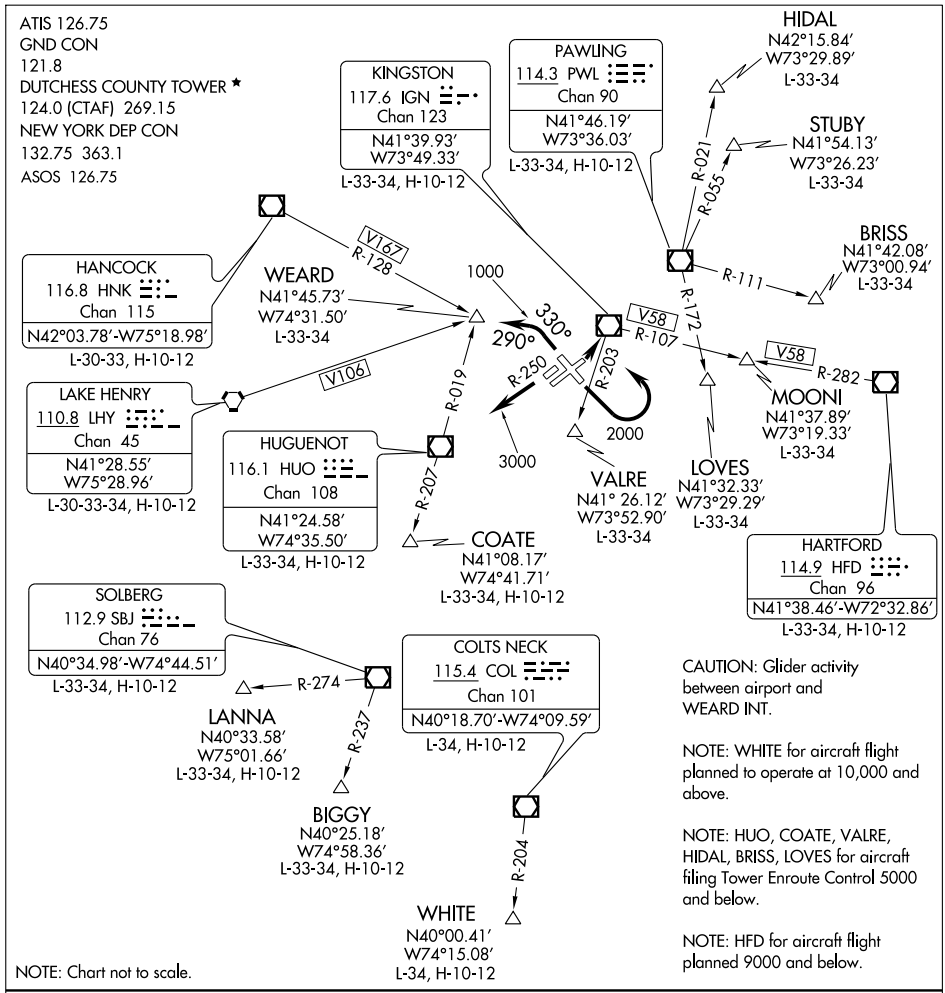
NE-2, 14 JAN 2010 to 11 FEB 2010

DUTCHESS FOUR DEPARTURE

SL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)

POUGHKEEPSIE, NEW YORK



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct to IGN VOR/DME, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 15: Climb on runway heading, leaving 2000′, turn left direct IGN VOR/DME, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 24: Climb on IGN VOR/DME R-250, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 33: Climb on heading 330°, leaving 1000′ turn left heading 290°, maintain 3000′. Thence. . . .

. . . . Via vectors to assigned Route/Fix/NAVAID. Expect clearance to filed altitude 10 minutes after departure.

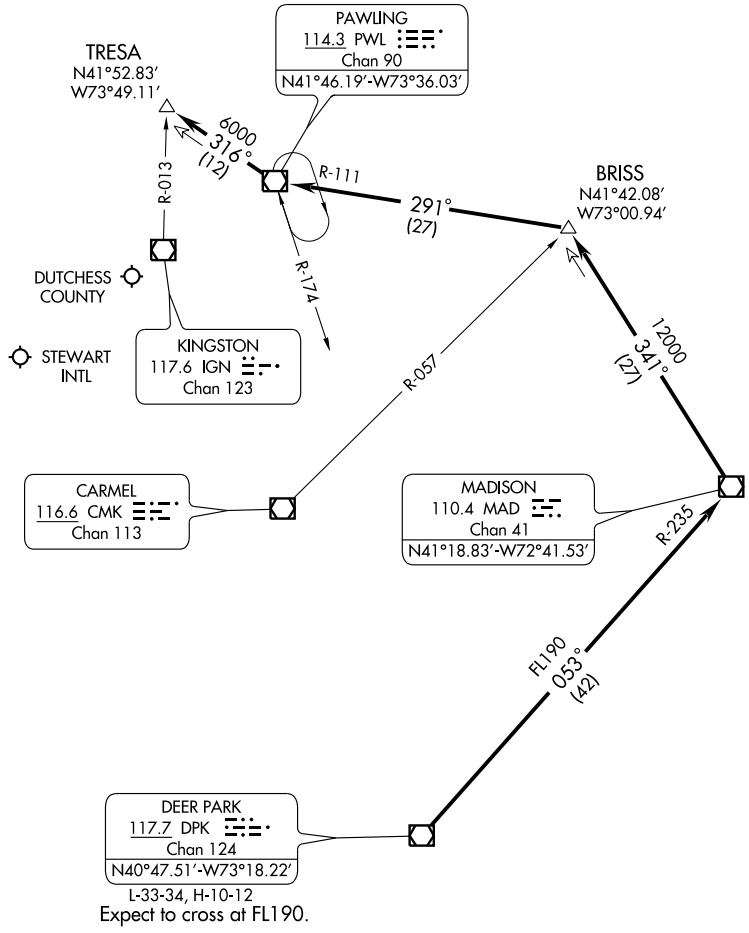
LOST COMMUNICATIONS: If radio contact is not established/lost for two minutes after departing, proceed on course and climb to 5000 feet. Ten minutes after departure, climb to requested altitude/flight level.

NE-2, 14 JAN 2010 to 11 FEB 2010

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75



NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

LOC I-POU	APP CRS	Rwy Idg	5001
111.3	063°	TDZE	156
		Apt Elev	165

ILS or LOC RWY 6

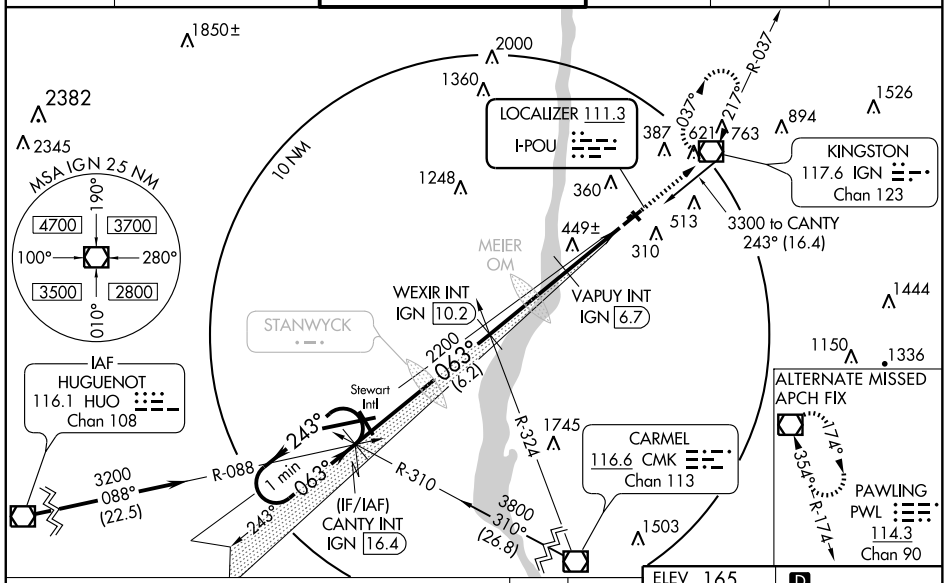
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

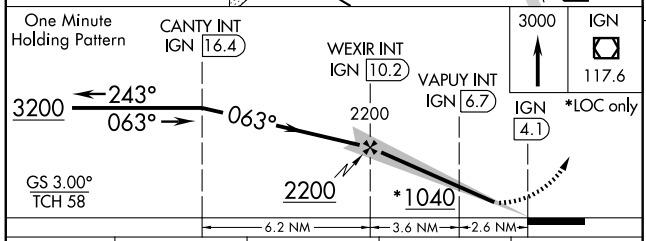
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and MDA 80 feet, increase VAPUY fix minimums: S-LOC 6 Cat D and circling Cat B, C, and D visibility ¼ mile. Inoperative table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A, B and VAPUY fix minimums S-LOC 6 Cats A, B. For inoperative MALSR, increase VAPUY fix minimums S-LOC 6 Cat C visibility to 1¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1¼. ** DME from IGN VOR/DME.

MALSR

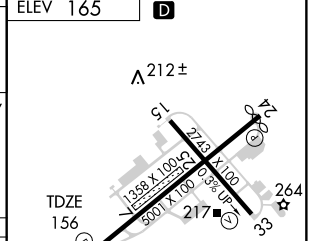
MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER *	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95





CATEGORY	A	B	C	D
S-ILS 6	469-1 313 (400-1)			
S-LOC 6	1040-1 884 (900-1)		1040-2¼ 884 (900-2¼)	1040-2½ 884 (900-2½)
CIRCLING	1040-1¼ 875 (900-1¼)		1040-2¾ 875 (900-2¾)	1040-3 875 (900-3)
VAPUY FIX MINIMUMS**				
S-LOC 6	640-1 484 (500-1)			
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)



MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 42910	063°	TDZE	156
W06A		Apt Elev	165

RNAV (GPS) RWY 6

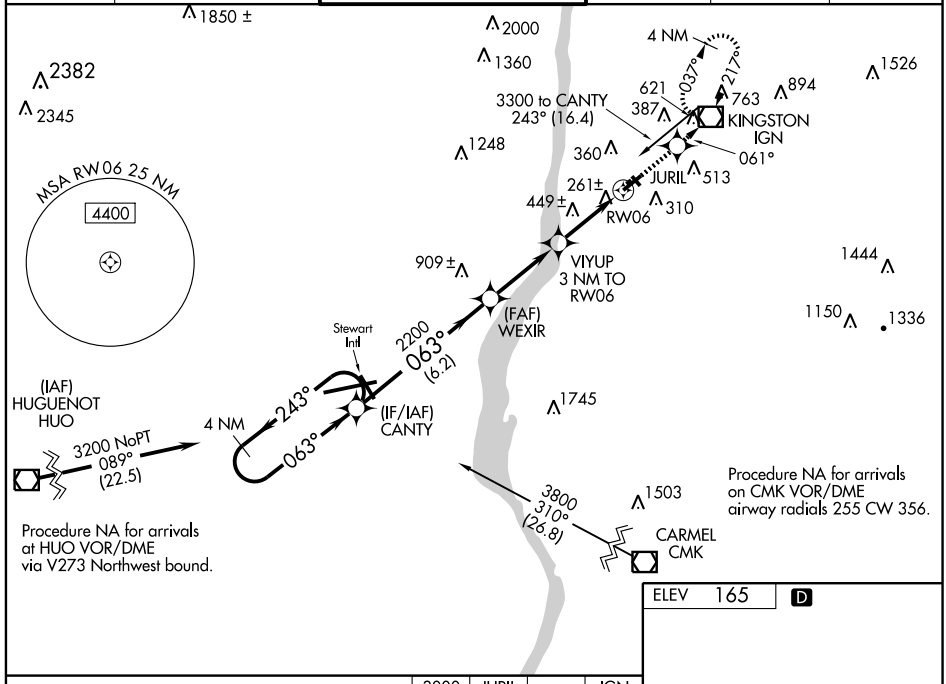
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

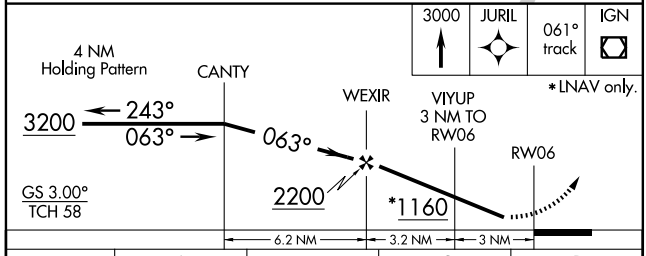
Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 71 feet and MDA 80 feet, and increase LNAV/VNAV all Cat, LNAV Cats C, D and Circling Cat B, C, D visibility ¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase LPV all Cats visibility to 1 ½ mile.

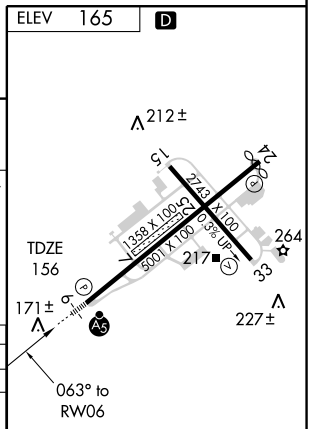
MALSR

MISSED APPROACH: Climb to 3000 direct JURIL and via 061° track to IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	503-1 347 (400-1)			
LNAV/VNAV DA	738-1½ 582 (600-1½)			
LNAV MDA	740-1 584 (600-1)			740-1 ¼ 584 (600-1¼)
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-1)	840-2¼ 675 (700-2¼)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4888
243°	TDZE	157
	Apt Elev	165

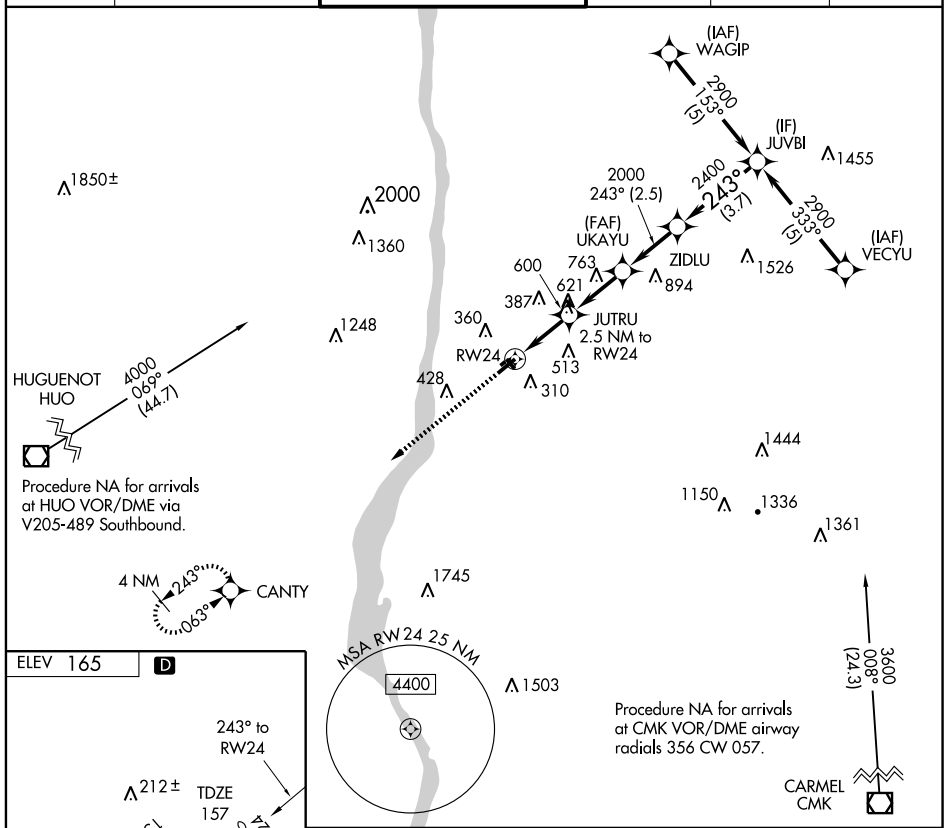
RNAV (GPS) RWY 24

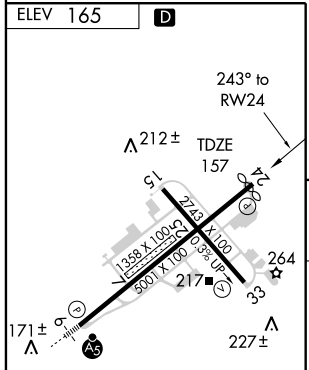
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

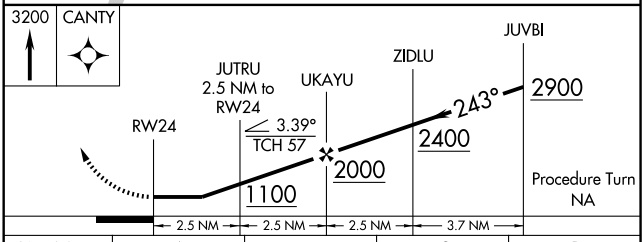
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct CANTY and hold.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95



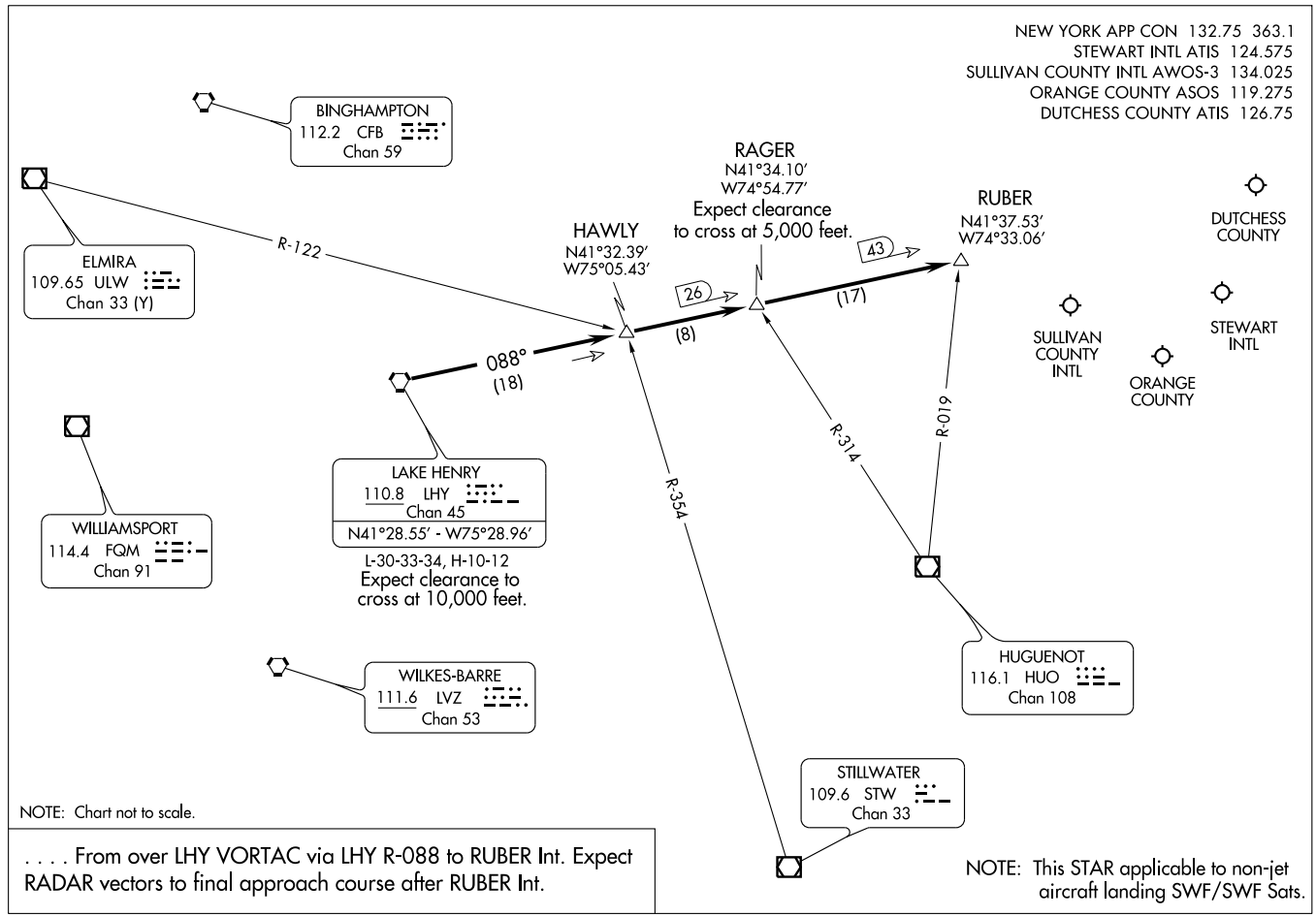




CATEGORY	A	B	C	D
LNAV MDA	900-1 743 (800-1)	900-1¼ 743 (800-1¼)	900-2¼ 743 (800-2¼)	900-2½ 743 (800-2½)
CIRCLING	900-1 735 (800-1)	900-1¼ 735 (800-1¼)	900-2¼ 735 (800-2¼)	900-2½ 735 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 14 JAN 2010 to 11 FEB 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

VOR/DME IGN	APP CRS	Rwy Idg	N/A
117.6	242°	TDZE	N/A
Chan 123		Apt Elev	165

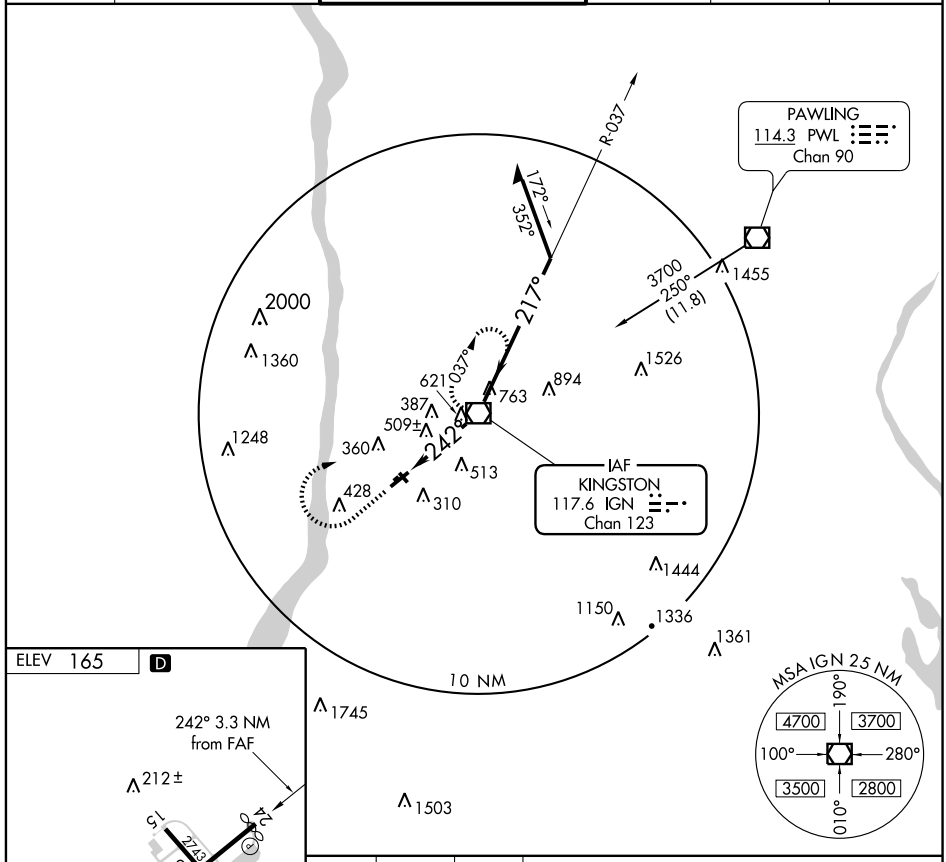
VOR-A

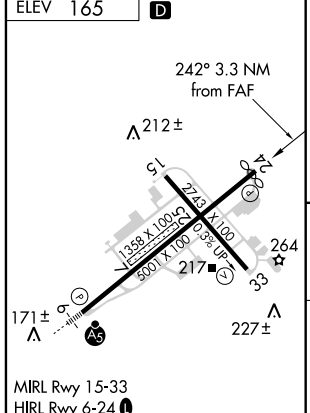
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet.

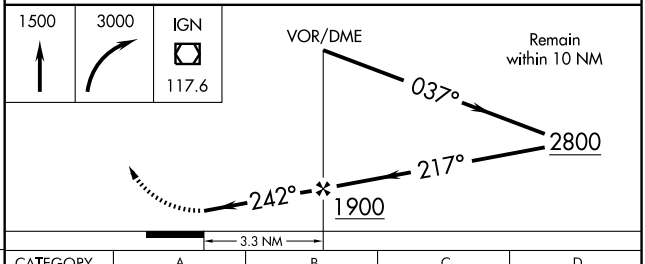
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95





MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L



FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME IGN	APP CRS	Rwy Idg	5001
117.6	062°	TDZE	156
Chan 123		Apt Elev	165

VOR/DME RWY 6

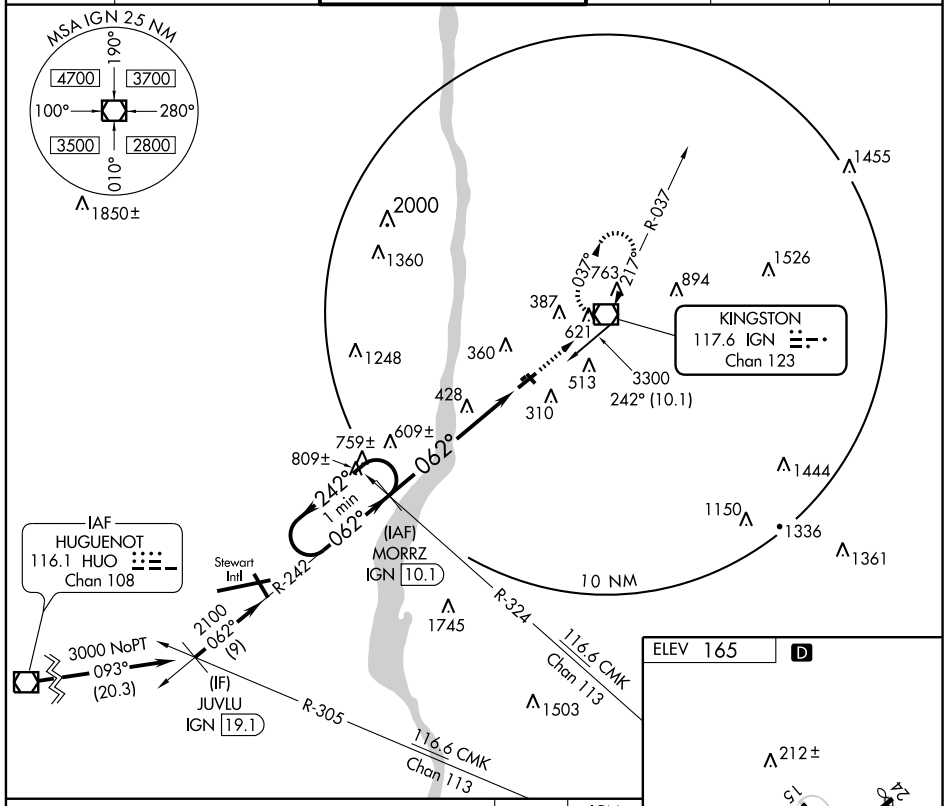
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

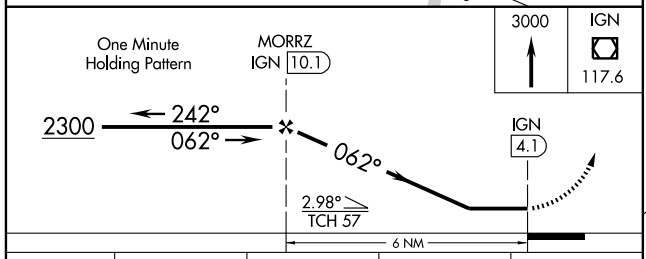
T A Inoperative table does not apply to Cats A, B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, increase S-6 Cats C, D and Circling Cats B, C, D visibility ¼ mile.

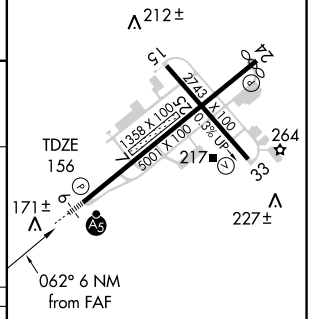
MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-6	860-1	704 (700-1)	860-1½ 704 (700-1½)	860-1¾ 704 (700-1¾)
CIRCLING	860-1	695 (700-1)	860-2 695 (700-2)	860-2¼ 695 (700-2¼)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME IGN	APP CRS	Rwy Idg	4888
117.6	242°	TDZE	157
Chan 123		Apt Elev	165

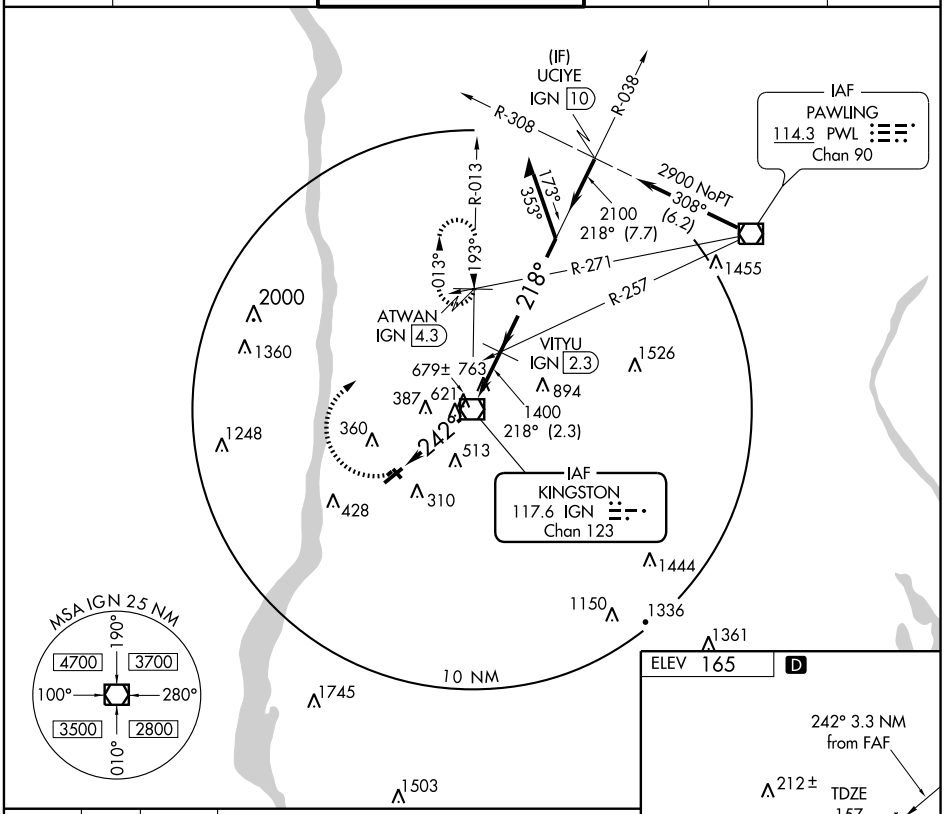
VOR/DME RWY 24

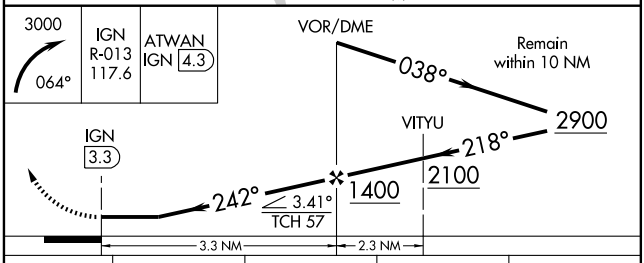
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

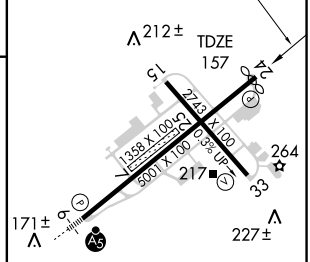
Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, S-24 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/ 4.3 DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-24	940-1 783 (800-1)	940-1¼ 783 (800-1¼)	940-2¼ 783 (800-1¼)	940-2½ 783 (800-2½)
CIRCLING	940-1 775 (800-1)	940-1¼ 775 (800-1¼)	940-2¼ 775 (800-2¼)	940-2½ 775 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME IGN	APP CRS	Rwy Idg	2664
117.6	010°	TDZE	323
Chan 123		Apt Elev	323

VOR or GPS RWY 1

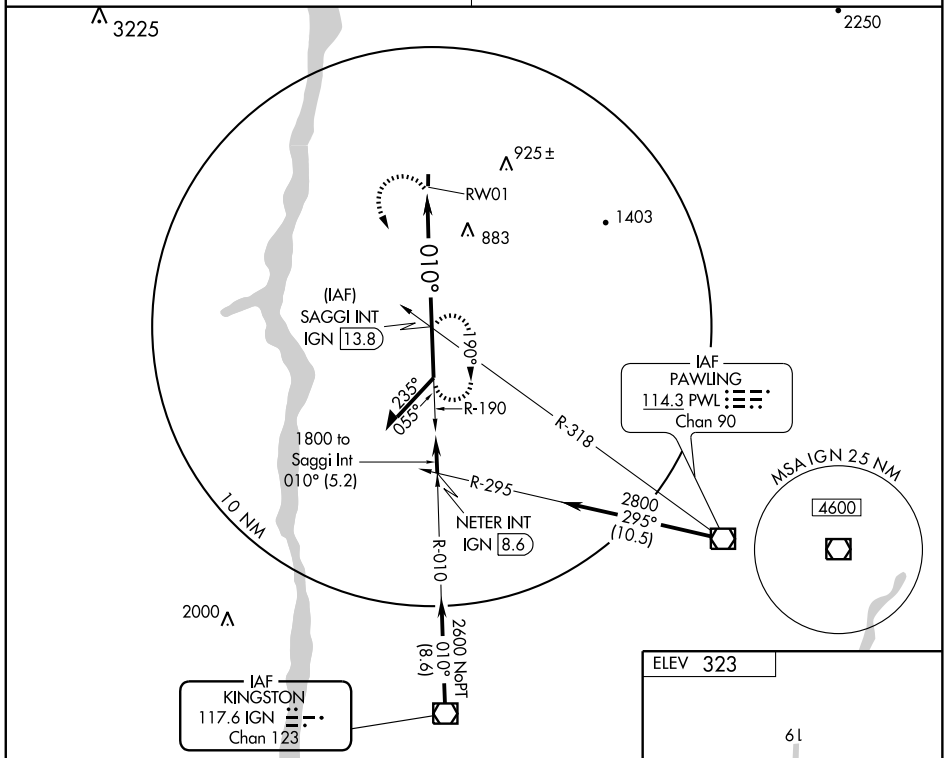
RED HOOK / SKY PARK (46N)

NA

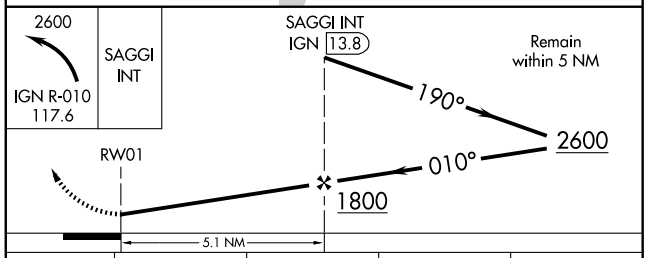
Use Poughkeepsie, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via IGN R-010 to SAGGI Int/13.8 DME and hold.

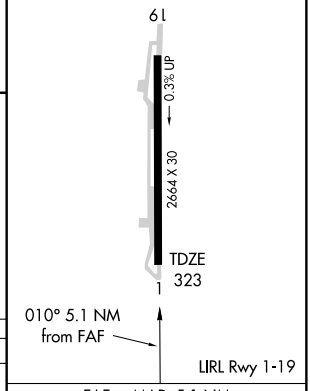
NEW YORK APP CON	CTAF
132.75 363.1	122.9



Final approach from Saggi Int holding pattern not authorized. Procedure turn required.



CATEGORY	A	B	C	D
S-1	1340-1¼ 1017 (1100-1¼)	NA		
CIRCLING	1340-1¼ 1017 (1100-1¼)	NA		



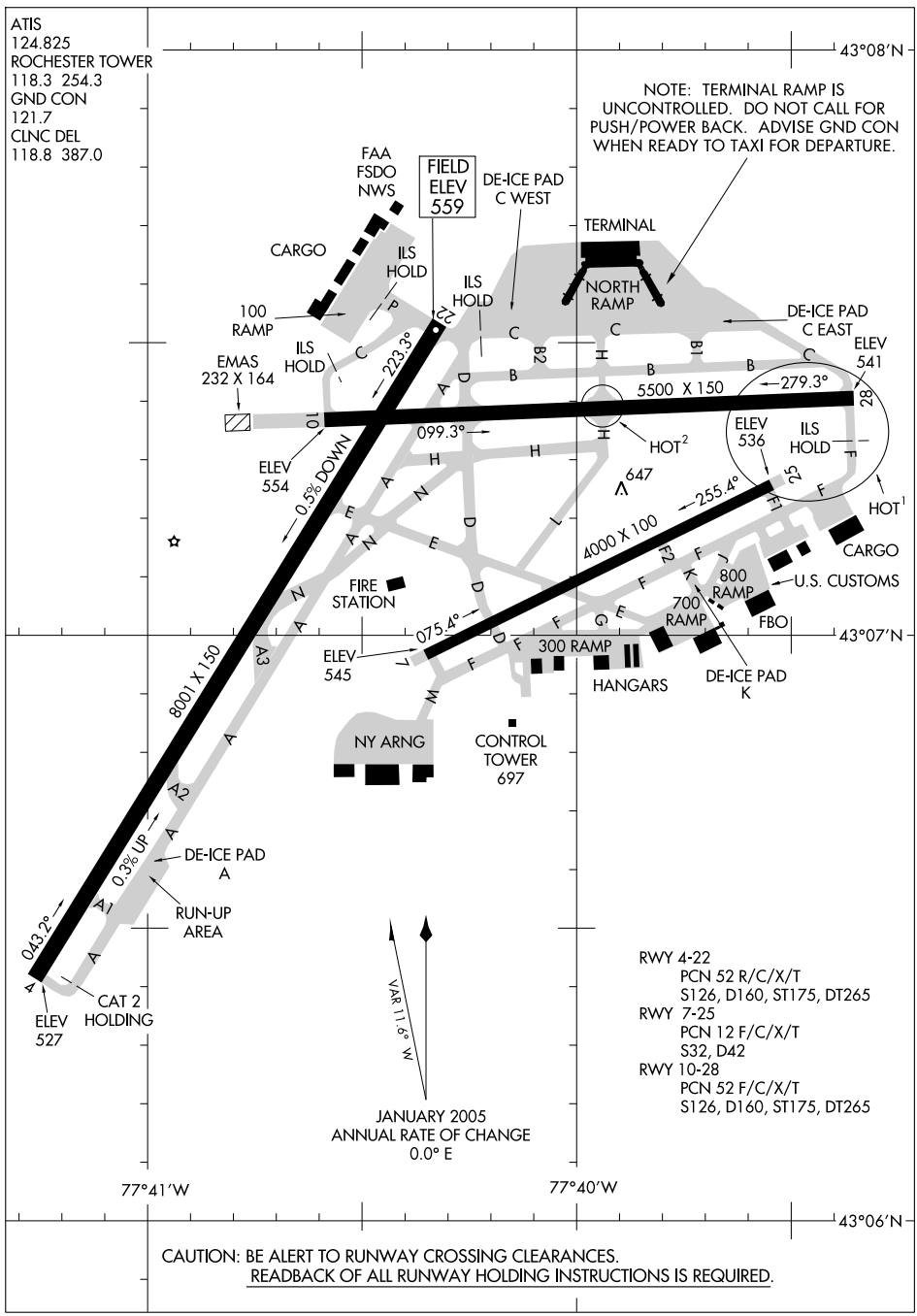
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-351 (FAA)

ROCHESTER/GREATER ROCHESTER INTL (ROC)
ROCHESTER, NEW YORK



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-MCU	APP CRS	Rwy Idg	8001
110.7	044°	TDZE	535
		Apt Elev	559

ILS or LOC RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

GENESEO 108.2 GEE Chan 19
153° 333° R-153
ALTERNATE MISSED APCH FIX

LOCALIZER 110.7 I-MCU

10 NM

1135 836 695 1000 757 1030± 096° 276° R-096 671 IM MM 780 631± 677 820 935 684

GEE R-033

LOM BREIT 400 RO ROC 5.3

WORIS INT ROC 5.3

ROCHESTER 110.0 ROC Chan 37

2000 044° (8) R-008

(IF) FEPUG INT ROC 13.3

R-331 224° 2600 331° (7.3)

ROC R-225

1942

IAF GENESEO 108.2 GEE Chan 19

MSA ROC 25 NM
2600
090° 270°
3600

Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.

ELEV 559 641 655 643 611 628 647 617 697

22 10 28 5

5500 X 150 8001 X 150 4000 X 100

0.5% DOWN 0.3% UP

TDZE 535

044° 4.4 NM from FAF

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

FEPUG INT ROC 13.3 2600 044° Procedure Turn NA GS 3.00° TCH 56

WORIS INT ROC 5.3 2000 2000

1100 3000 HDG 135° ROC R-096 110.0 RO 400

MM IM ROC 0.9

8 NM 4 NM 0.2 0.2

CATEGORY	A	B	C	D
S-ILS 4	735/18 200 (200-½)			
S-LOC 4	920/24 385 (400-½)			920/40 385 (400-¾)
CIRCLING	1060-1 501 (600-1)		1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-MWD	APP CRS	Rwy Idg	8001
110.7	222°	TDZE	559
		Apt Elev	559

ILS or LOC RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ADF REQUIRED.
When R-5203 active hold in lieu not authorized.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

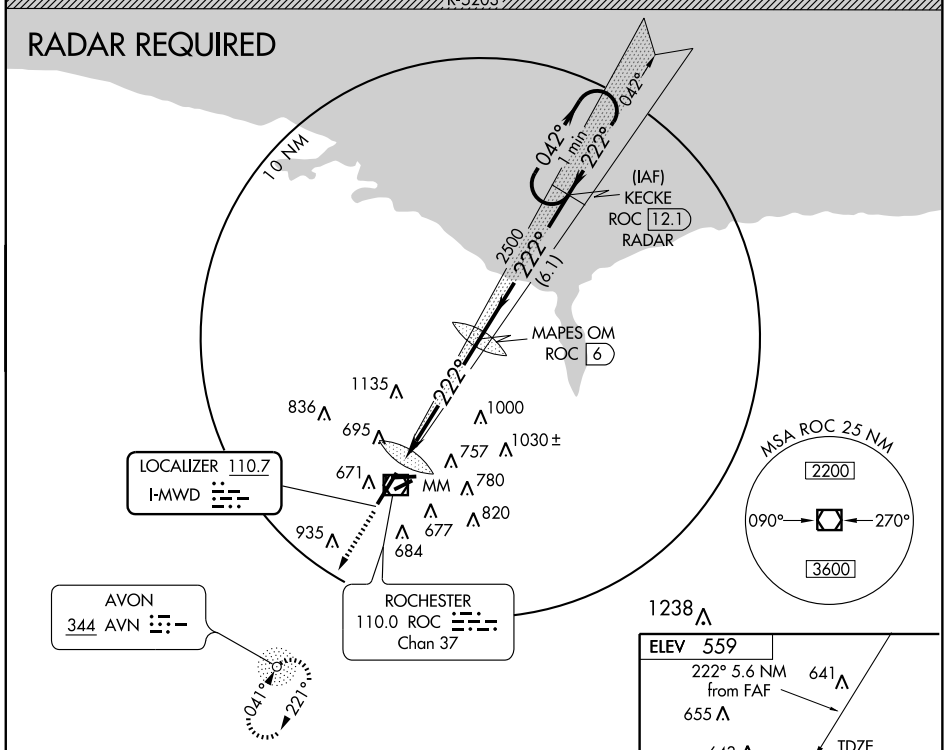
MALSR

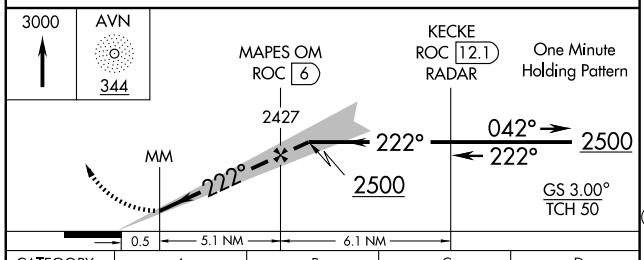
MISSED APPROACH: Climb to 3000 direct AVN NDB and hold.

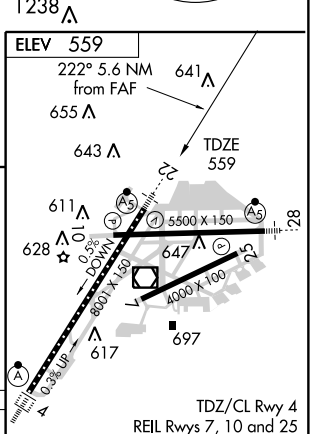
ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

R-5203

RADAR REQUIRED







TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

CATEGORY	A	B	C	D
S-ILS 22	*759/24 200 (200-½)			
S-LOC 22	1000/24 441 (500-½)		1000/40 441 (500-¾)	1000/50 441 (500-1)
CIRCLING	1060-1 501 (600-1)		1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-ROC	APP CRS	Rwy Idg / TDZE / Apt Elev
109.5	278°	5500 / 548 / 559

ILS or LOC RWY 28

ROCHESTER / GREATER ROCHESTER INTL (ROC)

Inoperative table does not apply to S-ILS 28 all Cats. and S-LOC 28 Cats. A and B.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and ROC VOR/DME R-268 to MONCK INT/ROC 10 DME and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
143°
323°
R-143
GENESEO
108.2 GEE
Chan 19

10 NM

LOCALIZER 109.5
I-ROC

(IF)
BILAW INT
ROC 13.4
RADAR

2300
LORTH to BILAW
323° (0.3)
and LOC (2.0)

(ZEXOX)

BREIT LOM

1135
836
695
1000
1030±
757
671
677
780
684
820
935
2100
278°
098°
(8)
ROC
R-098

MONCK
ROC 10
GEE 16.1
R-268
088°
268°
R-343
108.2 GEE
Chan 19

SUUSA INT
ROC 5.4
RADAR

(IAF)
LORTH
ROC 15.6

Procedure NA for arrivals at LORTH via V2 Eastbound.

ROCHESTER
110.0 ROC
Chan 37

R-034
R-051
1238

MSA ROC 25 NM
2600
090°
270°
3600

108.2 GEE Chan 19
108.2 GEE Chan 19

ELEV 559
641
655
643
611
628
TDZE
548
22
10
28
25
5500 X 150
4000 X 100
0.5% DOWN
800 X 150
647
697
617
278° 4.7 NM from FAF
0.38% UP

2000
3000
HDG 230°
ROC R-268
110.0
MONCK

SUUSA INT
ROC 5.4
RADAR

BILAW INT
ROC 13.4
RADAR

2300
278°
2100
ROC
0.8
2100
Procedure Turn NA
GS 3.00°
TCH 57

4.7 NM
8 NM

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 28	798/50 250 (300-1)			
S-LOC 28	1280/50 732 (800-1)		1280-1½ 732 (800-1½)	1280-1¾ 732 (800-1¾)
CIRCLING	1280-1 721 (800-1)		1280-2 721 (800-2)	1280-2¼ 721 (800-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

ILS RWY 4 (CAT II)

ROCHESTER / GREATER ROCHESTER INTL (ROC)

LOC I-MCU	APP CRS	Rwy Idg	8001
110.7	044°	TDZE	535
		Apt Elev	559

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

GENESEO
108.2 GEE
Chan 19
153° 333° R-153
ALTERNATE MISSED APCH FIX

LOCALIZER 110.7
I-MCU

10 NM

1135 836 695 1000 1030± 757 671 IM MM 631± 935 684 677 780 820 096° 276° R-096

LOM BREIT 400 RO
ROC 5.3

GEE R-033

WORIS INT
ROC 5.3

ROCHESTER
110.0 ROC
Chan 37

2000 044° (8)

(IF)
FEPUG INT
ROC 13.3

R-008

MSA ROC 25 NM
2600
090° 270°
3600

1942

ROC R-225

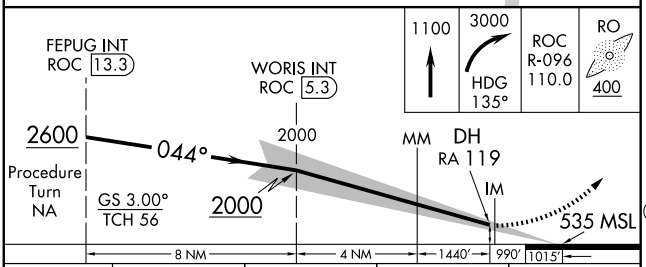
R-331

IAF
GENESEO
108.2 GEE
Chan 19

2600 331° (7.3)

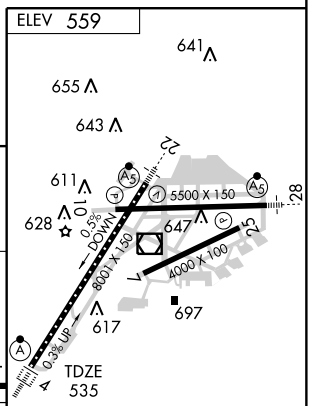
224°

Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.



CATEGORY	A	B	C	D
S-ILS 4	RA 119/12 100 DA 635			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 45611 W04A	APP CRS 042°	Rwy Idg 8001 TDZE 535 Apt Elev 559

RNAV (GPS) RWY 4

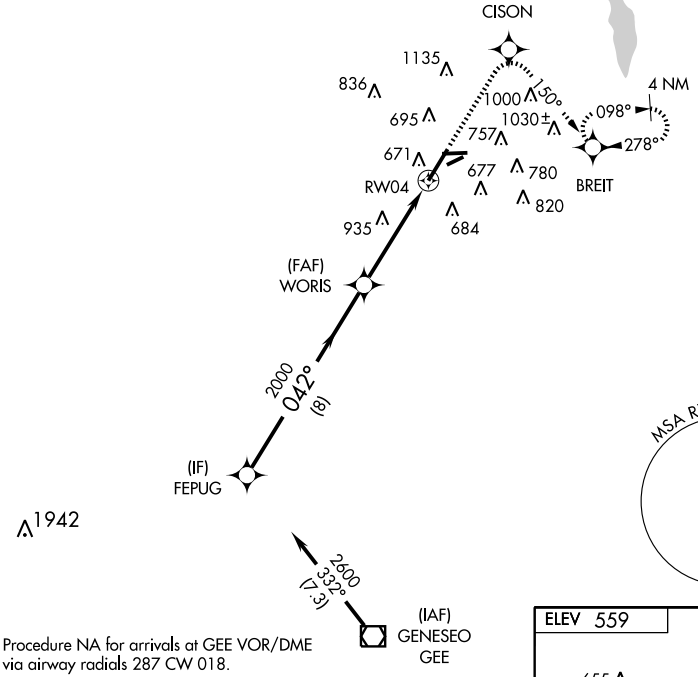
ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase LPV visibility to 1¼ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

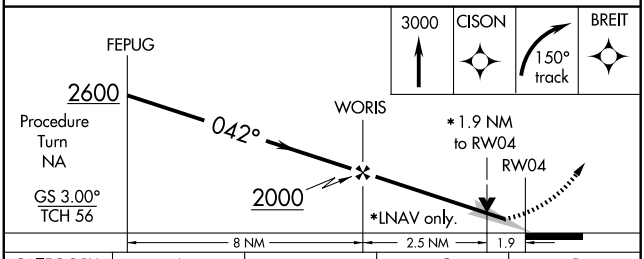
ALSF-2

MISSED APPROACH: Climb to 3000 direct CISON and right turn via 150° track to BREIT and hold, continue climb-in-hold to 3000.

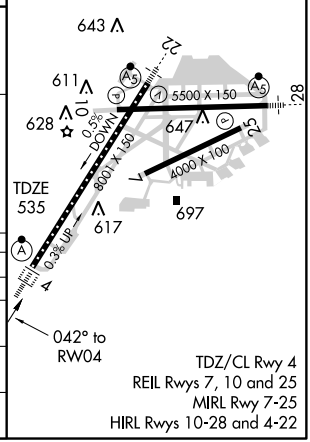
ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0



Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.



CATEGORY	A	B	C	D
LPV DA	866/40 331 (400-¾)			
LNAV/ VNAV DA	1321-2¼ 786 (800-2¼)			
LNAV MDA	1200/24 665 (700-½)		1200/60 665 (700-1¼)	1200-1½ 665 (700-1½)
CIRCLING	1200-1 641 (700-1)		1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
074°	TDZE	549
	Apt Elev	559

RNAV (GPS) RWY 7

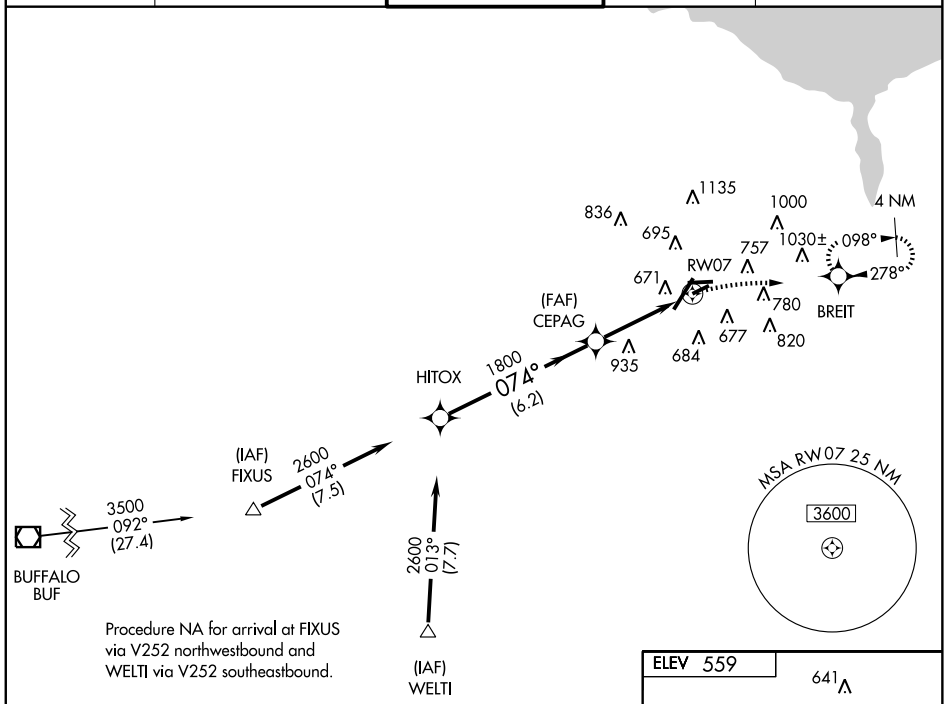
ROCHESTER / GREATER ROCHESTER INTL (ROC)

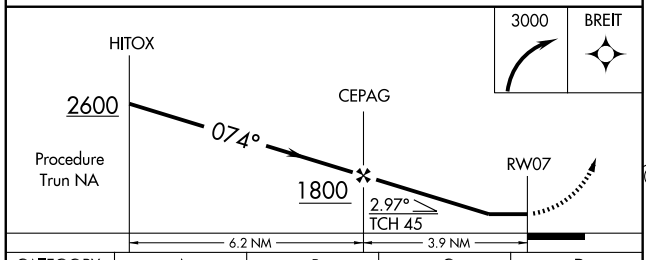
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

NA

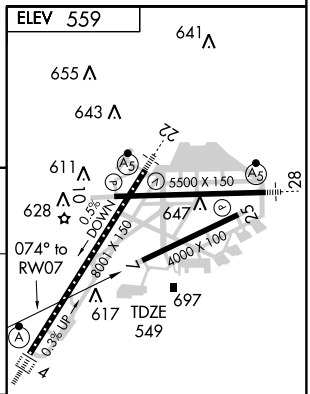
MISSED APPROACH: Climbing right turn to 3000 direct BREIT WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0





CATEGORY	A	B	C	D
LNAV MDA	1200-1	651 (700-1)	1200-1¾ 651 (700-1¾)	1200-2 651 (700-2)
CIRCLING	1200-1	641 (700-1)	1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5500
098°	TDZE	556
	Apt Elev	559

RNAV (GPS) RWY 10

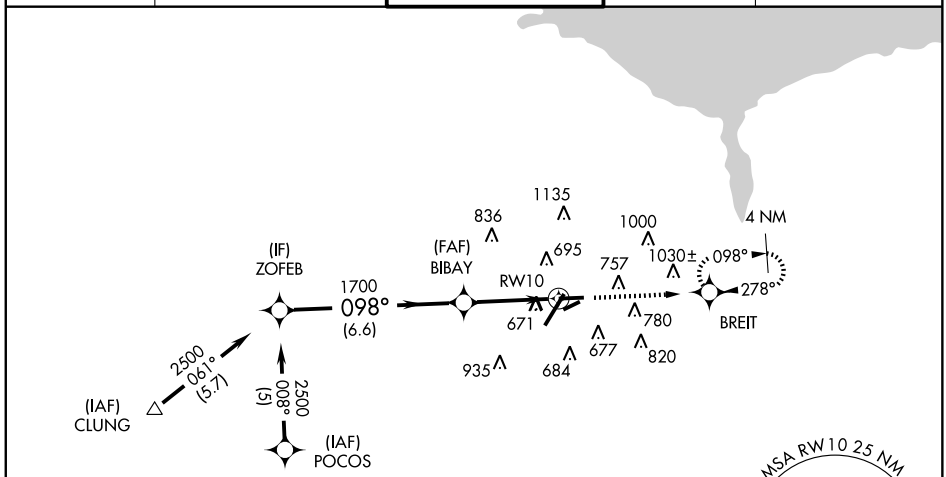
ROCHESTER / GREATER ROCHESTER INTL (ROC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

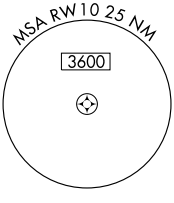
NA

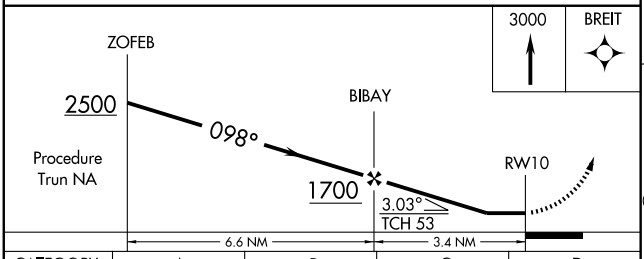
MISSED APPROACH: Climb to 3000 direct BREIT WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

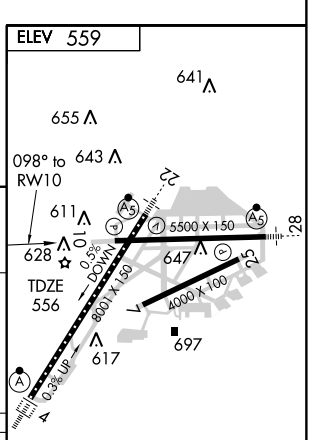


Procedure NA for arrival at CLUNG on V2 southwestbound.





CATEGORY	A	B	C	D
LNAV MDA	960-1	404 (500-1)	960-1¼	404 (500-1¼)
CIRCLING	1060-1	501 (600-1)	1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8001
222°	TDZE	559
	Apt Elev	559

RNAV (GPS) RWY 22

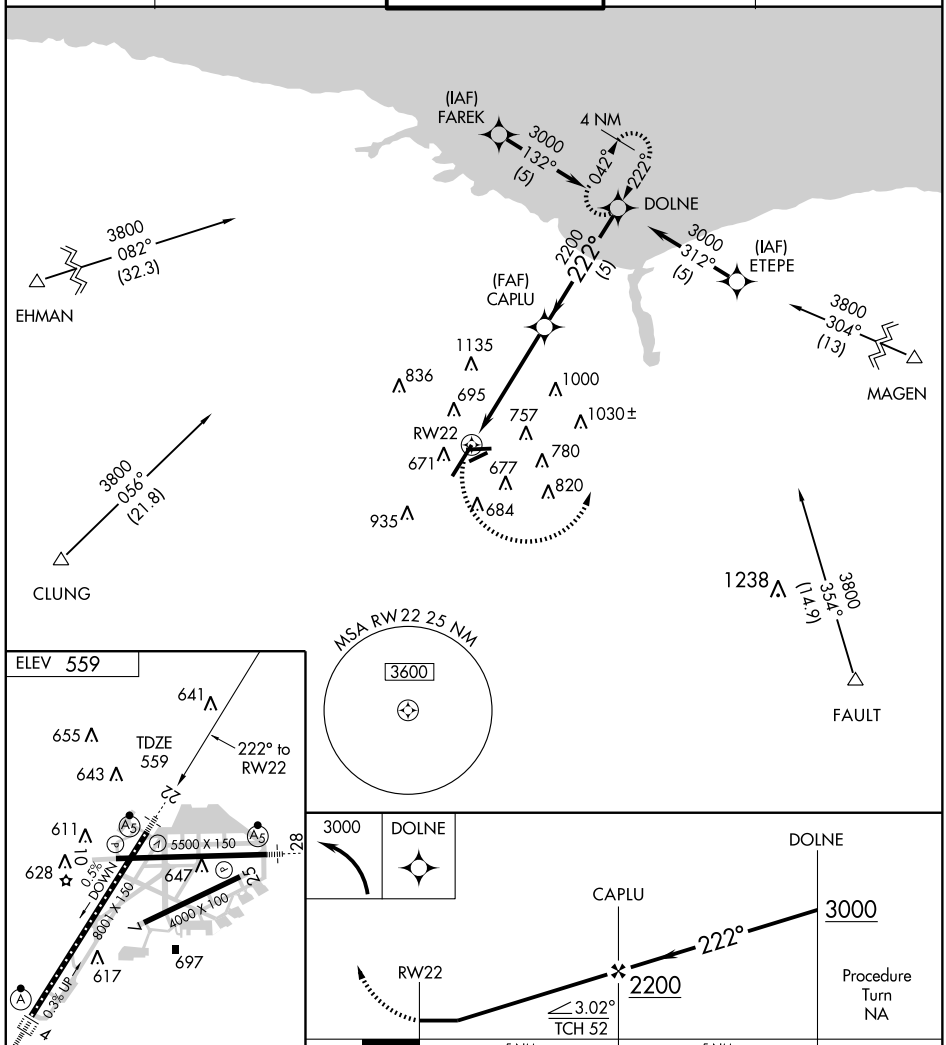
ROCHESTER / GREATER ROCHESTER INTL (ROC)

V NA — Inoperative table does not apply to Cat. A and B. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR (A5)

MISSED APPROACH: Climbing left turn to 3000 direct DOLNE WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0



CATEGORY	A	B	C	D
LNAV MDA	1320/50	761 (800-1)	1320-1¾ 761 (800-1¾)	1320-2 761 (800-2)
CIRCLING	1320-1 761 (800-1)	1320-1¼ 761 (800-1¼)	1320-2¼ 761 (800-2¼)	1320-2½ 761 (800-2½)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
254°	TDZE	549
	Apt Elev	559

RNAV (GPS) RWY 25

ROCHESTER / GREATER ROCHESTER INTL (ROC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

NA

MISSED APPROACH: Climb to 3000 direct MONCK WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

Procedure NA for arrival at DINES via V483 eastbound and at MAGEN via V2 eastbound.

(IAF) DINES

3000 252° (13.6)

(IF) YUNUT

2400 254° (6.4)

SODGE 2.2 NM to RW25

(FAF) TUNLE

3000 303° (11)

(IAF) MAGEN

1135 836 695 757 1000 1030 ± 671 RW25 780 677 820 935 684

MONCK 084° 264° 4 NM

1238

MSA RW 25 25 NM 3600

ELEV 559

641 655 643 611 628 647 617 697

TDZE 549

5500 X 150

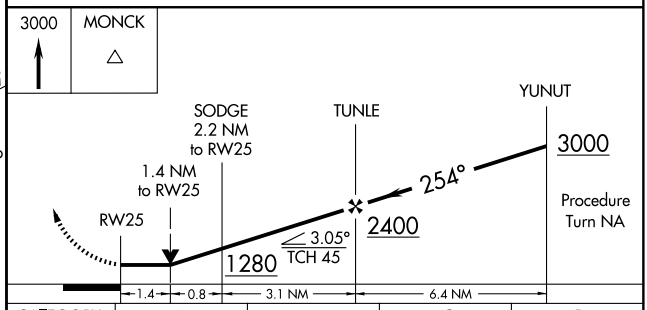
6001 X 150

4000 X 100

0.5% DOWN

0.3% UP

254° to RW25



CATEGORY	A	B	C	D
LNAV MDA	1020-1	471 (500-1)	1020-1¼ 471 (500-1¼)	1020-1½ 471 (500-1½)
CIRCLING	1060-1	501 (600-1)	1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 86411	278°	TDZE	548
W28A		Apt Elev	559

RNAV (GPS) RWY 28

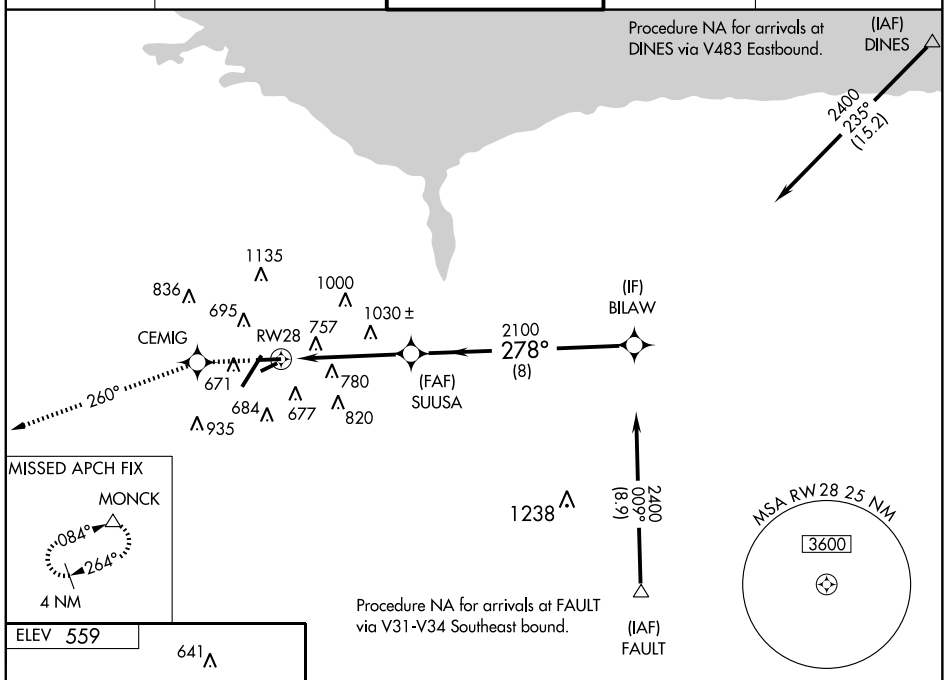
ROCHESTER / GREATER ROCHESTER INTL (ROC)

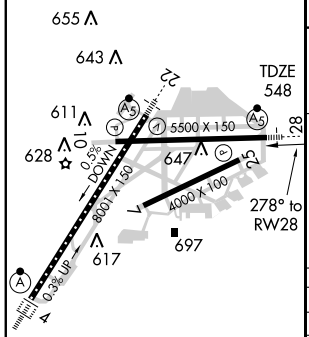
Inoperative table does not apply to LNAV Cat. A and LPV all Cats.
For inoperative MALSR, increase LNAV Cat. B visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

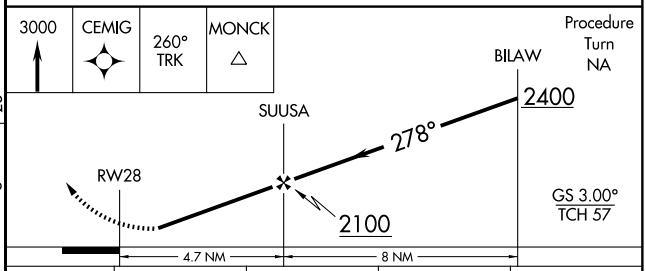
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct CEMIG and via 260° track to MONCK and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0







CATEGORY	A	B	C	D
LPV DA	839/50	291 (300-1)		
LNAV VNAV DA	1056/60	508 (500-1¼)		
LNAV MDA	1340/50	792 (800-1)	1340-1¾ 792 (800-1¾)	1340-2 792 (800-2)
CIRCLING	1340-1 781 (800-1)	1340-1¼ 781 (800-1¼)	1340-2¼ 781 (800-2¼)	1340-2½ 781 (800-2½)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ROC	APP CRS	Rwy Idg	8001
110.0	052°	TDZE	535
Chan 37		Apt Elev	559

VOR/DME RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

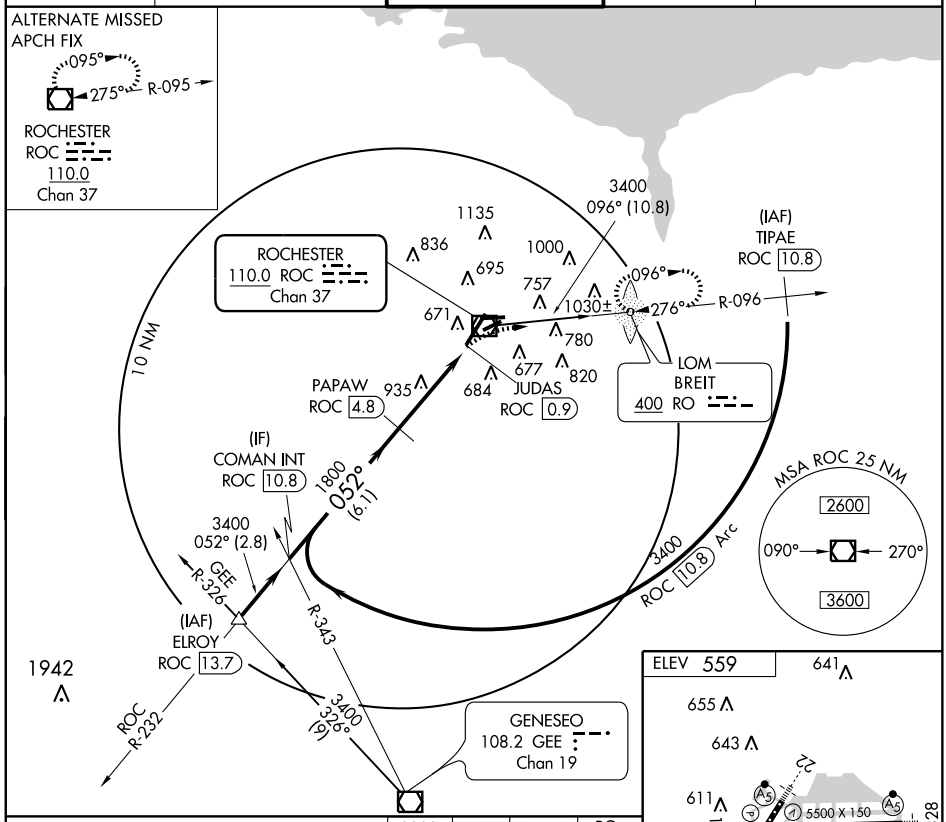
For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

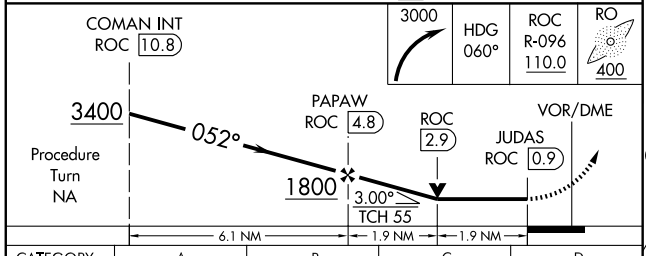
ALSF-2

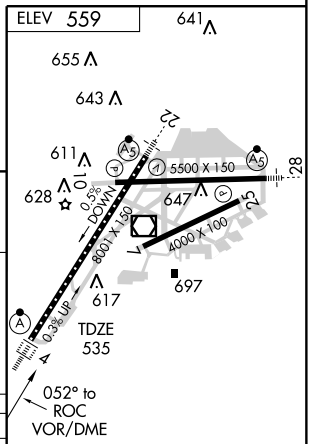
MISSED APPROACH: Climbing right turn to 3000 via heading 060° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
095° 275° R-095
ROCHESTER ROC 110.0 Chan 37







CATEGORY	A	B	C	D
S-4	1200/40	665 (700-¾)	1200/60 665 (700-1¼)	1200-1½ 665 (700-1½)
CIRCLING	1200-1	641 (700-1)	1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ROC	APP CRS	Rwy ldg	8001
110.0	052°	TDZE	535
Chan 37		Apt Elev	559

VOR RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 130° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
095°
275°
R-095
ROCHESTER
ROC
110.0
Chan 37

MSA ROC 25 NM
2600
090°
270°
3600

1135
836
695
1000
1030±
096°
757
671
R-096
780
677
276°
935
684
820
LOM
BREIT
400 RO
ROC 5.3
IAF
ROCHESTER
110.0 ROC
Chan 37
10 NM
052°
187°
007°
R-232°
R-033
108.2 GEE
Chan 19
1942

Remain within 10 NM
VOR/DME
232°
2600
052°

3000
130°
ROC
R-096
110.0
RO
400

ELEV 559
641
655
643
611
628
647
617
697
0.8% DOWN
0.3% UP
8001 X 150
5500 X 150
4000 X 100
10
28
7
25
4
TDZE
535
052° to ROC VOR/DME

CATEGORY	A	B	C	D
S-4	1240/40	705 (700-¾)	1240-1½ 705 (700-1½)	1240-1¾ 705 (700-1¾)
CIRCLING	1240-1	681 (700-1)	1240-2 681 (700-2)	1240-2¼ 681 (700-2¼)

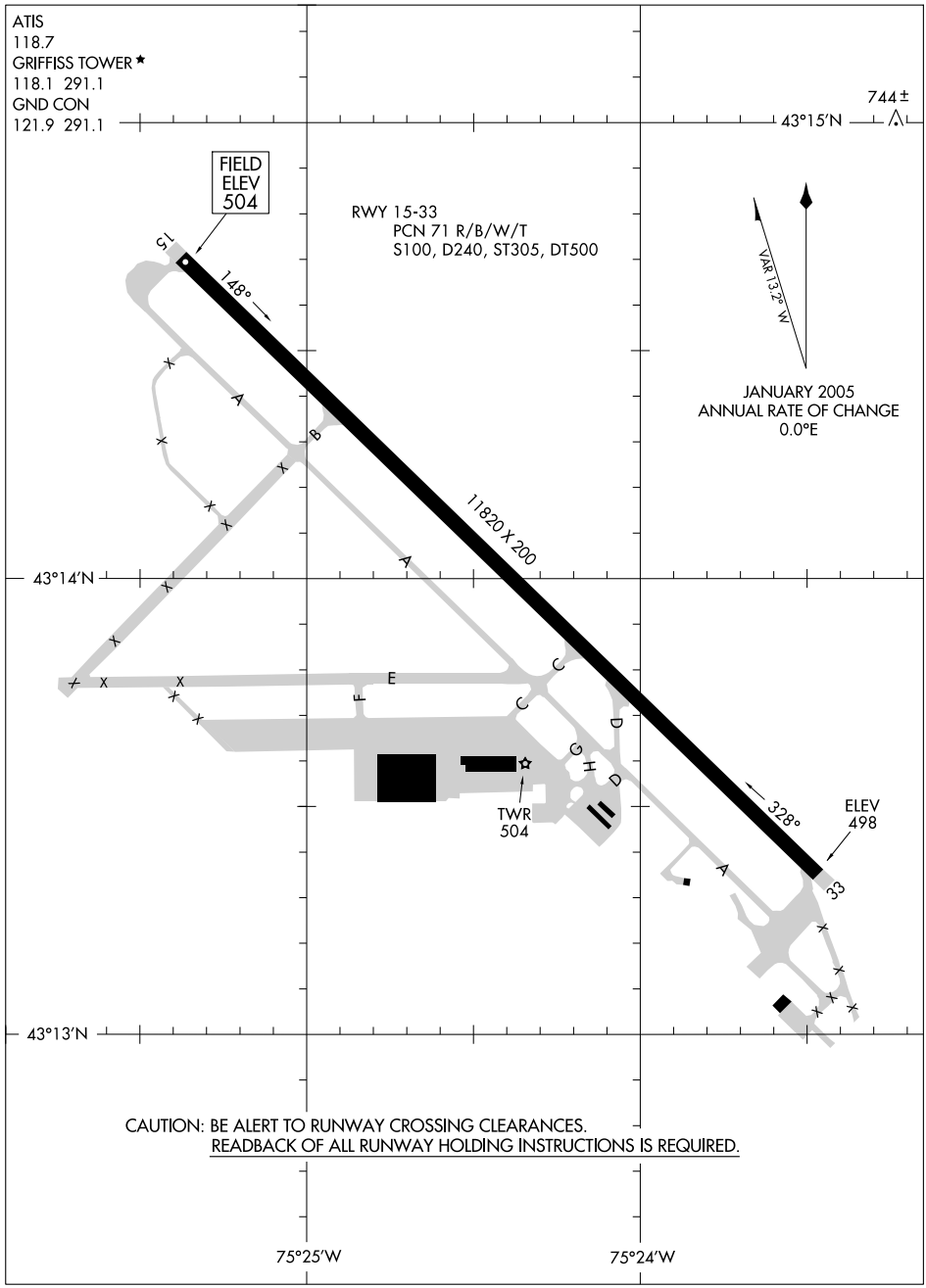
TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-9515 (FAA)

ROME/GRIFFISS INTL (RME)
ROME, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FYQ	APP CRS	Rwy Idg	11820
109.1	146°	TDZE	504
		Apt Elev	504

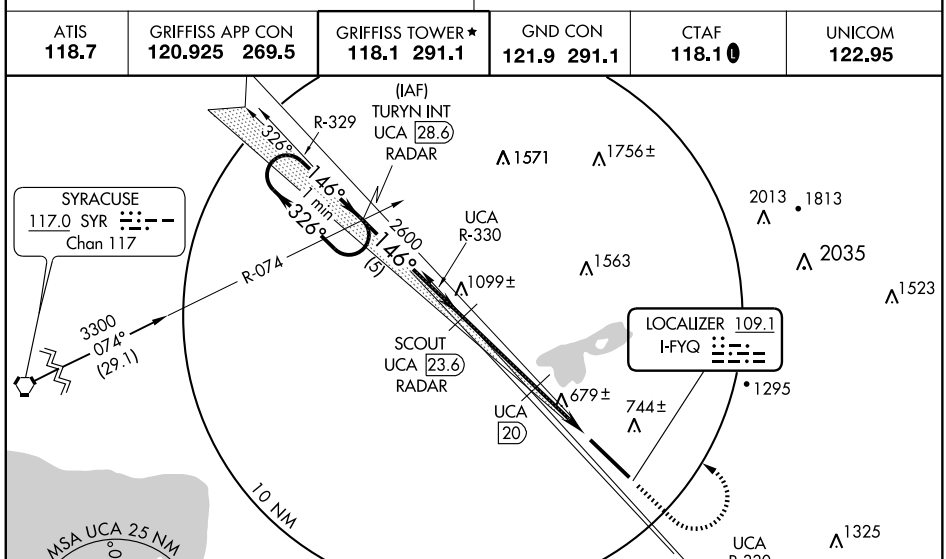
ILS RWY 15

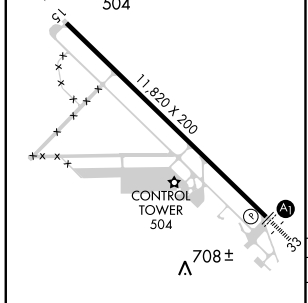
ROME/GRIFFISS INTL (RME)

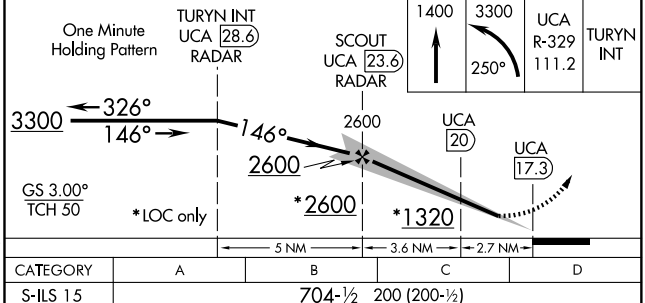
Radar or DME required for localizer minima.
Circling NA West of Rwy 15-33.

MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via heading 250° and UCA R-329 to TURYN Int and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 (L)	122.95







CATEGORY	A	B	C	D
S-ILS 15	704-½ 200 (200-½)			
S-LOC 15	940-½ 436 (500-½)		940-¾ 436 (500-¾)	940-1 436 (500-1)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1200-2 696 (700-2)	1260-2½ 756 (800-2½)

HIRL Rwy 15-33 (L)

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NE-2. 14 JAN 2010 to 11 FEB 2010

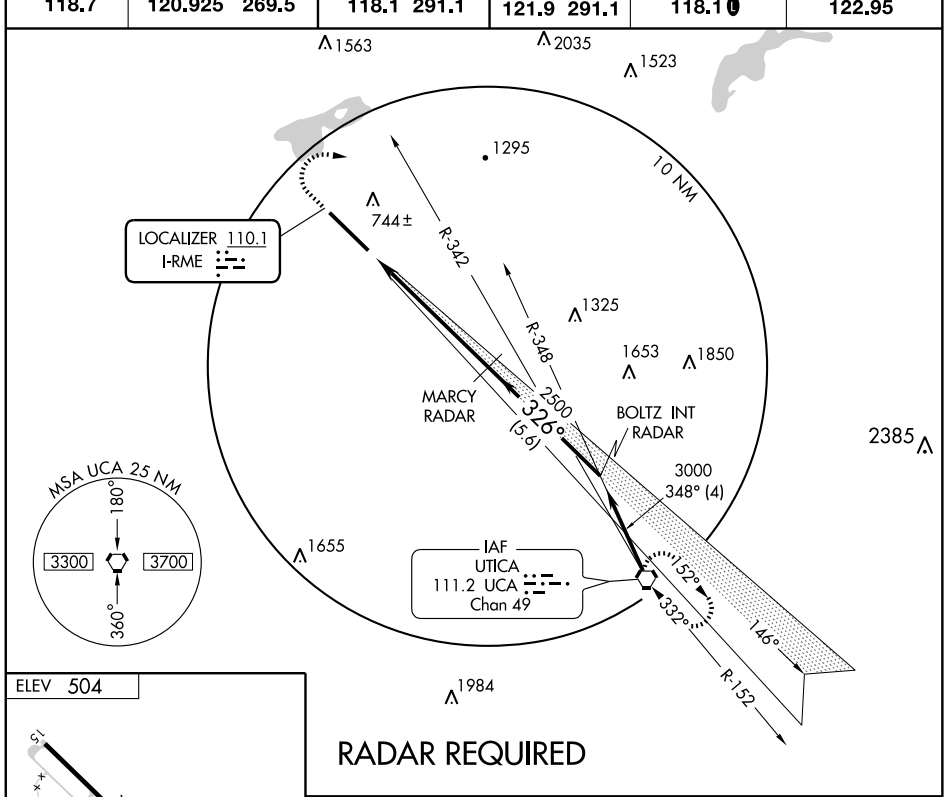
LOC I-RME	APP CRS	Rwy Idg	11820
110.1	326°	TDZE	499
		Apt Elev	504

ILS RWY 33

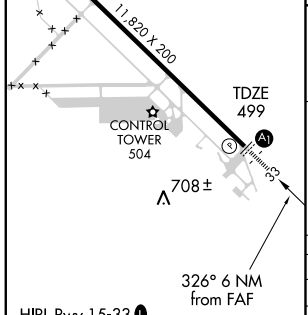
ROME/GRIFFISS INTL (RME)

NA	Circling NA West of Rwy 15-33.	ALSF-1	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via UCA R-342 to UCA VORTAC and hold.

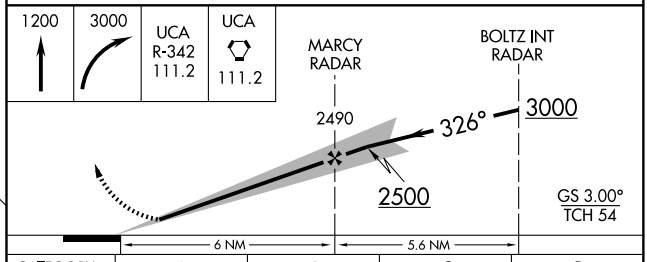
ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 (L)	122.95



RADAR REQUIRED



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 33	699-½ 200 (200-½)			
S-LOC 33	1040-½ 541 (600-½)		1040-1 541 (600-1)	1040-1¼ 541 (600-1¼)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1200-2 696 (700-2)	1260-2½ 756 (800-2½)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82206 W15A	APP CRS 146°	Rwy Idg 11820 TDZE 504 Apt Elev 504

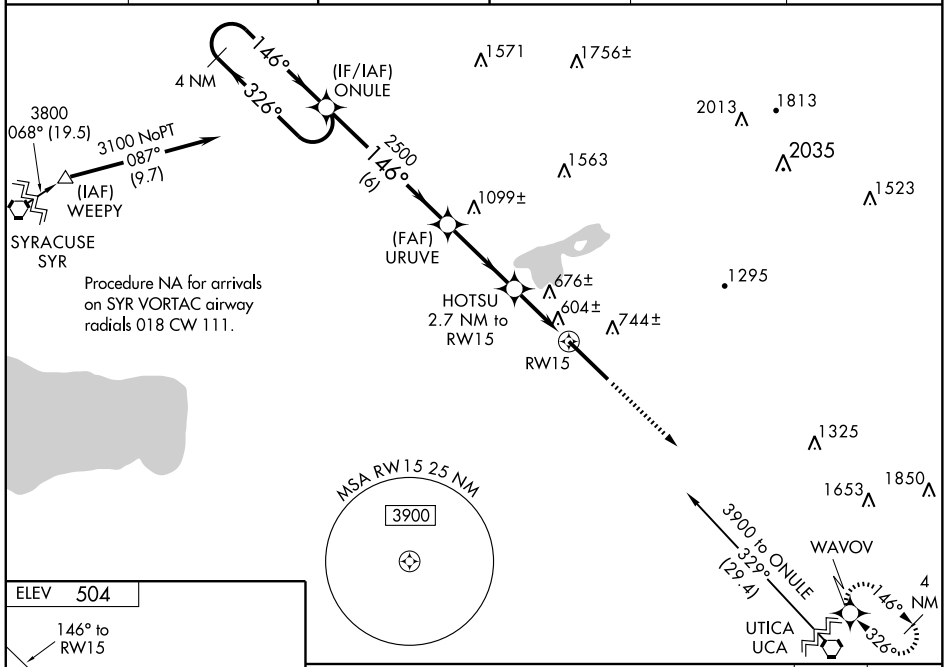
RNAV (GPS) RWY 15

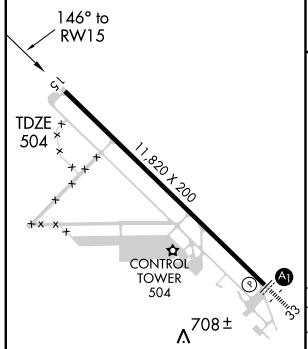
ROME/GRIFFISS INTL (RME)

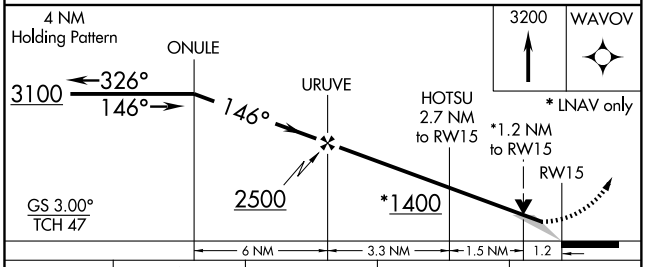
Circling NA west of Rwy 15-33. Baro-VNAV NA when using Syracuse altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 ft and all MDA 100 ft; increase LPV all Cats and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats B, C and D visibility ¼ mile. VDP NA when using Syracuse altimeter setting.

MISSED APPROACH: Climb to 3200 direct WAVOV and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 (L)	122.95







CATEGORY	A	B	C	D
LPV DA	805-1 301 (400-1)			
LNAV/VNAV DA	1052-2 548 (600-2)			
LNAV MDA	940- ¾ 436 (500-¾)		940-1¼ 436 (500-1¼)	940-1½ 436 (500-1½)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1200-2 696 (700-2)	1280-2½ 776 (800-2½)

HIRL Rwy 15-33 (L)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42906 W33A	APP CRS 326°	Rwy Idg 11820 TDZE 498 Apt Elev 504

RNAV (GPS) RWY 33

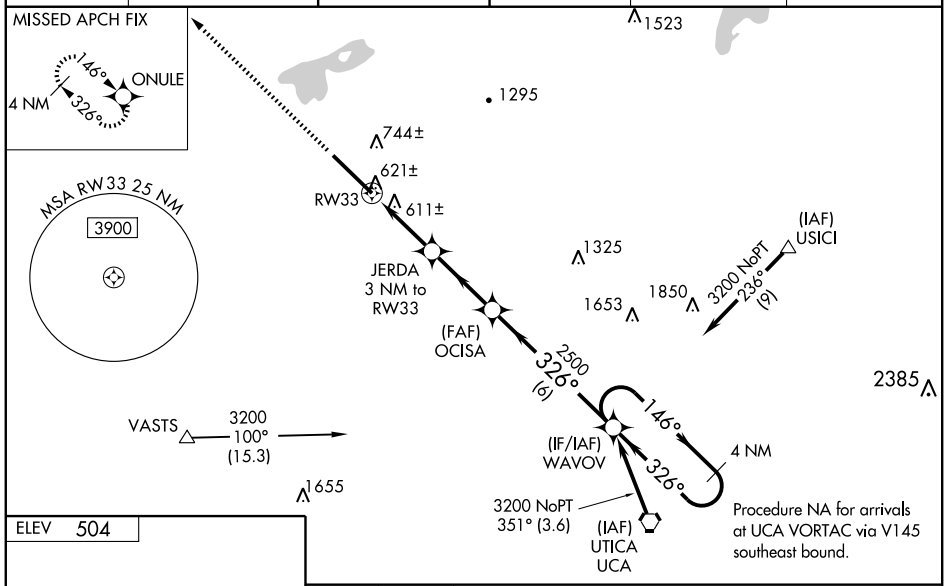
ROME/GRIFFISS INTL (RME)

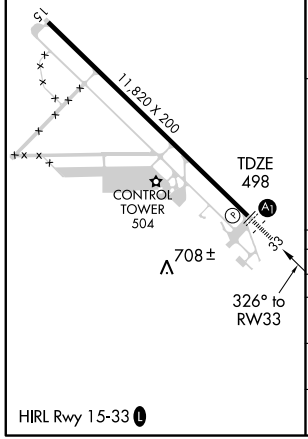
Circling NA west of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats B, C, and D visibility ¼ mile. For inoperative ALSF-1, increase LPV all Cats visibility ½ mile and LNAV Cats A and B visibility ¼ mile. For inoperative ALSF-1, when using Syracuse altimeter setting, increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

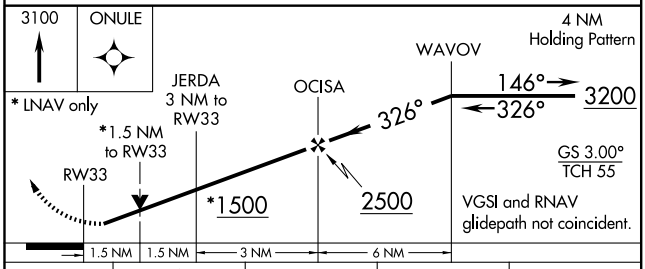
ALSF-1

MISSED APPROACH: Climb to 3100 direct ONULE and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 (L)	122.95







CATEGORY	A	B	C	D
LPV DA	841-¾	343 (400-¾)		
LNAV/VNAV DA	978-1¼	480 (500-1¼)		
LNAV MDA	1020-¾	522 (600-¾)	1020-1 522 (600-1)	1020-1¼ 522 (600-1¼)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1200-2 696 (700-2)	1280-2½ 776 (800-2½)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC UCA	APP CRS	Rwy Idg	11,820
111.2	151°	TDZE	504
Chan 49		Apt Elev	504

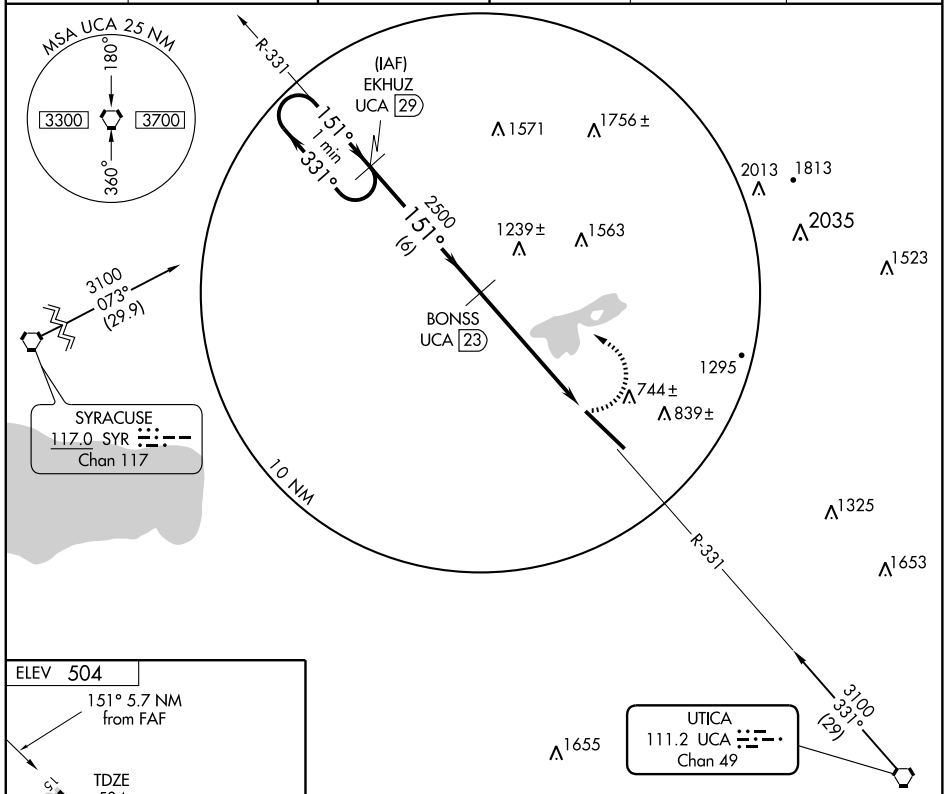
VOR/DME RWY 15

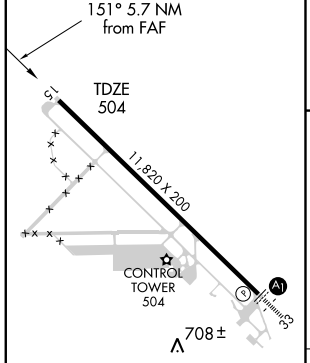
ROME/GRIFFISS INTL (RME)

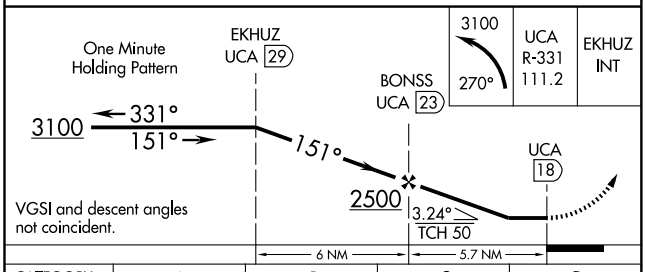
T
A NA — Circling NA west of Rwy 15-33.

MISSED APPROACH: Climbing left turn to 3100 via heading 270° and UCA R-331 to EKHUZ/UCA 29 DME and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 (L)	122.95







CATEGORY	A	B	C	D
S-15	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3	996 (1000-3)
CIRCLING	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3	996 (1000-3)

HIRL Rwy 15-33 (L)

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC UCA	APP CRS	Rwy Idg	11,820
111.2	332°	TDZE	499
Chan 49		Apt Elev	504

VOR/DME RWY 33

ROME/GRIFFISS INTL (RME)

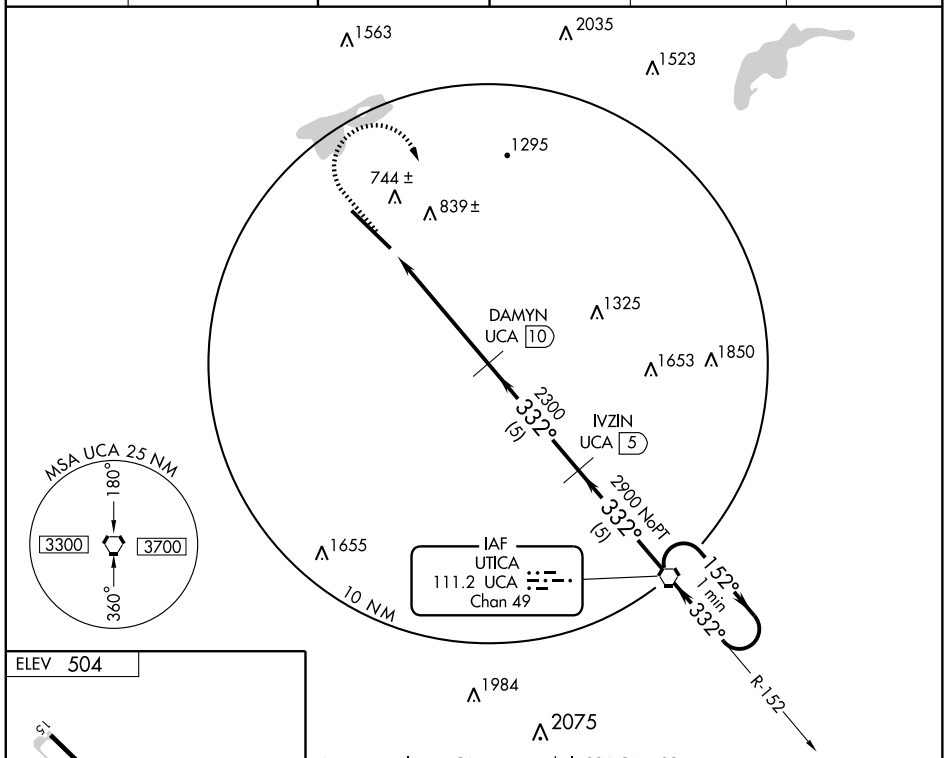
T
A NA

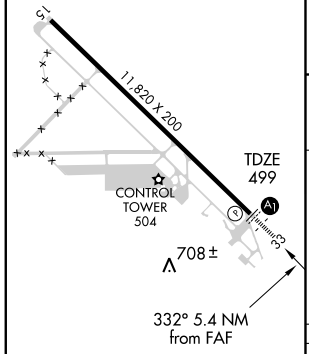
Circling NA west of Rwy 15-33.

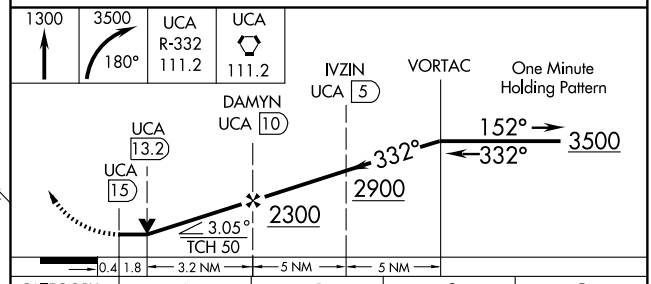
ALSF-1 A1

MISSED APPROACH: Climb to 1300, then climbing right turn to 3500 via heading 180° and UCA R-332 to UCA VORTAC and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 L	122.95







CATEGORY	A	B	C	D
S-33	1240-½ 741 (800-½)	1240-¾ 741 (800-¾)	1240-1¾ 741 (800-1¾)	1240-2 741 (800-2)
CIRCLING	1240-1 736 (800-1)	1240-1¼ 736 (800-1¼)	1240-2¼ 736 (800-2¼)	1260-2½ 756 (800-2½)

HIRL Rwy 15-33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-SLK	APP CRS	Rwy Idg	6333
108.9	229°	TDZE	1663
		Apt Elev	1663

ILS RWY 23

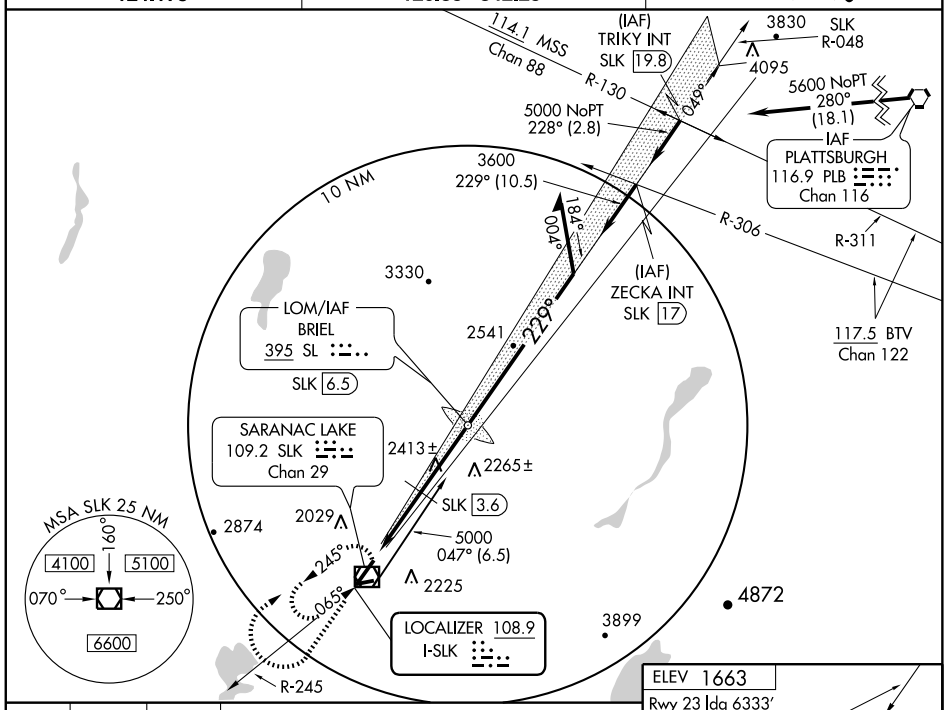
SARANAC LAKE / ADIRONDACK RGNL (SLK)

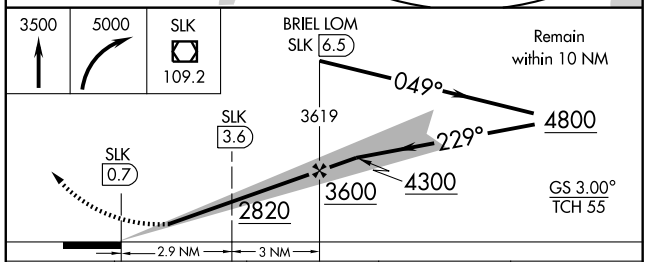
T NA — Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR's increase S-LOC 23 Cat B visibility to 1½ miles.

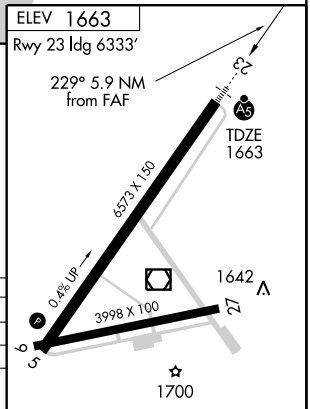
MALSR

MISSED APPROACH: Climb to 3500, then climbing right turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-ILS 23	1863-½ 200 (200-½)			
S-LOC 23	2820-1¼ 1157 (1200-1¼)		2820-2½ 1157 (1200-2½)	
CIRCLING	2820-1¼ 1157 (1200-1¼)	2820-1½ 1157 (1200-1½)	2820-3 1157 (1200-3)	
DME MINIMUMS				
S-LOC 23	2260-½ 597 (600-½)		2260-1 597 (600-1)	2260-1¼ 597 (600-1¼)
CIRCLING	2700-1 1037 (1100-1)	2820-1½ 1157 (1200-1½)	2820-3 1157 (1200-3)	

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6573
059°	TDZE	1653
	Apt Elev	1663

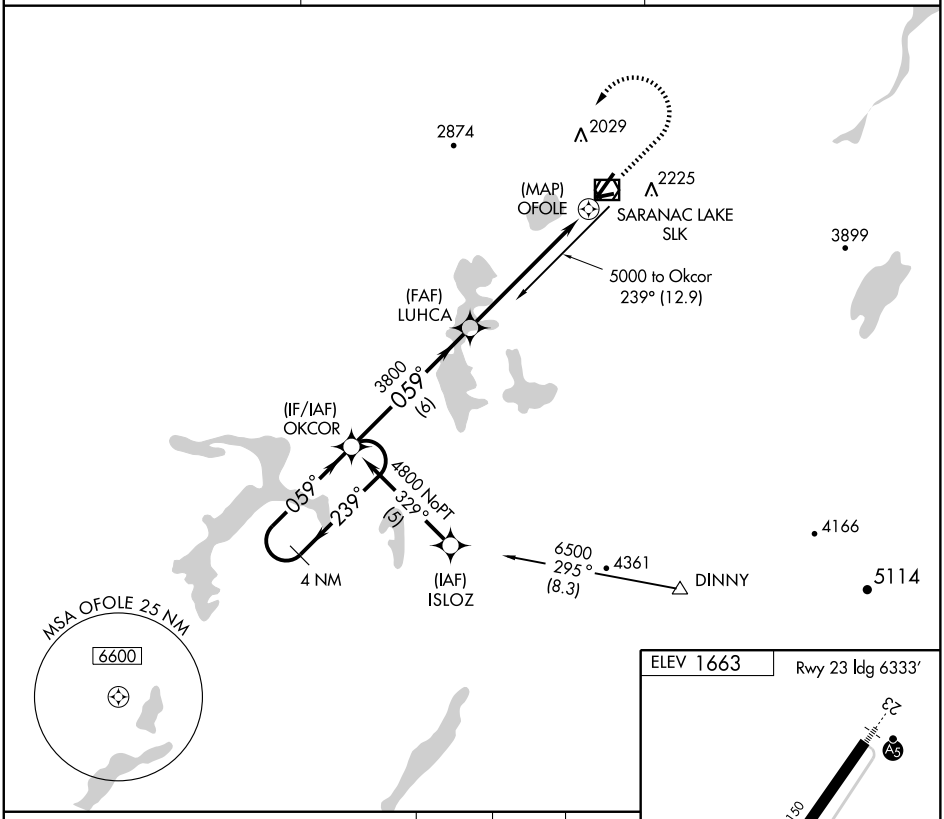
RNAV (GPS) RWY 5

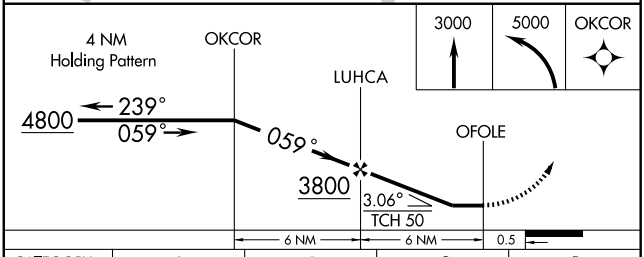
SARANAC LAKE / ADIRONDACK RGNL (SLK)

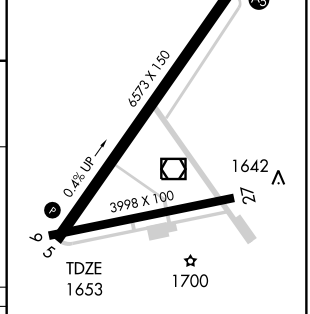
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct OKCOR WP and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2340-1 687 (700-1)		2340-2 687 (700-2)	2340-2¼ 687 (700-2¼)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3 1057 (1100-3)	

HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

NE-2, 14 JAN 2010 to 11 FEB 2010

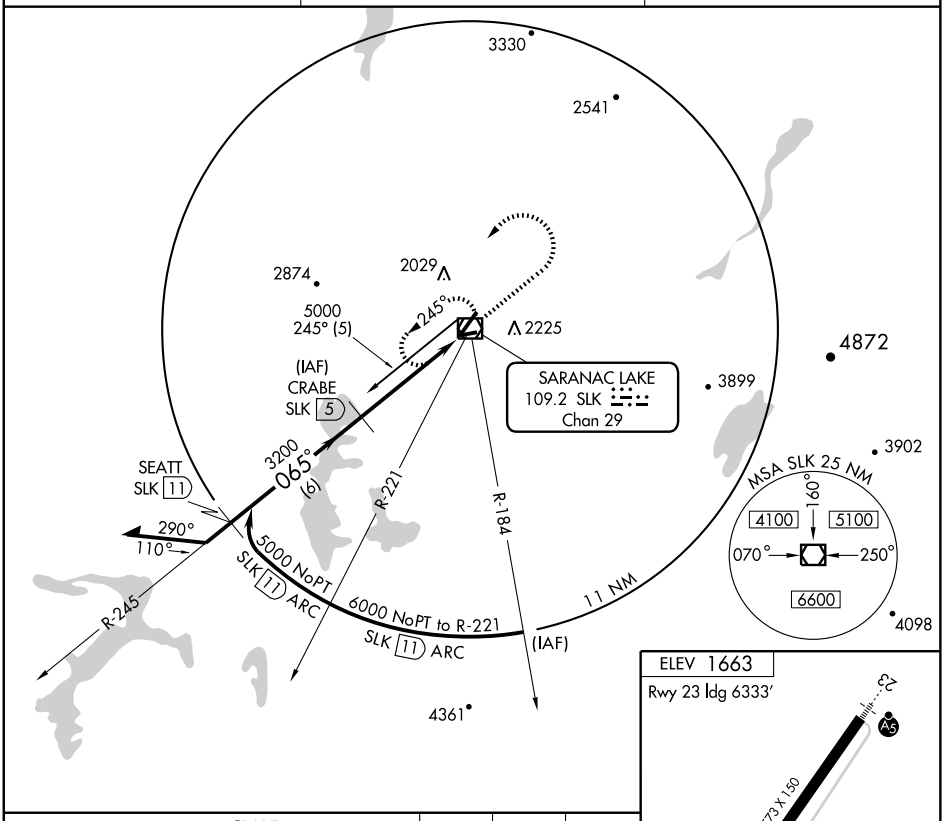
VOR/DME SLK	APP CRS	Rwy Idg	6573
109.2	065°	TDZE	1653
Chan 29		Apt Elev	1663

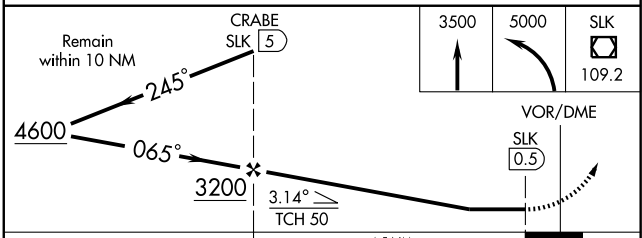
VOR/DME RWY 5

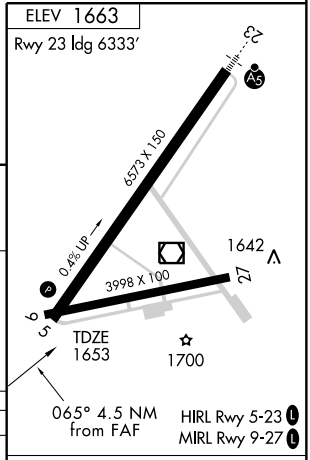
SARANAC LAKE / ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	2460-1 807 (800-1)	2460-1¼ 807 (800-1¼)	2460-2¼ 807 (800-2¼)	2460-2½ 807 (800-2½)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3 1057 (1100-3)	

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

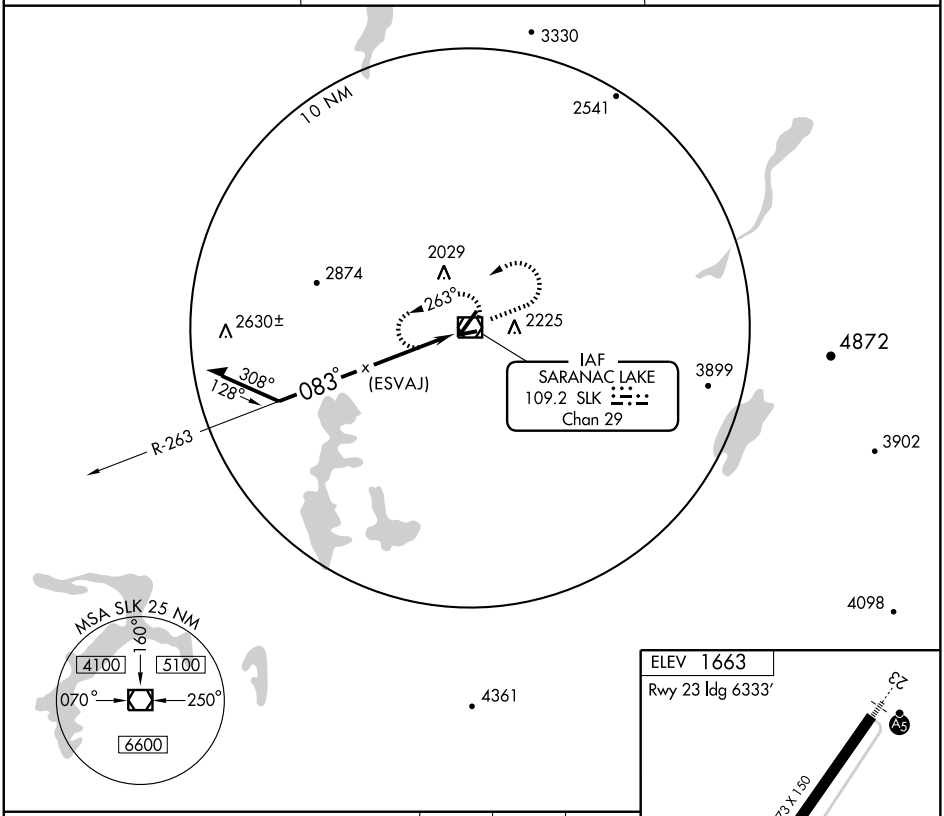
VOR/DME SLK	APP CRS	Rwy Idg	3998
109.2	083°	TDZE	1643
Chan 29		Apt Elev	1663

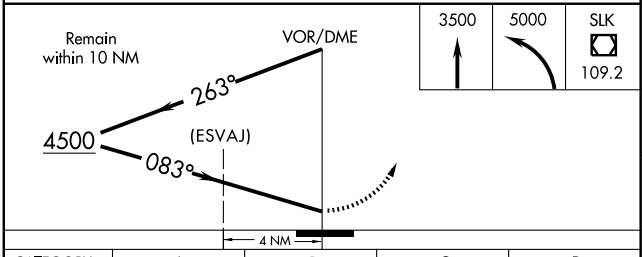
VOR or GPS RWY 9

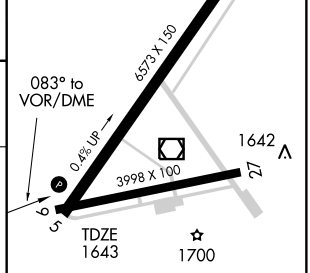
SARANAC LAKE / ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	3000-1¼ 1357 (1400-1¼)	3000-1½ 1357 (1400-1½)	3000-3 1357 (1400-3)	
CIRCLING	3000-1¼ 1337 (1400-1¼)	3000-1½ 1337 (1400-1½)	3000-3 1337 (1400-3)	

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 5

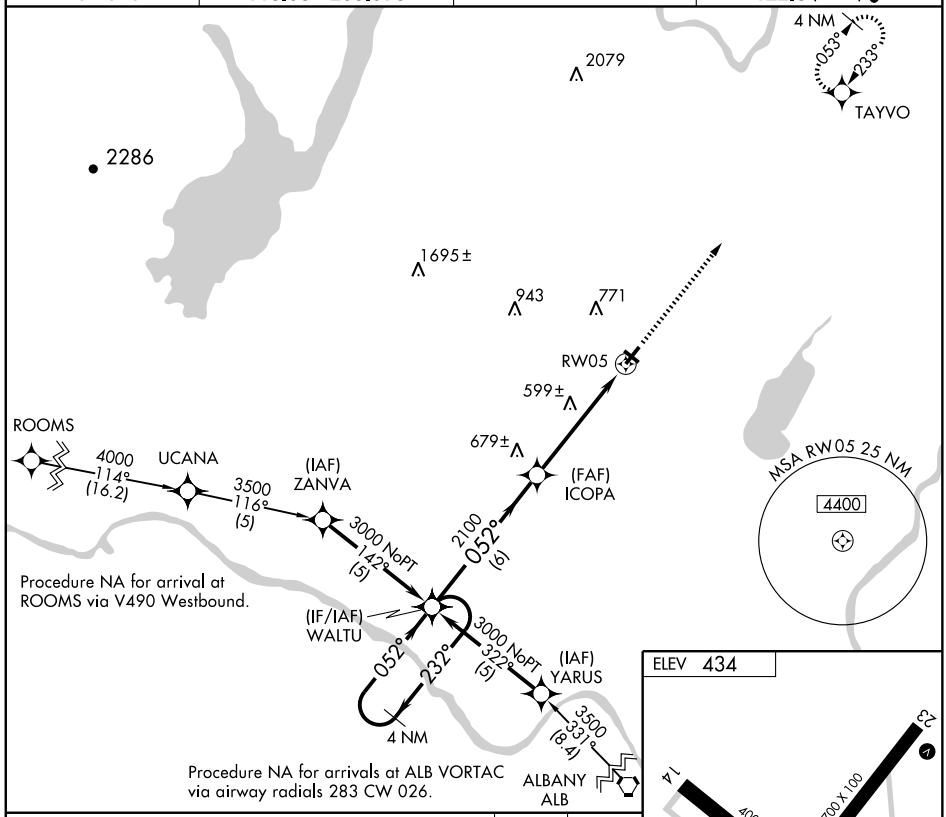
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

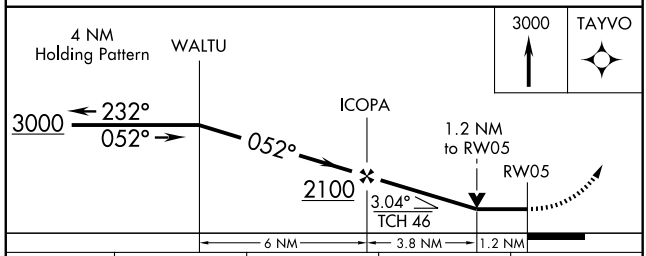
APP CRS	Rwy Idg	4700
052°	TDZE	434
	Apt Elev	434

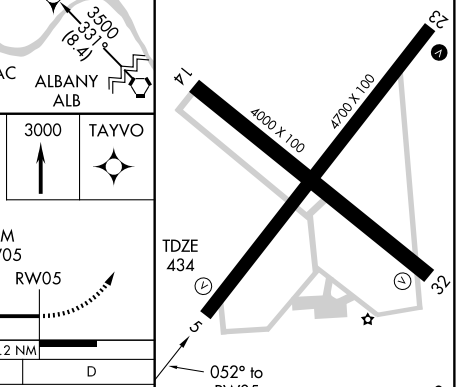
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, LNAV Cat. C/D, Circling Cat. C visibility ¼ mile, and Circling Cat. D visibility ½ mile. VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1 426 (500-1)		860-1¼ 426 (500-1¼)	
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4700
CH 56611	233°	TDZE	431
W23A		Apt Elev	434

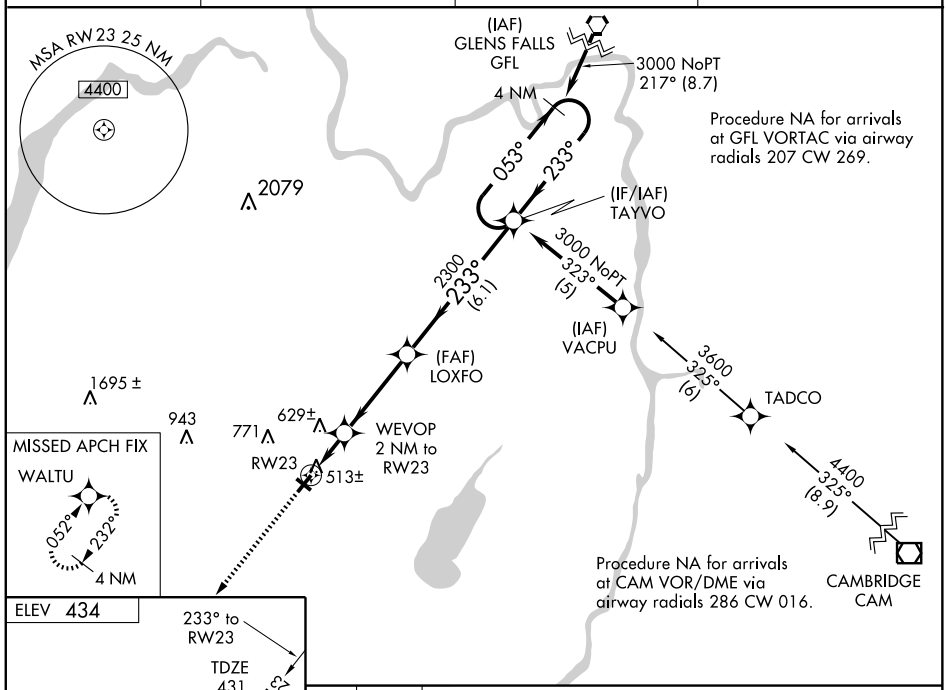
RNAV (GPS) RWY 23

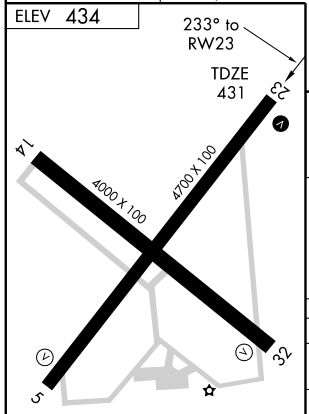
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

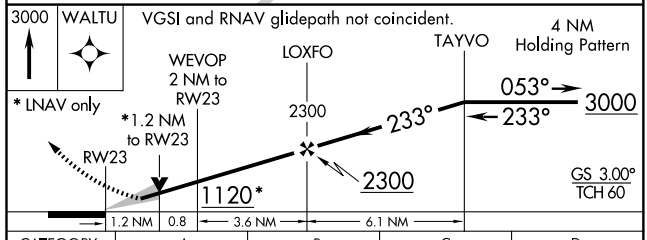
Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.
Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile.
VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 3000 direct WALTU and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	745-1 314 (400-1)			
LNAV/ VNAV DA	1046-2¼ 615 (700-2¼)			
LNAV MDA	860-1 429 (500-1)		860-1¼ 429 (500-1¼)	860-1½ 429 (500-1½)
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME-A

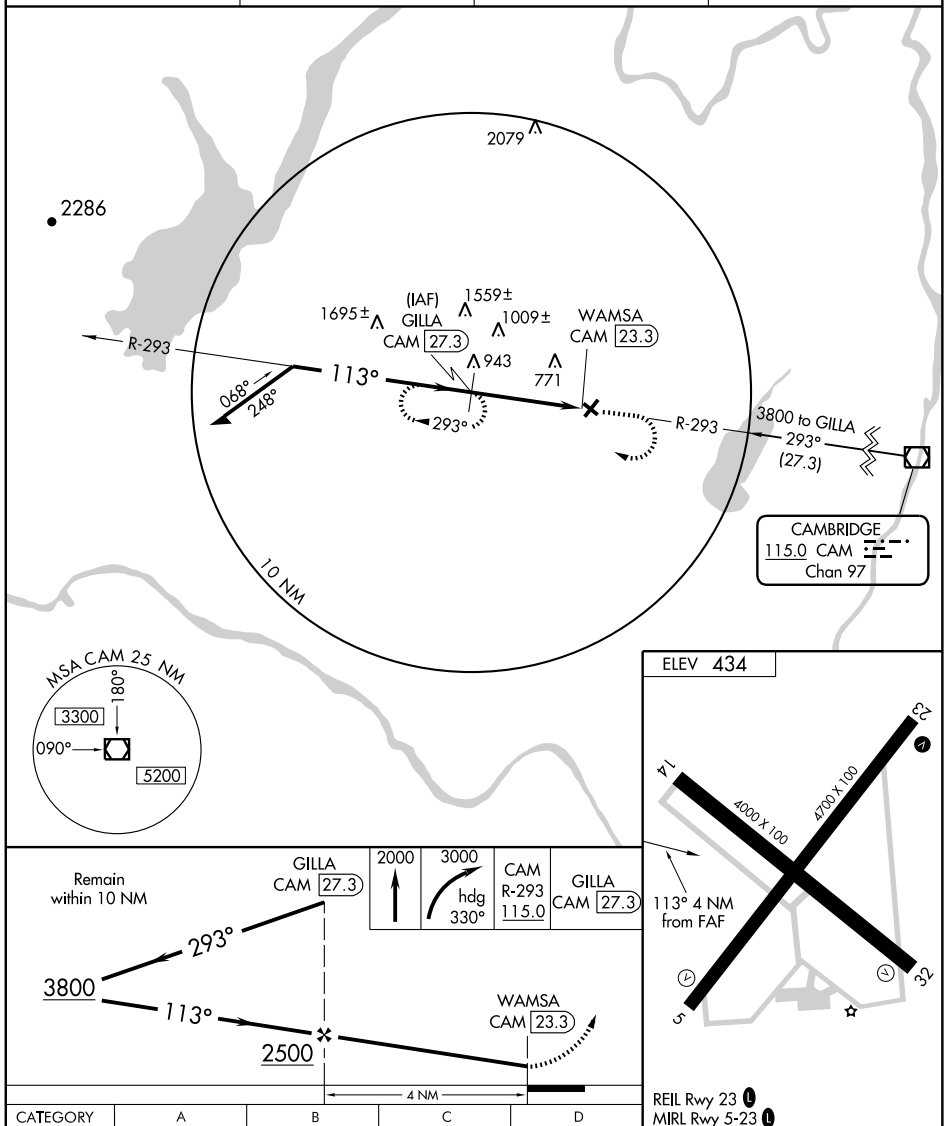
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

VOR/DME CAM	APP CRS	Rwy Idg	N/A
115.0	113°	TDZE	N/A
Chan 97		Apt Elev	434

When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1260-1 826 (900-1)	1260-1¼ 826 (900-1¼)	1260-2½ 826 (900-2½)	1260-2¾ 826 (900-2¾)

REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32

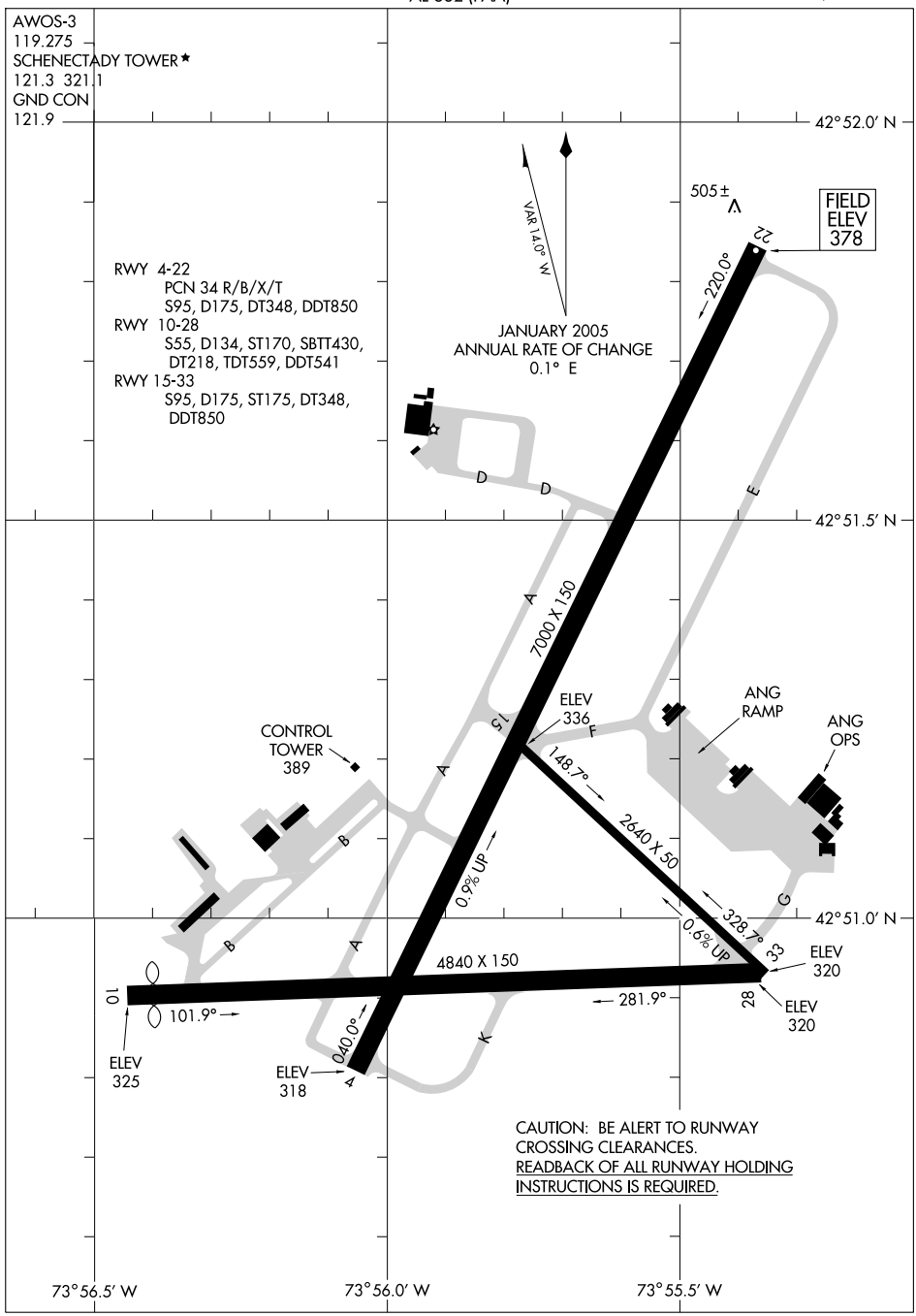
NE-2, 14 JAN 2010 to 11 FEB 2010

09183

AIRPORT DIAGRAM

AL-382 (FAA)

SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

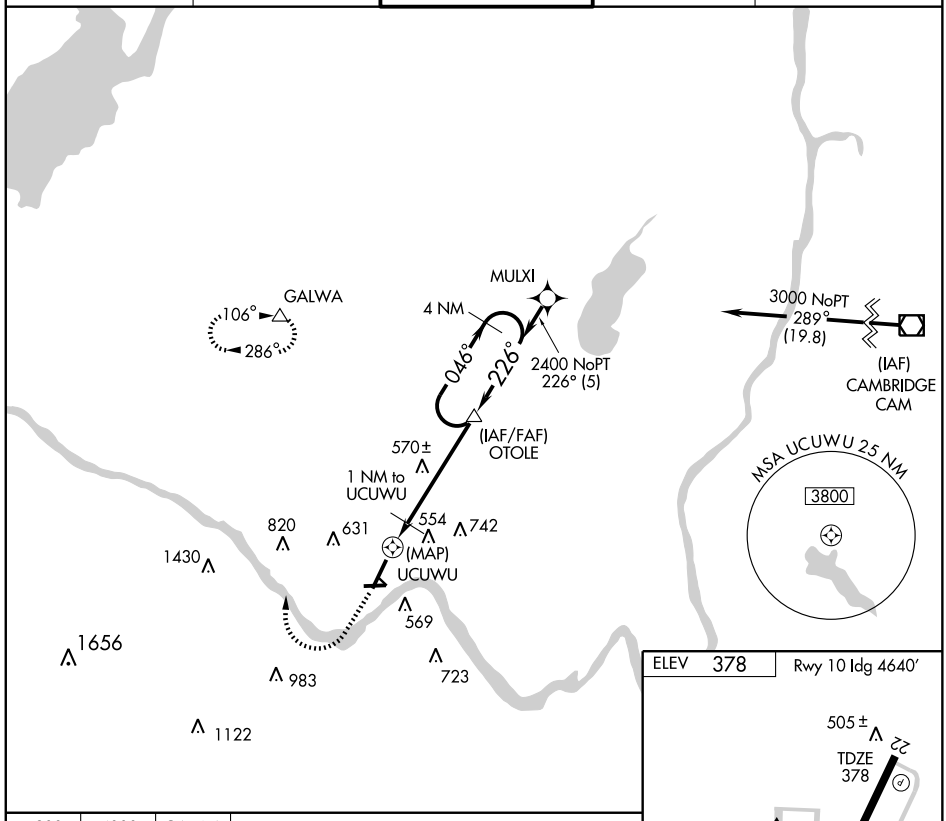
APP CRS	Rwy Idg	7000
226°	TDZE	378
	Apt Elev	378

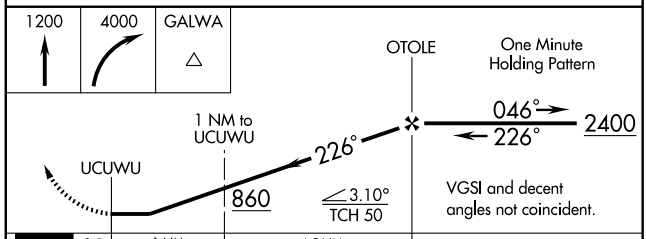
GPS RWY 22
SCHENECTADY COUNTY (SCH)

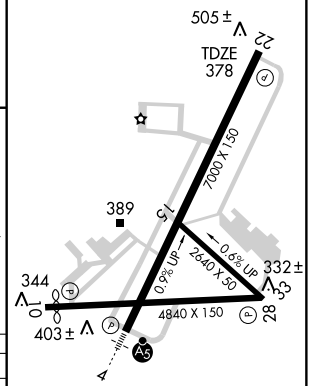
NA

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975







CATEGORY	A	B	C	D
S-22	760-1 382 (400-1)			760-1¼ 382 (400-1¼)
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)

REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

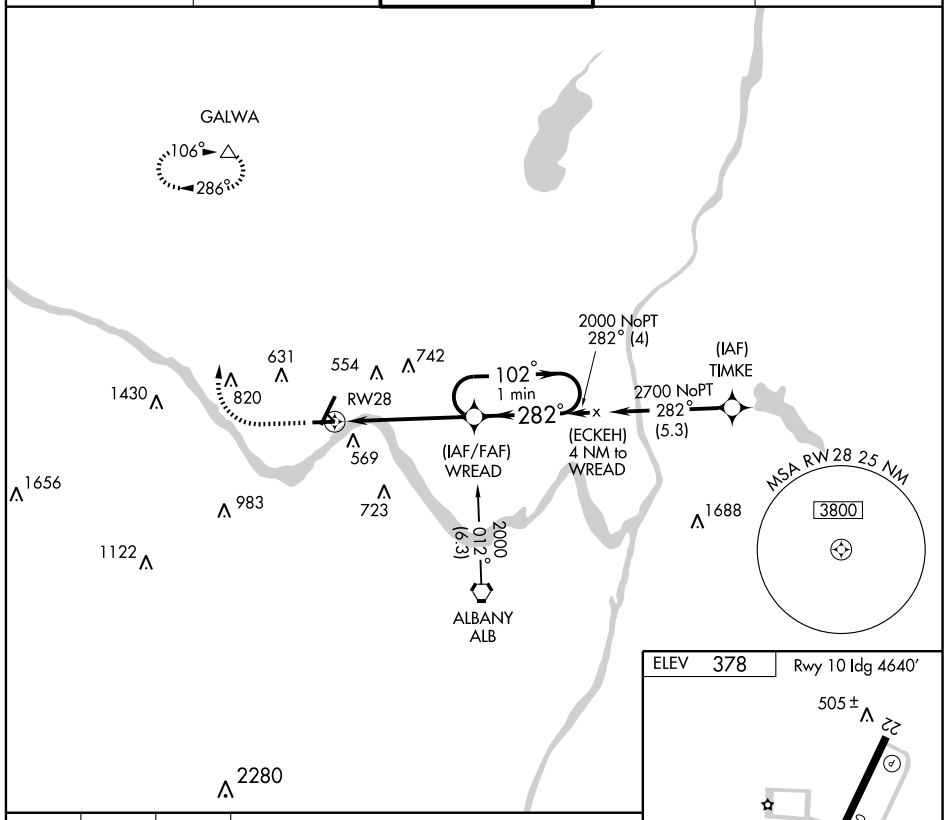
APP CRS		
282°	Rwy Idg	4840
	TDZE	323
	Apt Elev	378

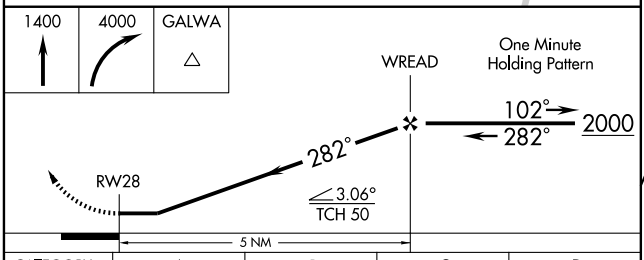
GPS RWY 28
SCHENECTADY COUNTY (SCH)

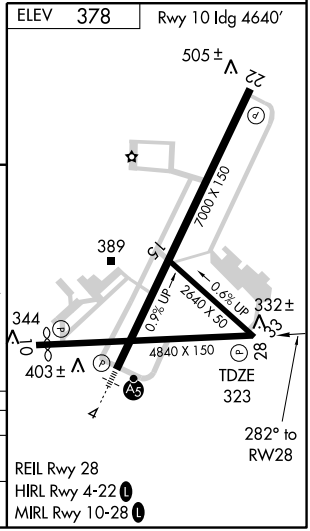
NA

MISSED APPROACH: Climb to 1400, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975







CATEGORY	A	B	C	D
S-28	780-1	457 (500-1)	780-1¼ 457 (500-1¼)	780-1½ 457 (500-1½)
CIRCLING	880-1	502 (600-1)	900-1½ 522 (600-1½)	1000-2 622 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-SCH	APP CRS	Rwy Idg	7000
109.7	040°	TDZE	338
		Apt Elev	378

ILS RWY 4
SCHENECTADY COUNTY (SCH)

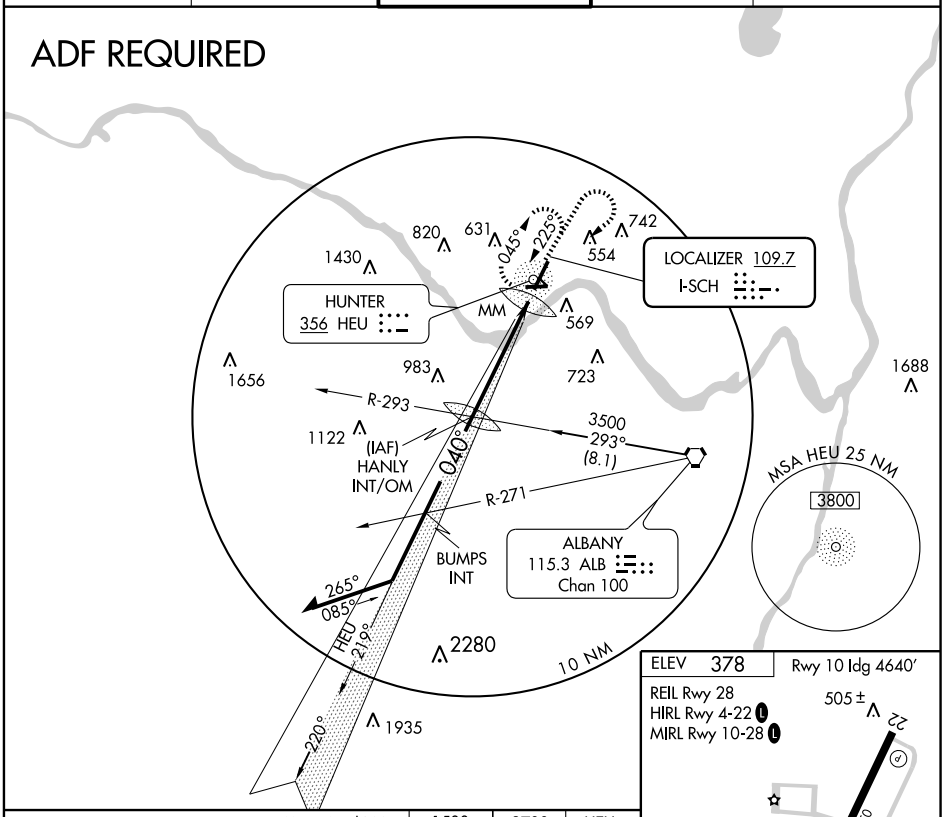
Inoperative table does not apply to S-LOC 4 CAT C.

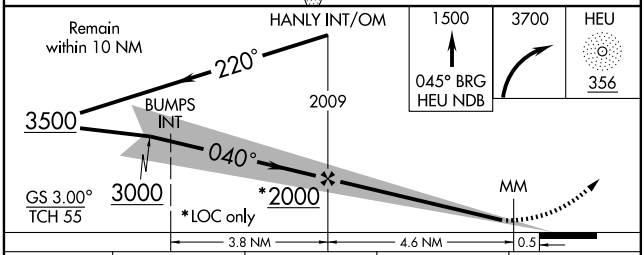
MALSR

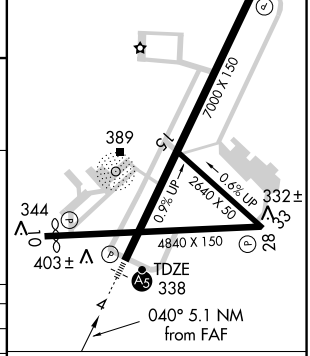
MISSED APPROACH: Climb to 1500 via 045° bearing from HEU NDB, then climbing right turn to 3700 direct HEU NDB and hold.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 4	555-¾ 217 (200-¾)			
S-LOC 4	740-¾ 402 (400-¾)		740-1¼ 402 (400-1¼)	
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 14 JAN 2010 to 11 FEB 2010

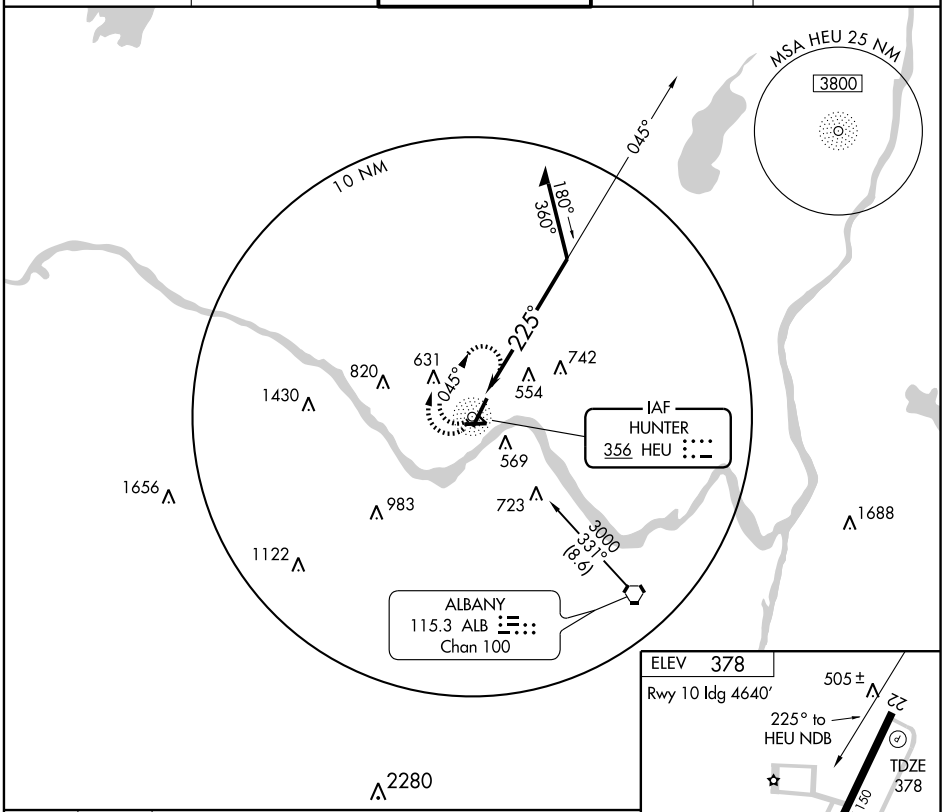
NDB HEU 356	APP CRS 225°	Rwy Idg 7000 TDZE 378 Apt Elev 378

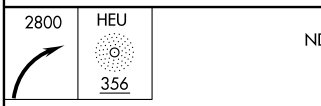
NDB RWY 22

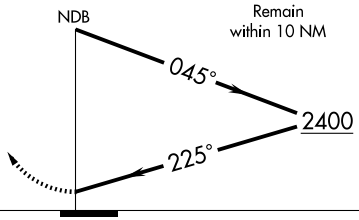
SCHENECTADY COUNTY (SCH)

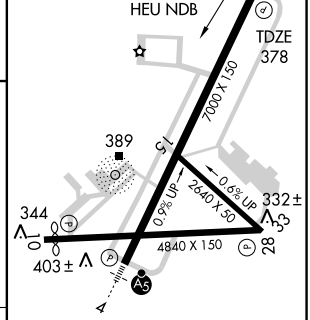
MISSED APPROACH: Climbing right turn to 2800 in HUNTER NDB holding pattern.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975









CATEGORY	A	B	C	D
S-22	980-1	602 (700-1)	980-1¾ 602 (700-1¾)	980-2 602 (700-2)
CIRCLING	980-1	602 (700-1)	980-1¾ 602 (700-1¾)	1000-2 622 (700-2)

REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3786
007°	TDZE	492
	Apt Elev	492

RNAV (GPS) RWY 1

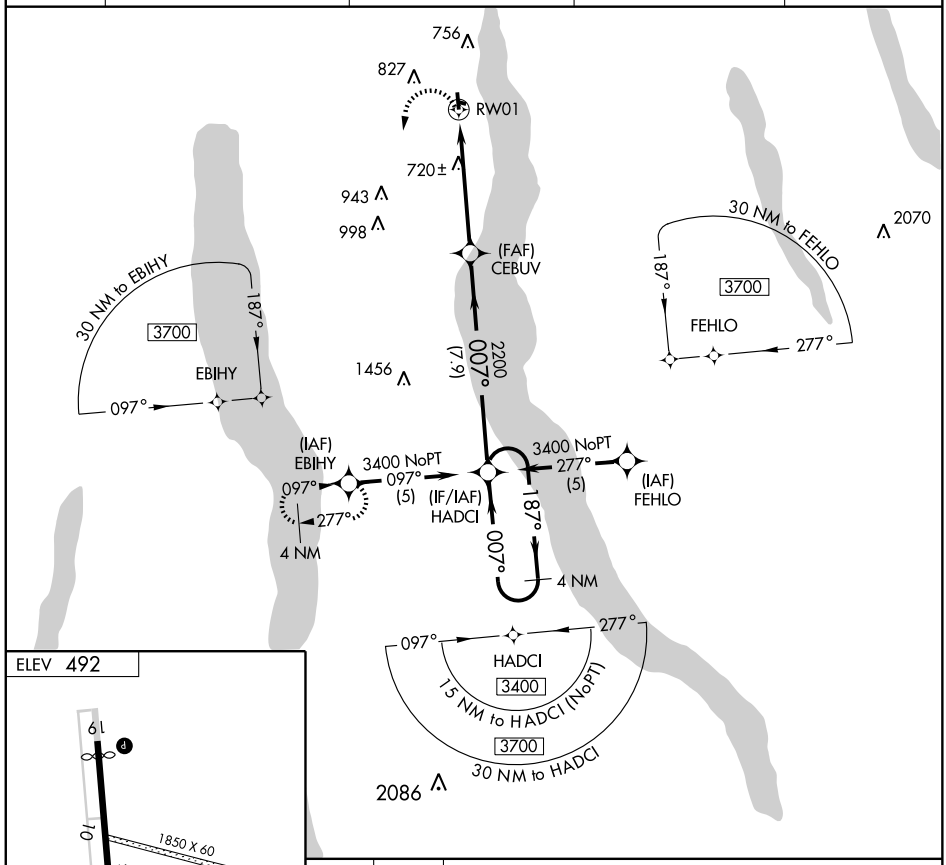
SENECA FALLS / FINGER LAKES RGNL (ØG7)

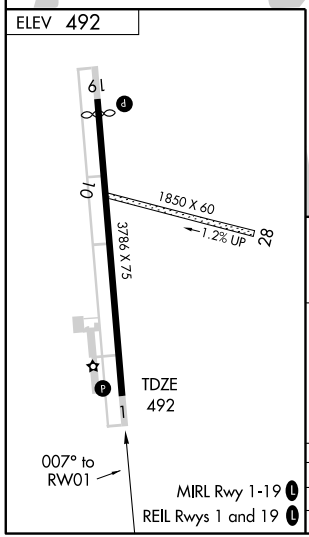
When local altimeter setting not received, use Syracuse Hancock altimeter setting.
DME/DME RNP-0.3 NA.

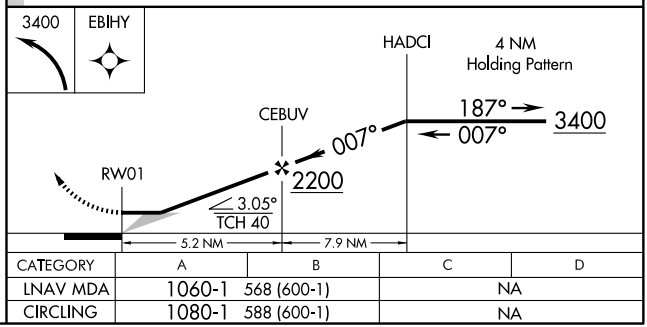
NA

MISSED APPROACH: Climbing left turn to 3400 direct EBIHY WP and hold.

AWOS-3	SYRACUSE APP CON	ROCHESTER APP CON	ELMIRA APP CON ★	UNICOM
120.0	126.125 269.125 (E-NE)	119.55 269.6 (W-NW)	124.3 257.8 (SW-SE)	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1	568 (600-1)	NA	
CIRCLING	1080-1	588 (600-1)	NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-HWV	APP CRS	Rwy Idg	4200
108.95	059°	TDZE	81
		Apt Elev	82

ILS RWY 6

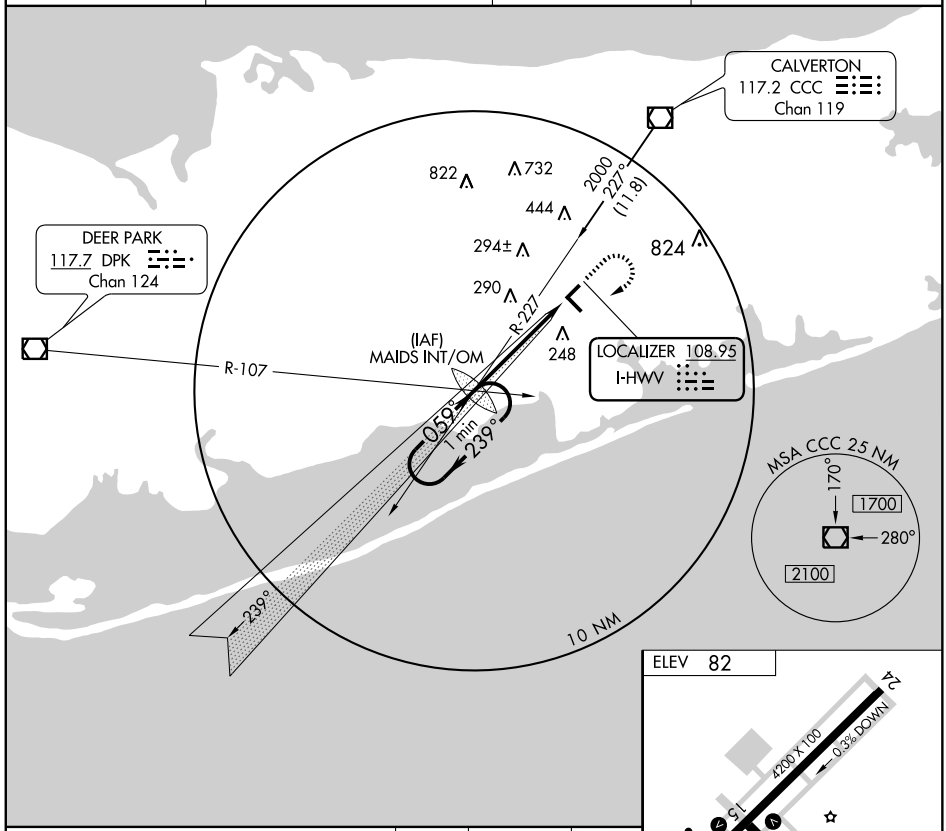
SHIRLEY / BROOKHAVEN (HWV)

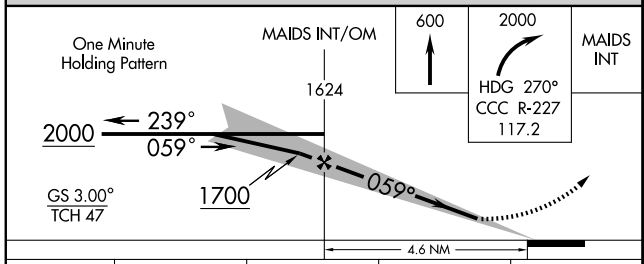
Use Long Island MacArthur altimeter setting.
ILS unusable from MM inbound.

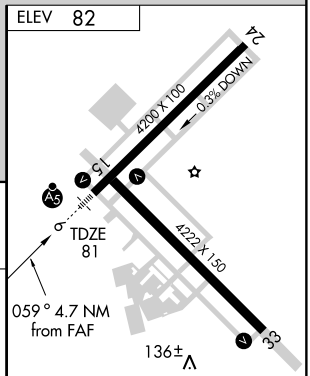
MALSR

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 270° and CCC VOR/DME R-227 to MAIDS Int and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	309-½	228 (300-½)	NA	
S-LOC 6	560-½	479 (500-½)	NA	
CIRCLING	600-1	518 (600-1)	NA	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4200
059°	TDZE	77
	Apt Elev	81

RNAV (GPS) RWY 6

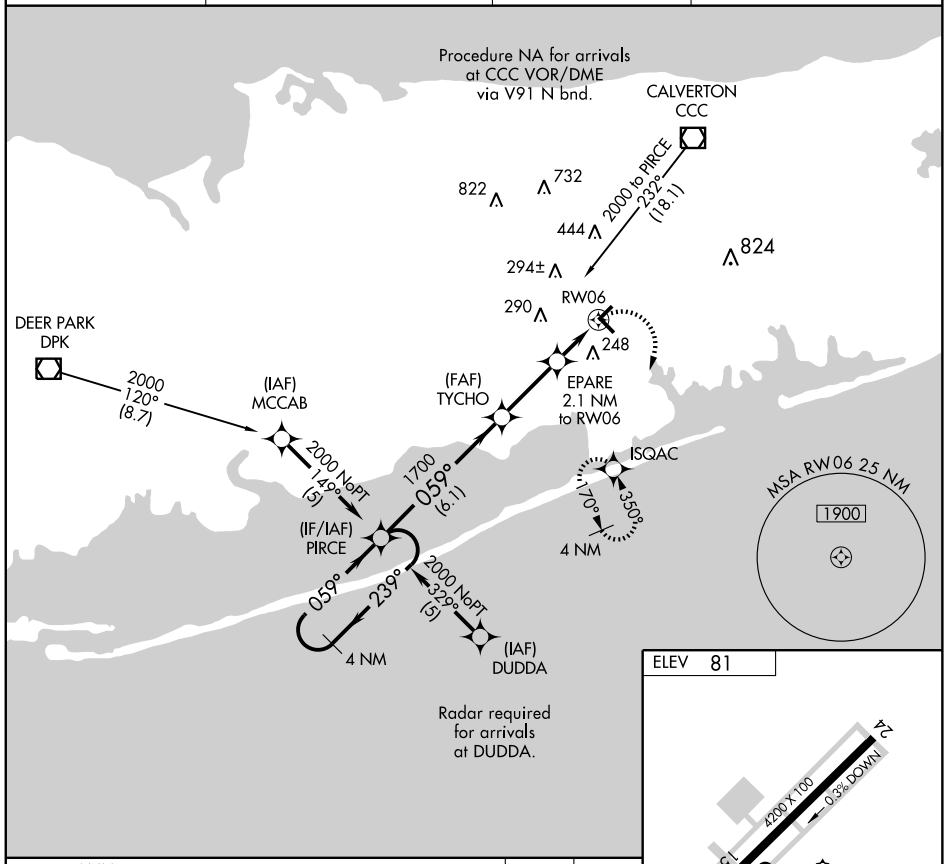
SHIRLEY / BROOKHAVEN (HWV)

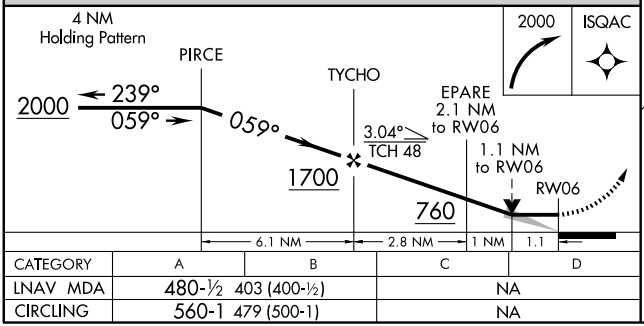
If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MALSR

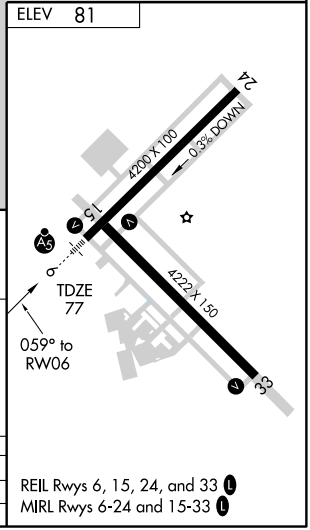
MISSED APPROACH: Climbing right turn to 2000 direct ISQAC and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-½ 403 (400-½)		NA	
CIRCLING	560-1 479 (500-1)		NA	



REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 90402 W15A	APP CRS 149°	Rwy Idg 4222 TDZE 70 Apt Elev 81

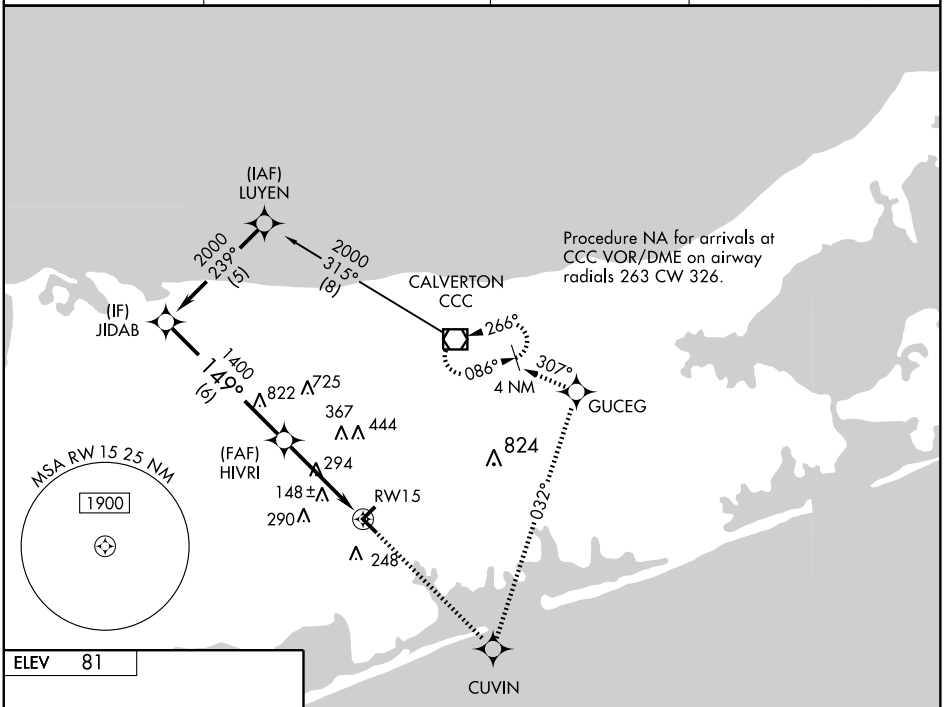
RNAV (GPS) RWY 15

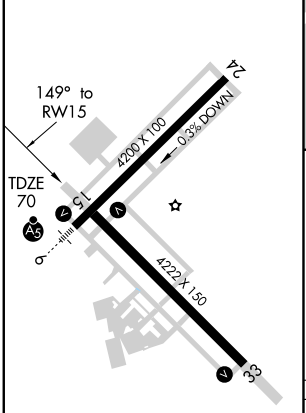
SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA.Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

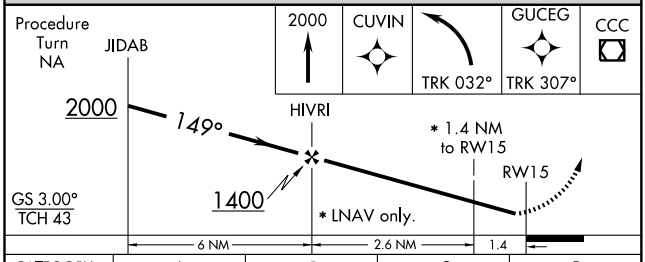
MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L





REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
LPV DA	392-1¼	322 (400-1¼)	NA	
LNAV MDA	560-1	490 (500-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4222
CH 40412	329°	TDZE	67
W33A		Apt Elev	81

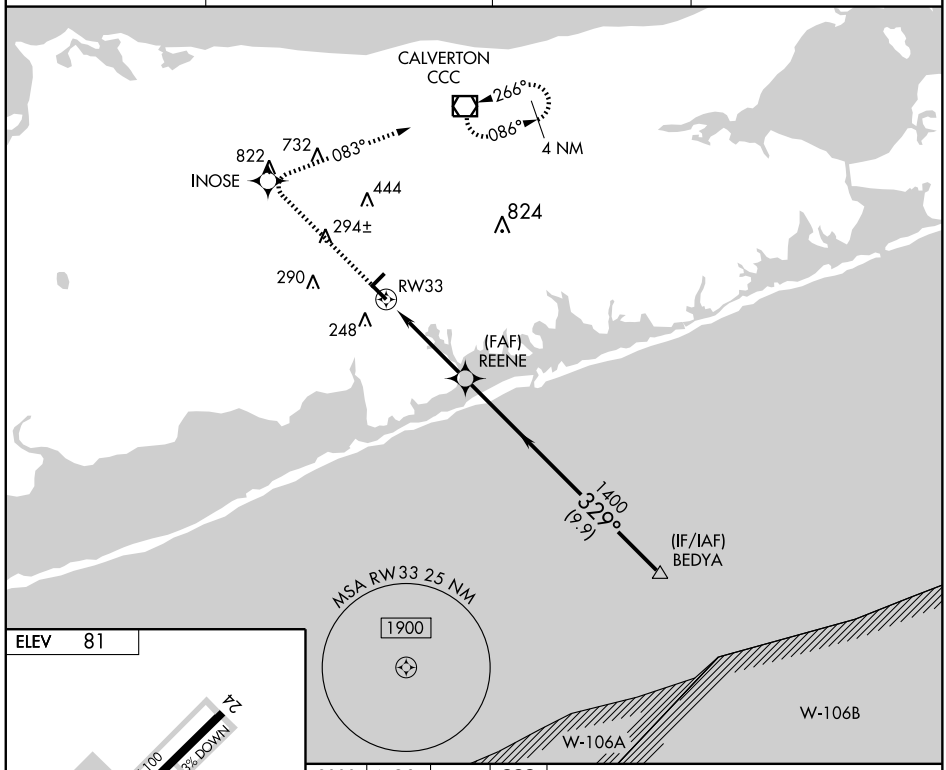
RNAV (GPS) RWY 33

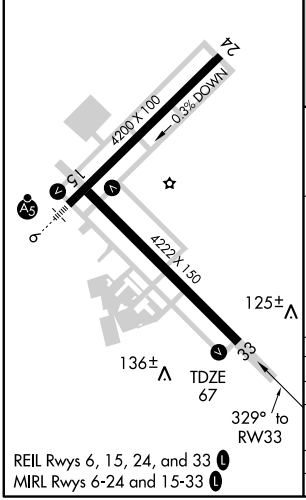
SHIRLEY / BROOKHAVEN (HWV)

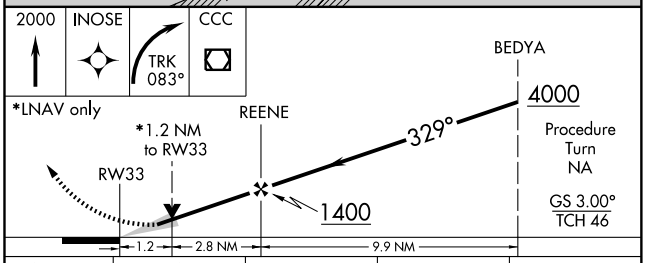
Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 2000 direct INOSE and right turn via track 083° to CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	346-1	279 (300-1)	NA	
LNAV/VNAV DA	449-1¼	382 (400-1¼)	NA	
LNAV MDA	500-1	433 (500-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	

REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4200
239°	TDZE	81
	Apt Elev	81

RNAV (GPS) Y RWY 24

SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L

BRIDGEPORT BDR

2000 135° (18)

Procedure NA for arrivals at BDR VOR/DME via V44-91 NW bnd.

(IAF) OCTAV

2000 149° (5)

(IF) ARDIS

Procedure NA for arrivals at HTO VORTAC on airway radials 236 CW 285.

HAMPTON HTO

2000 277° (14.3)

(IAF) FRANQ

2000 329° (5)

1700 239° (5.1)

(FAF) WEENG

822 725 444 824 213± 148± 290

(MAP) KOYEN

MSA KOYEN 25 NM

1900

YINTU 248

149°

ISQAC

170° 350°

4 NM

ELEV 81

24 15 33 6 24 15 33

4200 X 100

0.3% DOWN

TDZE 81

4222 X 150

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L

2000 | YINTU | TRK 149° | ISQAC

KOYEN WEENG ARDIS Procedure Turn NA

239° 2000 1700 3.04° TCH 45

0.5 4.4 NM 5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	399 (400-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4200
CH 56601	239°	TDZE	81
W24A		Apt Elev	81

RNAV (GPS) Z RWY 24

SHIRLEY / BROOKHAVEN (HWV)

T A W DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378, and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L

BRIDGEPORT BDR

2000 135° (18)

Procedure NA for arrivals at BDR VOR/DME via V44-91 NW bnd.

(IAF) OCTAV

2000 149° (5)

Procedure NA for arrivals at HTO VORTAC on airway radials 236 CW 285.

(IF) ARDIS

1700 239° (5.1)

2000 329° (5)

HAMPTON HTO

2000 277° (14.3)

(IAF) FRANQ

822 725 WEENG 444 824

MSA RW24 25 NM 1900

148 ± 290 RW24 248

YINTU 149°

ISQAC 170° 350° 4 NM

ELEV 81

240° to RW24

4200 X 100 0.3% DOWN

TDZE 81

4222 X 150

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L

2000 | YINTU | TRK 149° | ISQAC

Procedure Turn NA

ARDIS 2000

WEENG 239°

RW24 1700

GS 3.00° TCH 45

4.9 NM 5.1 NM

CATEGORY	A	B	C	D
LPV DA	350-1 269 (300-1)		NA	
CIRCLING	560-1 479 (500-1)		NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME CCC 117.2 Chan 119	APP CRS 042°	Rwy Idg 4200 TDZE 77 Apt Elev 81

VOR RWY 6

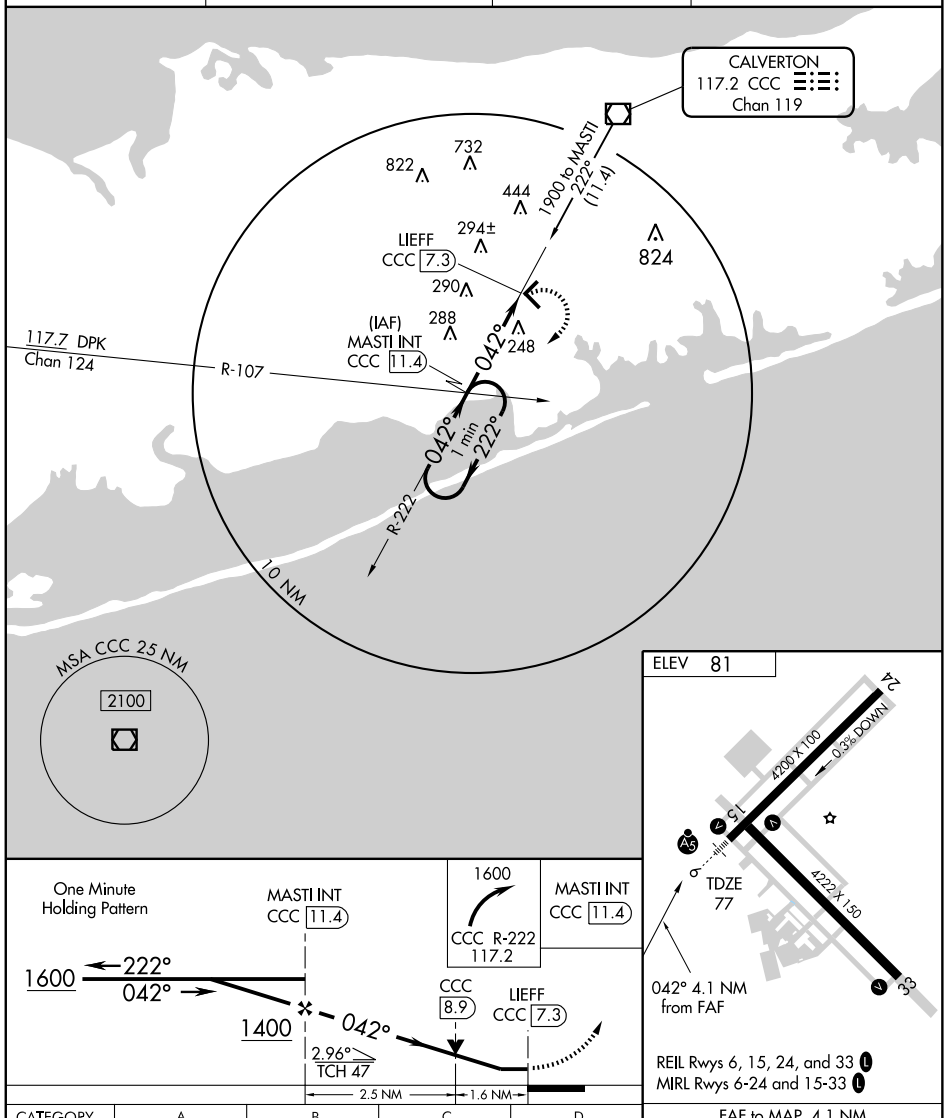
SHIRLEY / BROOKHAVEN (HWV)

Inoperative table does not apply. When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI Int/11.4 DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L



REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

CATEGORY	A	B	C	D
S-6	620-1	543 (600-1)	NA	
CIRCLING	620-1	539 (600-1)	NA	

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2. 14 JAN 2010 to 11 FEB 2010

SIDNEY, NEW YORK AL-6076 (FAA)

APP CRS	Rwy Idg	4204
071°	TDZE	1027
	Apt Elev	1027

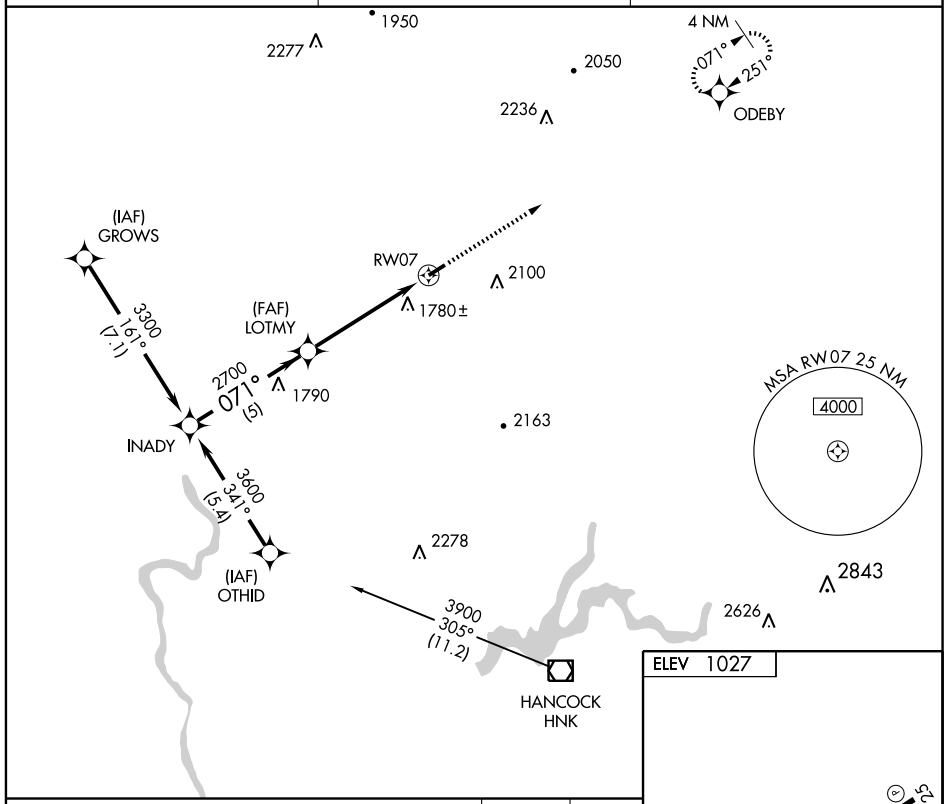
RNAV (GPS) RWY 7
SIDNEY MUNI (N23)

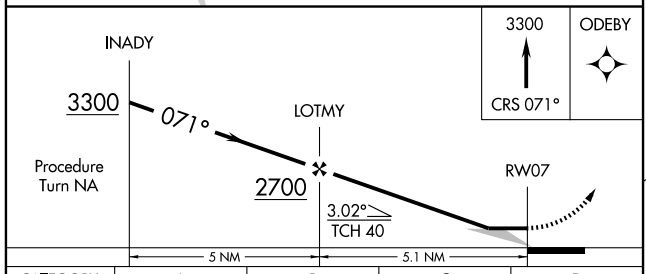
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

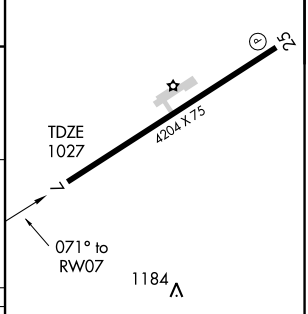
NA

MISSED APPROACH: Climb to 3300 via 071° course to ODEBY WP and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275







CATEGORY	A	B	C	D
LNAV MDA	2040-1¼ 1013 (1100-1¼)	2040-1½ 1013 (1100-1½)	2040-3 1013 (1100-3)	NA
CIRCLING	2120-1¼ 1093 (1100-1¼)	2140-1½ 1113 (1200-1½)	2180-3 1153 (1200-3)	NA

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 25

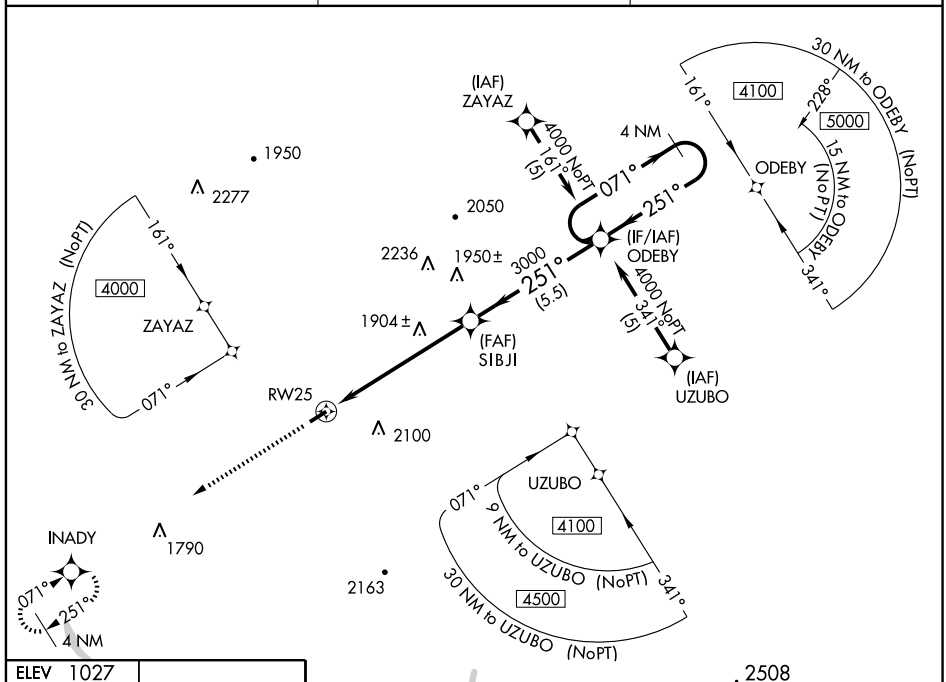
SIDNEY MUNI (N23)

APP CRS	Rwy Idg	4204
251°	TDZE	1027
	Apt Elev	1027

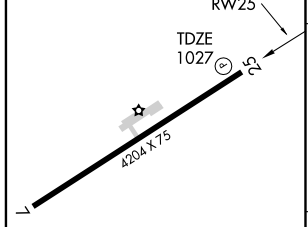
Obtain local altimeter setting on CTAF; when not received, use Binghamton altimeter setting and increase all MDAs 140 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

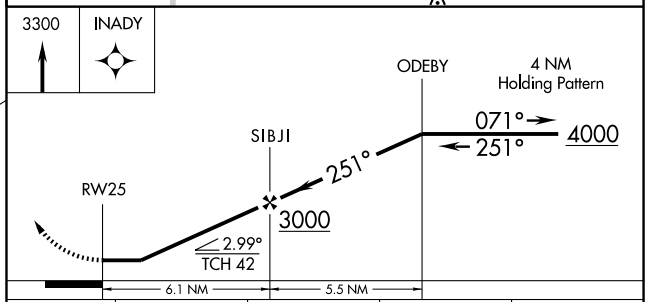
MISSED APPROACH: Climb to 3300 direct INADY WP and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275



ELEV 1027





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ DA VNAV	NA			
LNAV MDA	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA
CIRCLING	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA

1184

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2. 14 JAN 2010 to 11 FEB 2010

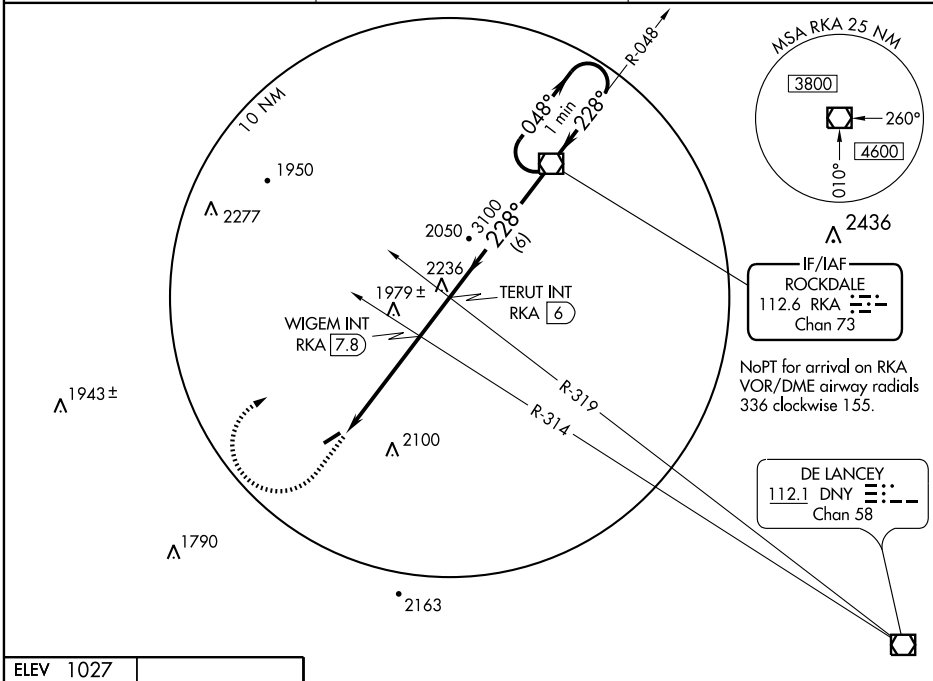
VOR/DME RKA	APP CRS	Rwy Idg	4204
112.6	228°	TDZE	1027
Chan 73		Apt Elev	1027

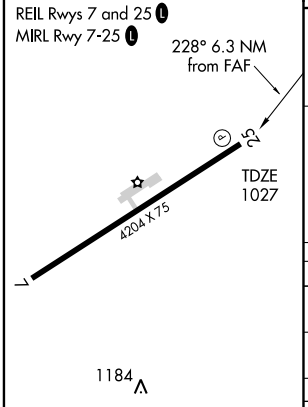
VOR RWY 25
SIDNEY MUNI (N23)

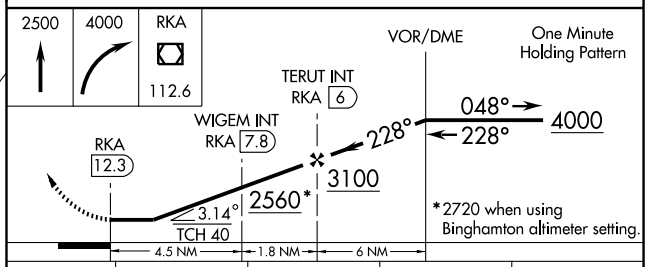
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct RKA VOR/DME and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275







CATEGORY	A	B	C	D
S-25	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
CIRCLING	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
WIGEM FIX MINIMUMS				
S-25	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA
CIRCLING	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

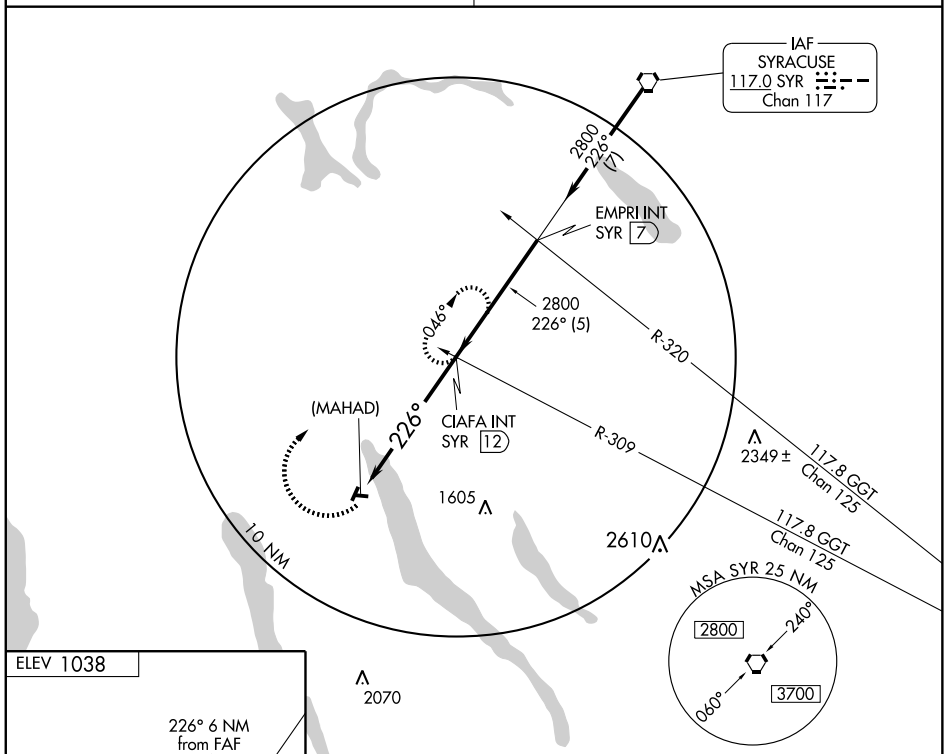
NE-2. 14 JAN 2010 to 11 FEB 2010

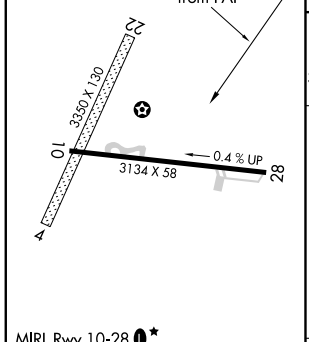
VORTAC SYR 117.0 Chan 117	APP CRS 226°	Rwy Idg N/A TDZE N/A Apt Elev 1038

VOR or GPS-A

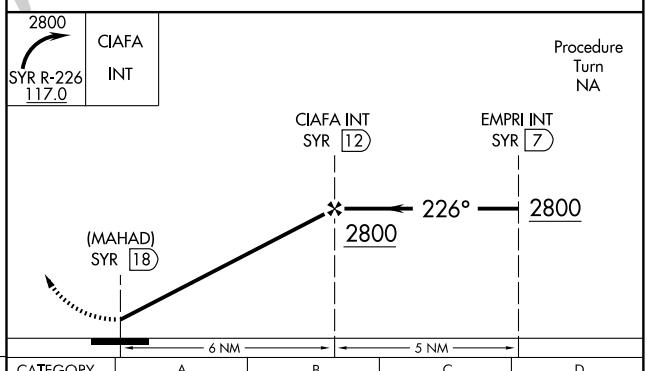
SKANEATELES AERO DROME (6B9)

▼ ▲ NA	Use Syracuse altimeter setting. Two 55′ poles 70′ either side centerline 900′ from AER 28.
MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold.	
SYRACUSE APP CON **126.125 269.125**	UNICOM **122.8** (CTAF) L





MIRL Rwy 10-28 L ★



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	1660-1 622 (700-1)		1720-2 682 (700-2)	NA

NE-2, 14 JAN 2010 to 11 FEB 2010

SOUTH BETHLEHEM, NEW YORK AL-9737 (FAA)

APP CRS	Rwy ldg	2704
008°	TDZE	196
	Apt Elev	196

RNAV (GPS) RWY 1

SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

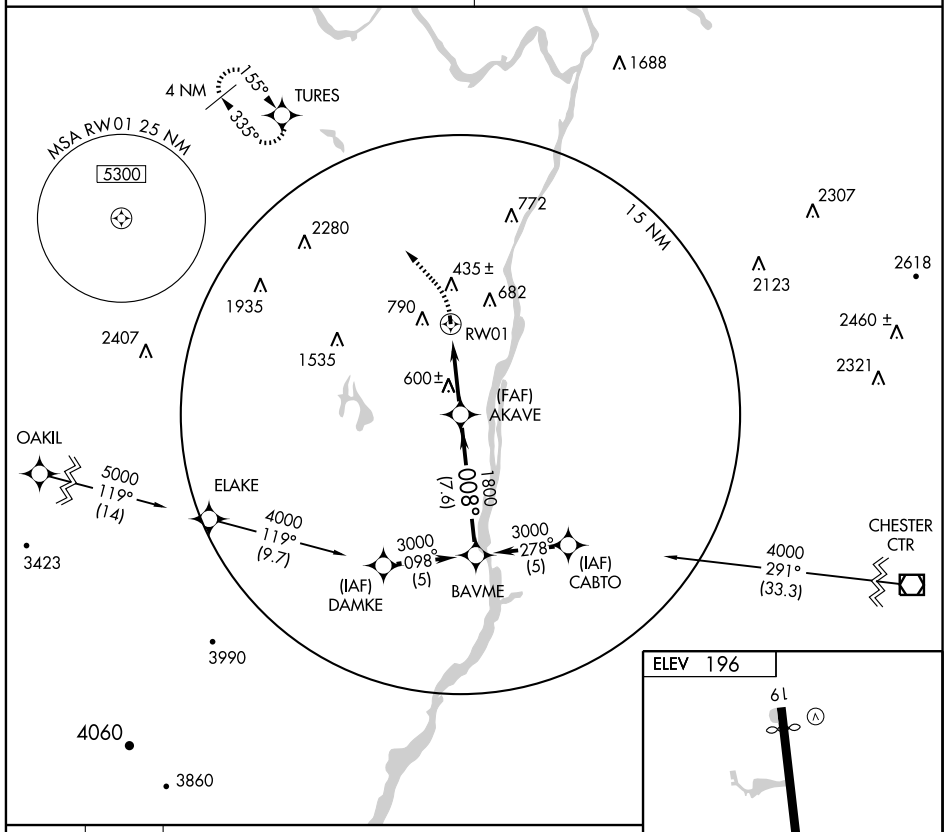
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

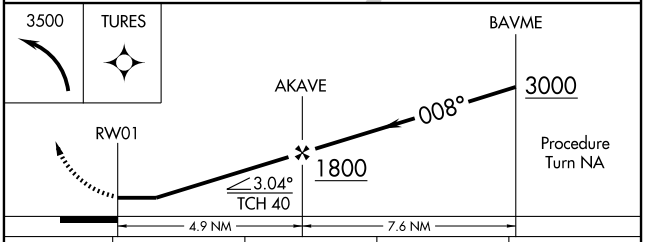
NA

MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.

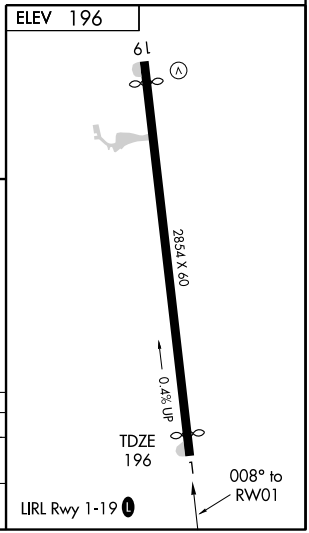
ALBANY APP CON
118.05 263.075

UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 764 (800-1)	960-1¼ 764 (800-1¼)	NA	
CIRCLING	960-1 764 (800-1)	1040-1¼ 844 (900-1¼)	NA	



NE-2. 14 JAN 2010 to 11 FEB 2010

SOUTH BETHLEHEM, NEW YORK AL-9737 (FAA)

APP CRS	Rwy Idg	2730
188°	TDZE	196
	Apt Elev	196

RNAV (GPS) RWY 19

SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

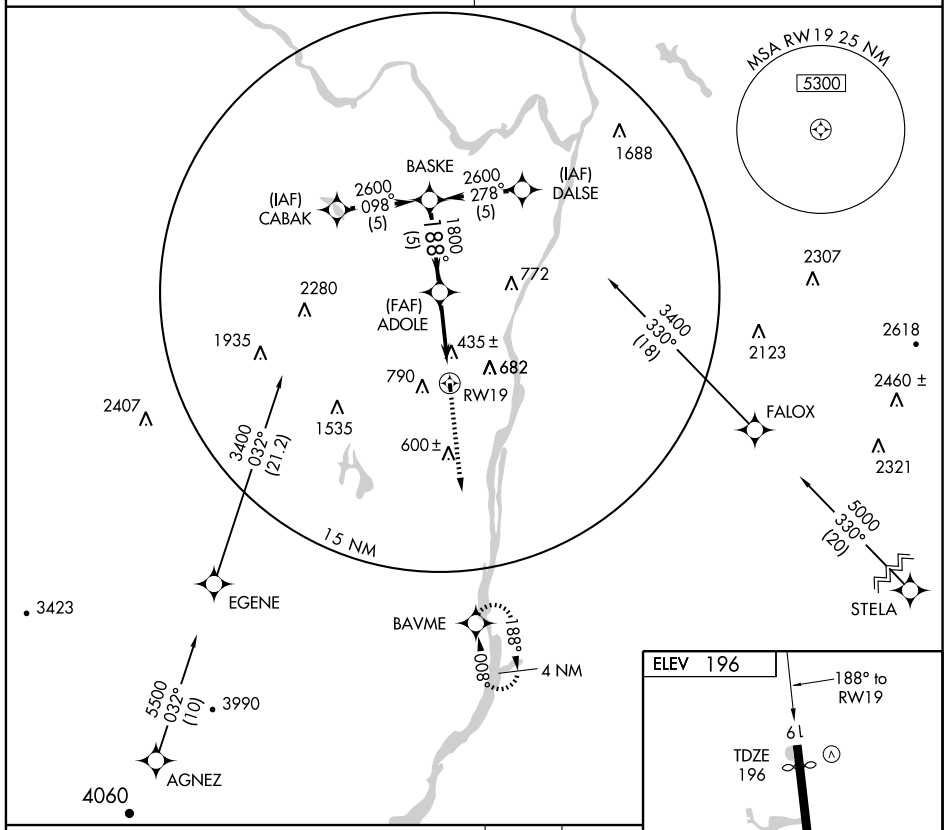
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

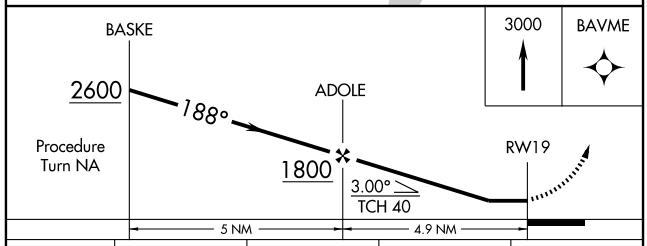
NA

MISSED APPROACH: Climb to 3000 direct BAVME WP and hold.

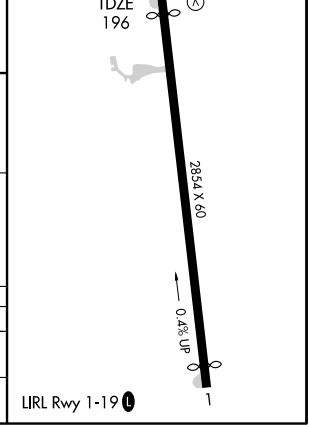
ALBANY APP CON
118.05 263.075

UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	740-1 544 (600-1)		NA	
CIRCLING	840-1 644 (700-1)	1040-1¼ 844 (900-1¼)	NA	



NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
190°	Surface Elev	39
	Apt Elev	5

COPTER RNAV (GPS) 190°

SOUTHAMPTON HELIPORT (87N)

NA

Procedure NA at night. DME/DME RNP-0.3 NA.
Use Westhampton Beach altimeter setting, when not received, use New Haven altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2000 direct BEADS and hold.

WESTHAMPTON BEACH ASOS	NEW YORK APP CON	CTAF
119.925	125.975	122.9

Procedure NA for arrivals at CCC VOR/DME via V16 southwest bound.

4 NM
190°
010°
Limit final and missed approach maximum airspeed to 70 KIAS.
(IF/IAF) TIDUE
CALVERTON CCC
1700
096°
(14.9)
1700
190° (3)
1800
304°
(7.6)
HAMPTON HTO
(FAF) STAYS
265
824
Proceed visually from CRANN or conduct the specified missed approach.
(MAP) CRANN
190°
0.9 NM
420
SEE INSET
5 NM
056°
236°
BEADS
MSA CRANN 25 NM
1900
(MAP) CRANN
190°
0.9 NM
Southampton Heliport
ELEV 5
44 x 44
1.2 NM
ELEV 5
190° 0.9 NM from MAP
Surface Elevation 39
44 X 44
2000
BEADS
4 NM Holding Pattern
TIDUE
STAYS
1700
010°
190°
190°
1700
CRANN
190°
0.9 NM
6.00°
HVR HT 5
3 NM
3 NM

CATEGORY	COPTER	B	C	D
H-190°	560-1 521 (600-1)	NA		

NE-2, 14 JAN 2010 to 11 FEB 2010

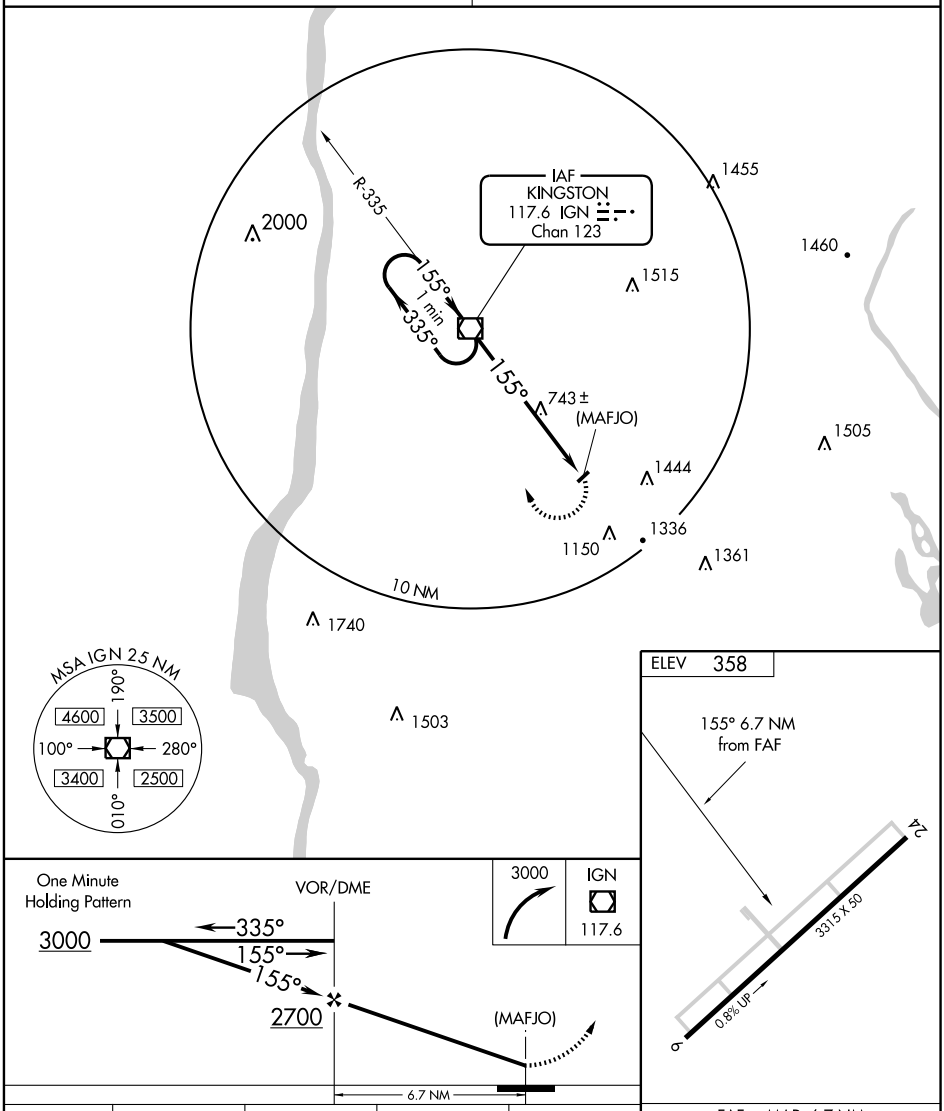
VOR/DME IGN	APP CRS	Rwy Idg	N/A
117.6	155°	TDZE	N/A
Chan 123		Apt Elev	358

VOR or GPS-A
STORMVILLE (N69)

Use Poughkeepsie altimeter setting.
Terrain rises rapidly East and Southeast of airport.
NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3000 direct IGN VOR/DME and hold.

NEW YORK APP CON	UNICOM
132.75 363.1	122.8 (CTAF)

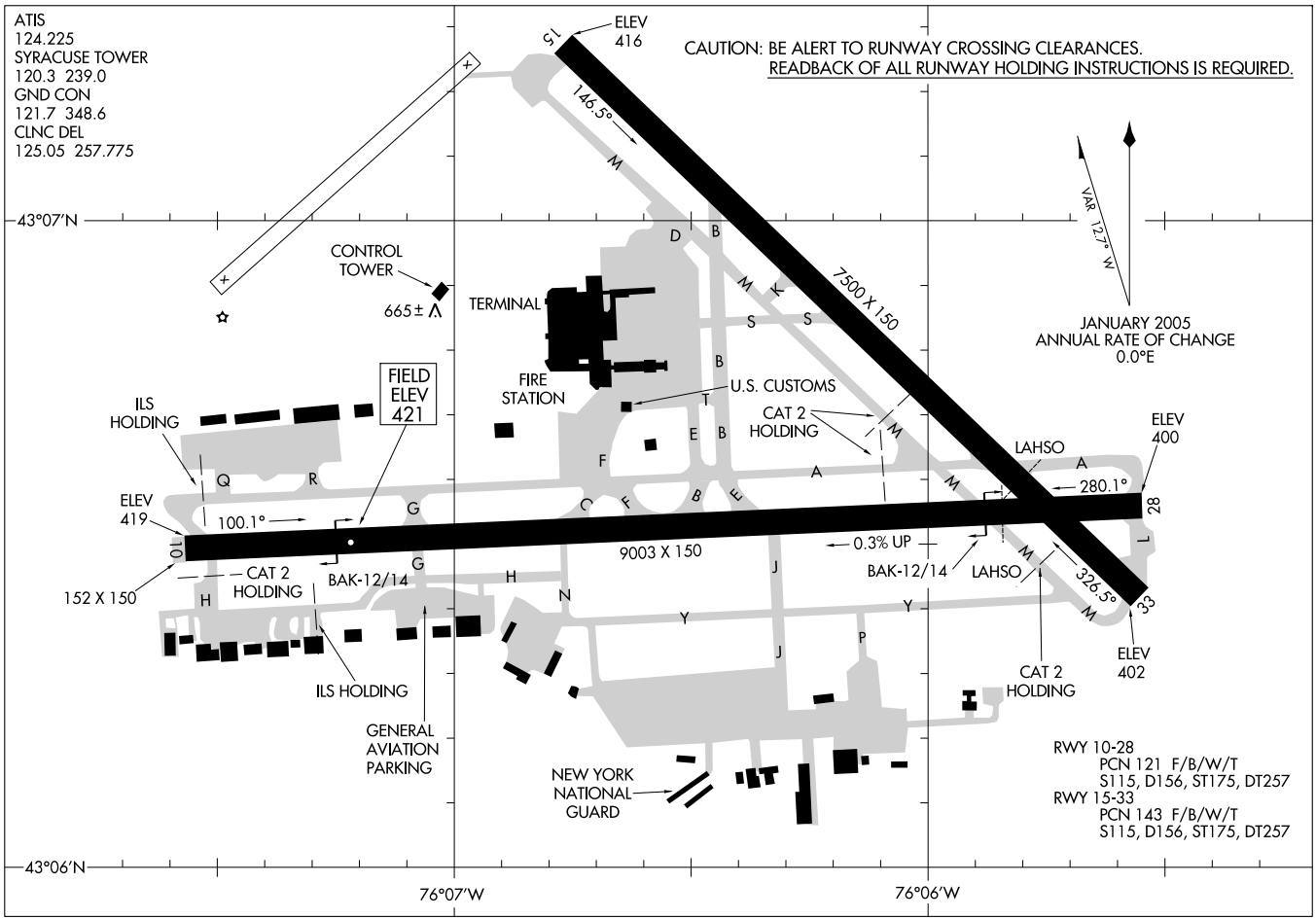


CATEGORY	A	B	C	D
CIRCLING	1860-3 1502 (1600-3)	NA		

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-2. 14 JAN 2010 to 11 FEB 2010


ATIS
124.225
SYRACUSE TOWER
120.3 239.0
GND CON
121.7 348.6
CLNC DEL
125.05 257.775
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ELEV 416
15
146.5°
7500 X 150
VAR 12.7° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°E
43°07′N
CONTROL TOWER
665± ∧
TERMINAL
FIRE STATION
U.S. CUSTOMS
FIELD ELEV 421
ILS HOLDING
CAT 2 HOLDING
ELEV 400
LAHSO
280.1°
ELEV 419
100.1°
10
28
9003 X 150
0.3% UP
BAK-12/14
LAHSO
326.5°
33
152 X 150
CAT 2 HOLDING
BAK-12/14
ILS HOLDING
GENERAL AVIATION PARKING
NEW YORK NATIONAL GUARD
ELEV 402
CAT 2 HOLDING
RWY 10-28
PCN 121 F/B/W/T
S115, D156, ST175, DT257
RWY 15-33
PCN 143 F/B/W/T
S115, D156, ST175, DT257
43°06′N
76°07′W
76°06′W

HI-VOR/DME or TACAN RWY 15

VORTAC SYR	APCH CRS	Rwy ldg	7500
117.0	131°	TDZE	417
Chan 117		Arpt Elev	421

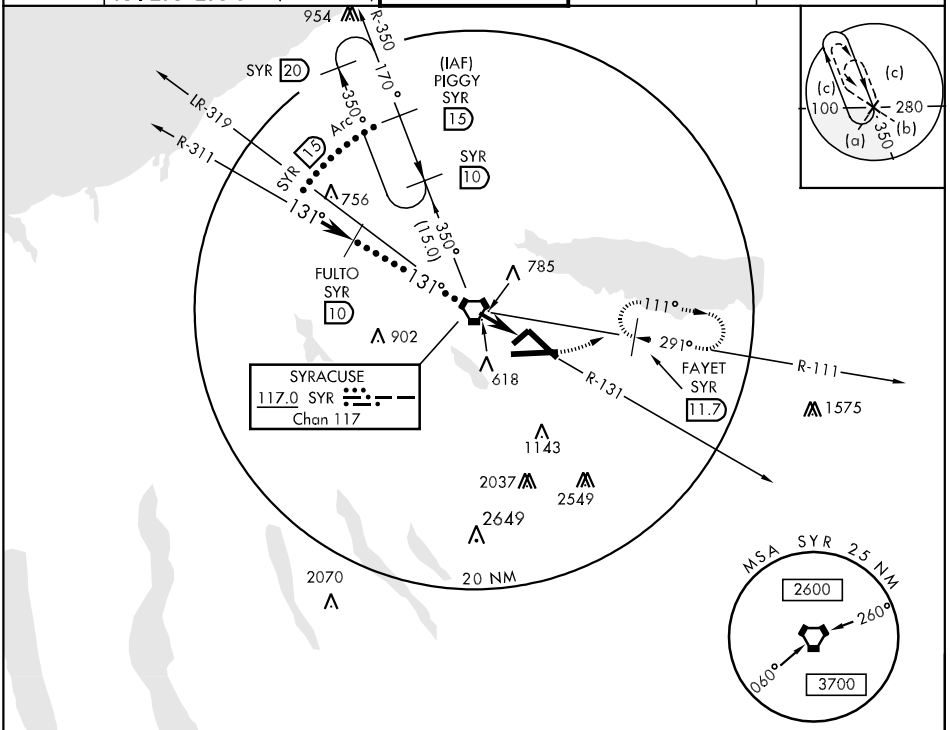
JAL-411 [USAF]

SYRACUSE HANCOCK INTL (KSYR)

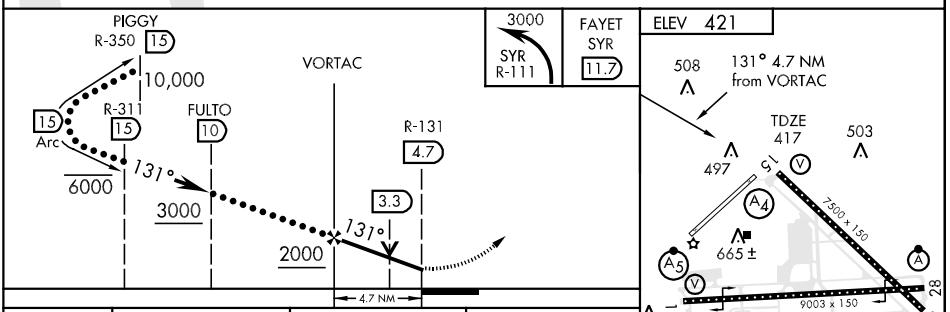
MALS

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET/11.7 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	126.125 269.125 (100°- 278°) 134.275 279.6 (279°- 099°)	120.3 239.0	121.7 348.6	125.05 257.775



EMERG SAFE ALT 100 NM 6700



CATEGORY	C	D	E
S-15	920-1½ 503 (500-1½)		920-1¾ 503 (500-1¾)
CIRCLING	980-1½ 559 (600-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

HIRL Rwy 10-28 and 15-33
TDZ/CL Rwy 28

LOC/DME I-MRZ	APP CRS	Rwy Idg	9003
109.9	100°	TDZE	421
Chan 36		Apt Elev	421

ILS or LOC RWY 10

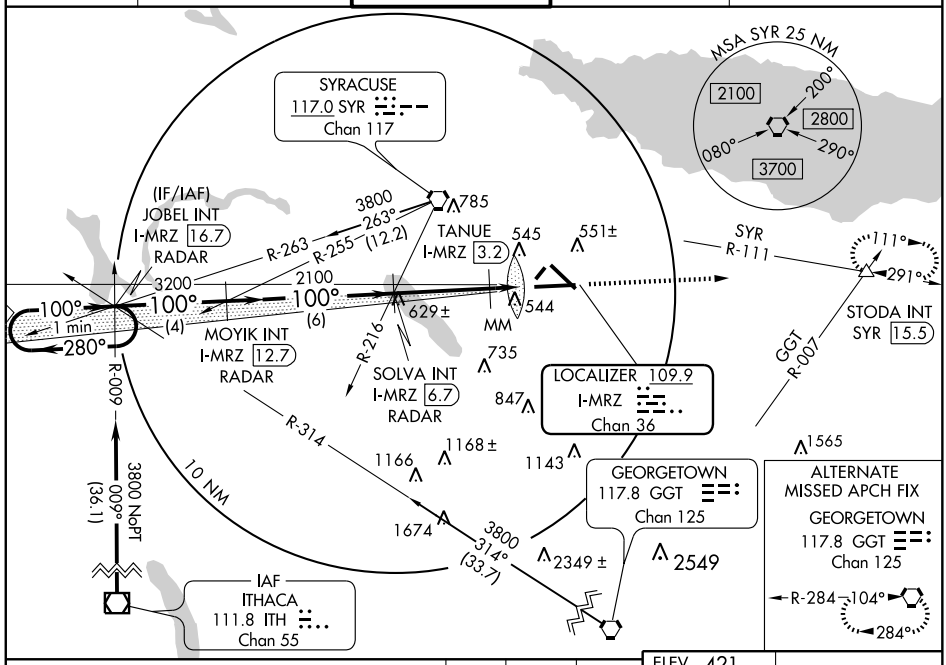
SYRACUSE HANCOCK INTL (SYR)

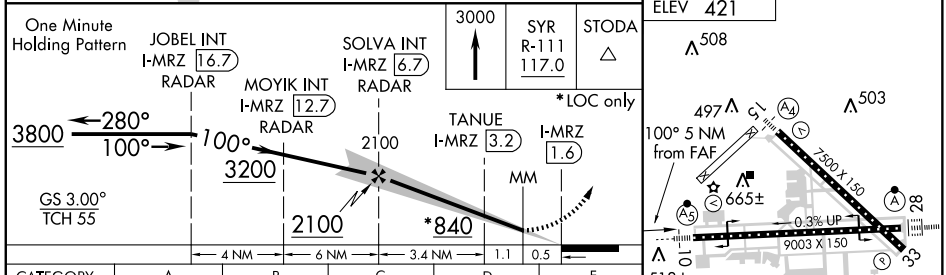
For inoperative MALSR, increase S-LOC 10 Cat E visibility to 1½ miles and TANUE fix minimums S-LOC Cat E visibility to RVR 6000. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





CATEGORY	A	B	C	D	E
S-ILS 10		**621/24 200 (200-½)			
S-LOC 10	840/24 419 (500-½)		840/40 419 (500-¾)		840/50 419 (500-1)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)
TANUE FIX MINIMUMS					
S-LOC 10	780/24 359 (400-½)			780/40 359 (400-¾)	
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SYR	APP CRS	Rwy Idg	9003
109.9	280°	TDZE	413
Chan 36		Apt Elev	421

ILS RWY 28

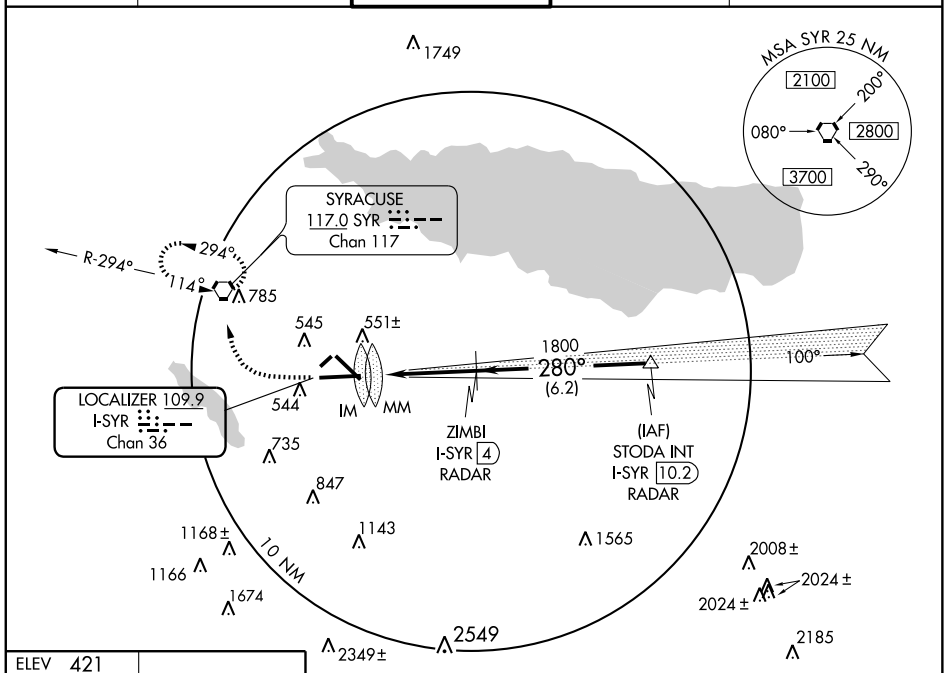
SYRACUSE HANCOCK INTL (SYR)

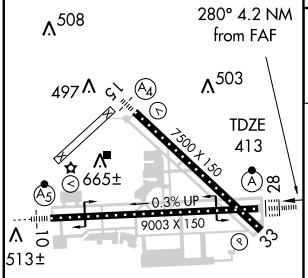
* RADAR or DME REQUIRED

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

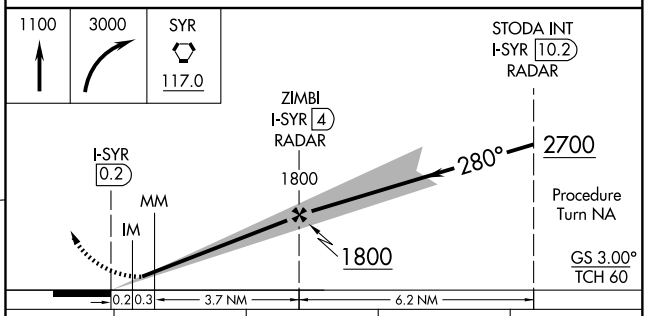
ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 28	613/18 200 (200-½)			
S-LOC 28 *	800/24 387 (400-½)			800/40 387 (400-¾)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SYR	APP CRS	Rwy Idg	9003
109.9	280°	TDZE	413
Chan 36		Apt Elev	421

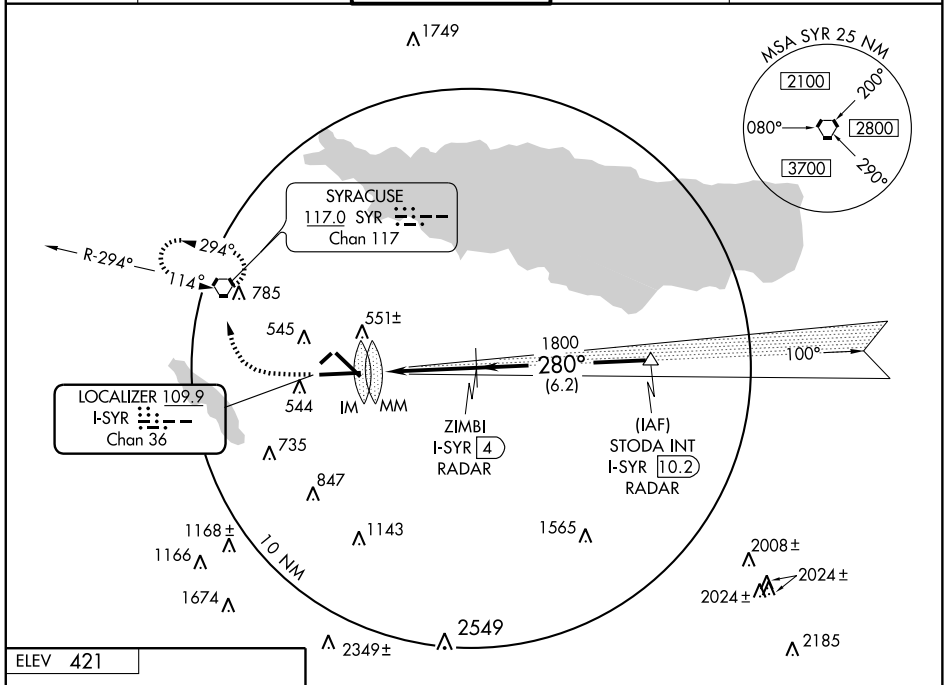
ILS RWY 28 (CAT II)

SYRACUSE HANCOCK INTL (SYR)

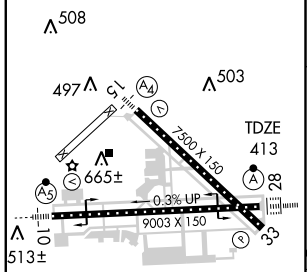
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

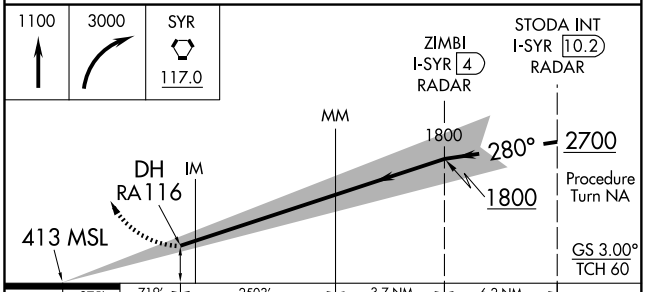
ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775



ELEV 421



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
S-ILS 28	RA 116/12 100 DA 513			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9003
CH 40017	100°	TDZE	421
W10A		Apt Elev	421

RNAV (GPS) RWY 10

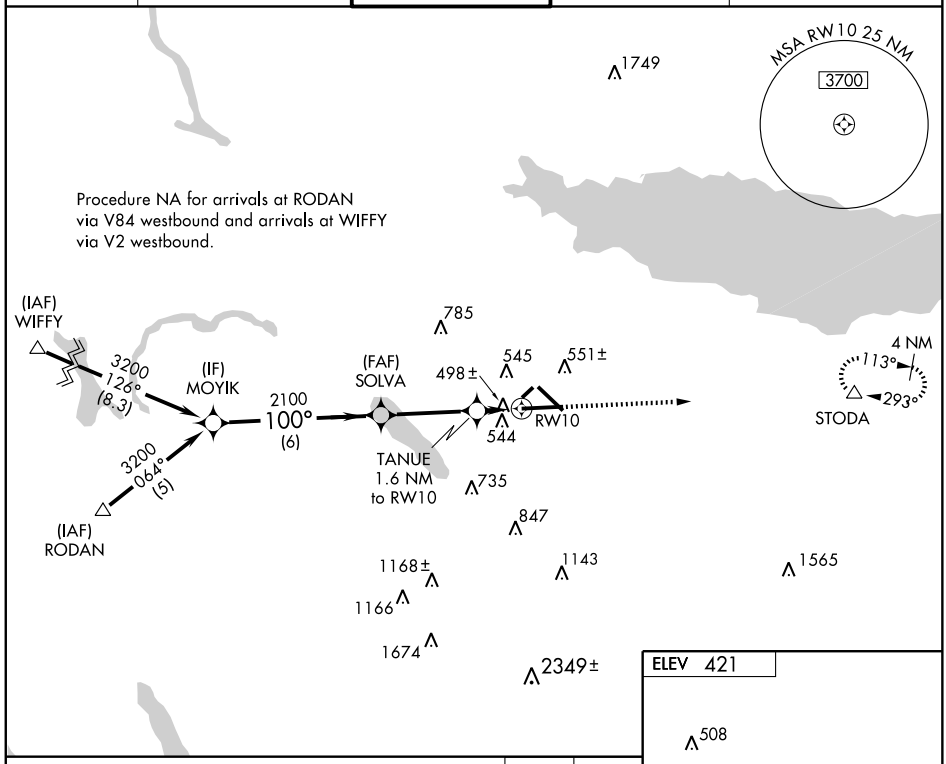
SYRACUSE HANCOCK INTL (SYR)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 direct STODA and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775



CATEGORY	A	B	C	D
LPV DA	722/24 301 (400-½)			
LNAV/ VNAV DA	823/50 402 (500-1)			
LNAV MDA	800/24 379 (400-½)			800/50 379 (400-1)
CIRCLING	880-1½ 459 (500-1½)		900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 50117 W15A	APP CRS 147°	Rwy Idg 7500 TDZE 417 Apt Elev 421

RNAV (GPS) RWY 15

SYRACUSE HANCOCK INTL (SYR)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

MALS

MISSED APPROACH: Climb to 3000 direct XANTY and left turn via 039° track to FAYET and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775

Procedure NA for arrivals at PAGER via V29-423 northbound.

(IAF) PAGER

3000 225° (12)

MSA RW15 25 NM 3700

1749

(IF) ELESE

Procedure NA for arrivals at WIFFY via V2 westbound.

(IAF) WIFFY

3000 073° (12.4)

2300 147° (6)

HUGIV 1.9 NM to RW15

(FAF) NADSY

147°

598 785 508± 551± 545

RW15

4 NM 113° 293°

FAYET

039° (5.8)

544 735 847 1168 ± 1143 XANTY 1565

ELEV 421

147° to RW15

508

TDZE 417

497 503

7500 X 150

665±

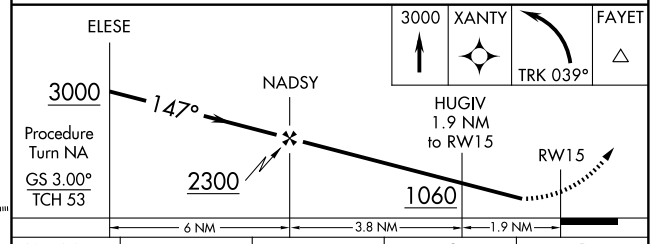
0.3% UP

9003 X 150

10 513±

28 33

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
LPV DA	735-1 318 (400-1)			
LNAV/VNAV DA	825-1½ 408 (500-1½)			
LNAV MDA	900-¾ 483 (500-¾)		900-1¼ 483 (500-1¼)	900-1½ 483 (500-1½)
CIRCLING	900-1½ 479 (500-1½)			980-2 559 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 45517 W28A	APP CRS 281°	Rwy Idg 9003 TDZE 413 Apt Elev 421

RNAV (GPS) RWY 28

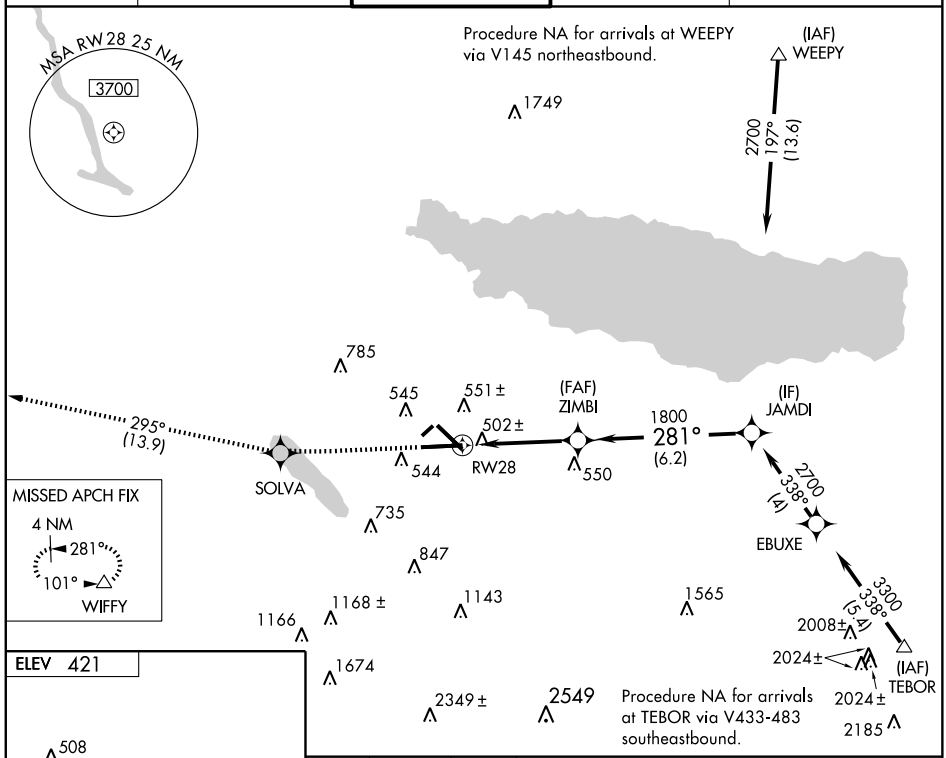
SYRACUSE HANCOCK INTL (SYR)

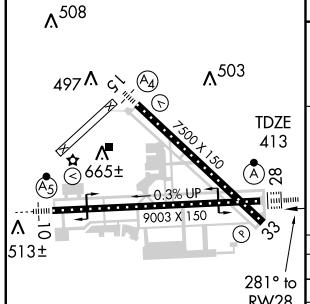
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV visibility all Cats to RVR 6000.

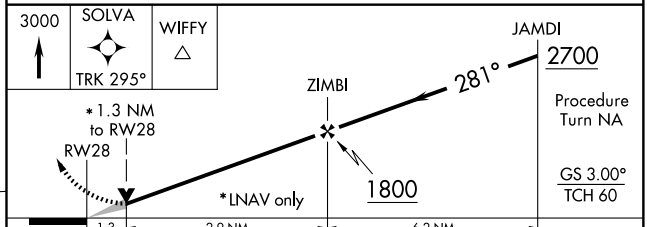
ALSF-2

MISSED APPROACH: Climb to 3000 direct SOLVA and via 295° track to WIFFY and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775







CATEGORY	A	B	C	D
LPV DA	740/40 327 (400-¾)			
LNAV/ VNAV DA	775/40 362 (400-¾)			
LNAV MDA	860/24 447 (500-½)		860/40 447 (500-¾)	860/50 447 (500-1)
CIRCLING	880-1¼ 459 (500-1¼)		900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2. 14 JAN 2010 to 11 FEB 2010

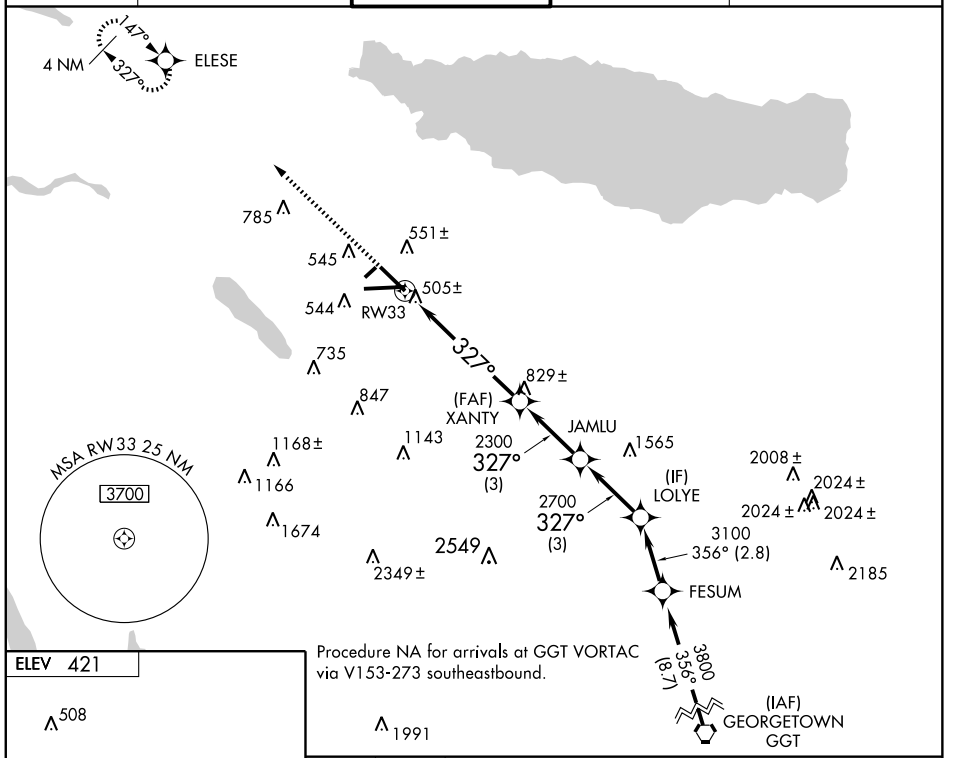
WAAS	APP CRS	Rwy Idg	7500
CH 81823	327°	TDZE	409
W33A		Apt Elev	421

RNAV (GPS) RWY 33
SYRACUSE HANCOCK INTL (SYR)

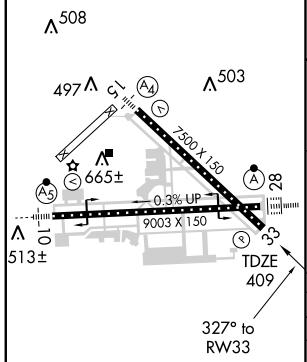
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ELESE and hold.

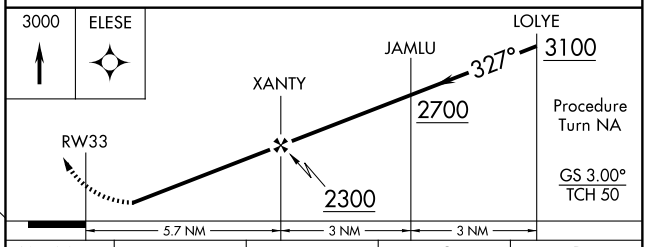
ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775



ELEV 421



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
LPV DA	734/60 325 (400-1¼)			
LNAV/ VNAV DA	874-1¾ 465 (500-1¾)			
LNAV MDA	880/50 471 (500-1)		880/60 471 (500-1¼)	880-1½ 471 (500-1½)
CIRCLING	880-1¾ 459 (500-1¾)		900-1¾ 479 (500-1¾)	980-2 559 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

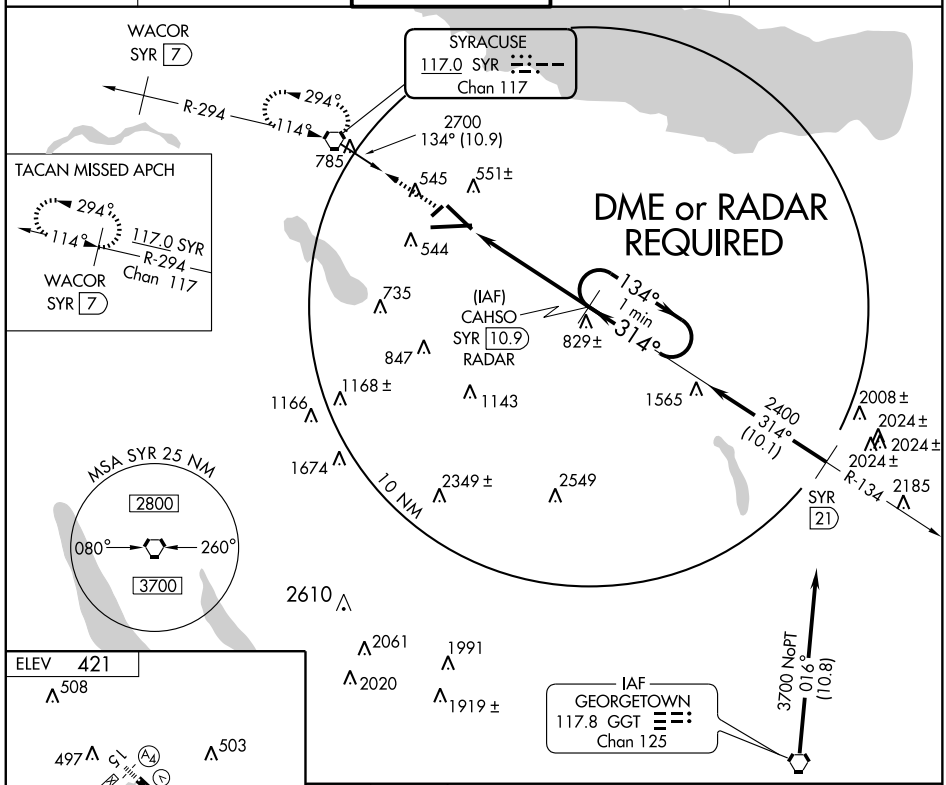
VORTAC SYR 117.0 Chan 117	APP CRS 314°	Rwy Idg 7500 TDZE 409 Apt Elev 421

VOR or TACAN RWY 33

SYRACUSE HANCOCK INTL (SYR)

MISSED APPROACH: Climb to 3000 direct SYR VORTAC and hold. (TACAN aircraft continue via SYR R-294 to WACOR/7 DME and hold NW, LT, 114° inbound.)

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-33	880/50	471 (500-1)	880/60 471 (500-1¼)	880-1½ 471 (500-1½)	880-1¾ 471 (500-1¾)
CIRCLING	880-1	459 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC SYR	APP CRS	Rwy Idg	7500
117.0	131°	TDZE	417
Chan 117		Apt Elev	421

VOR RWY 15

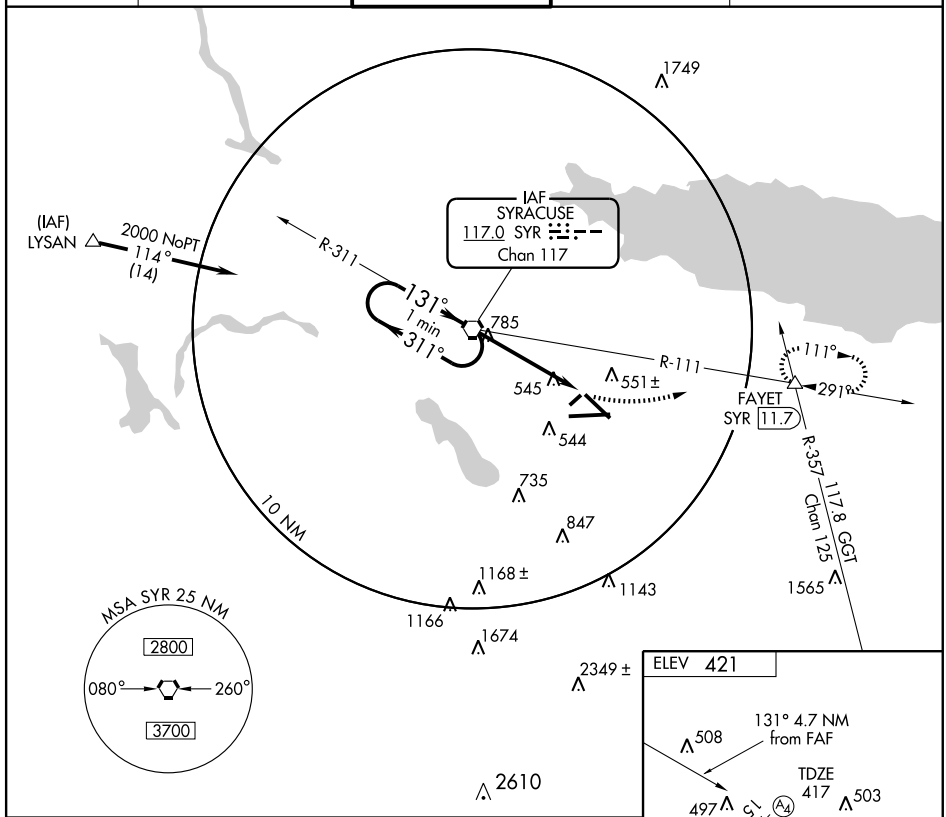
SYRACUSE HANCOCK INTL (SYR)

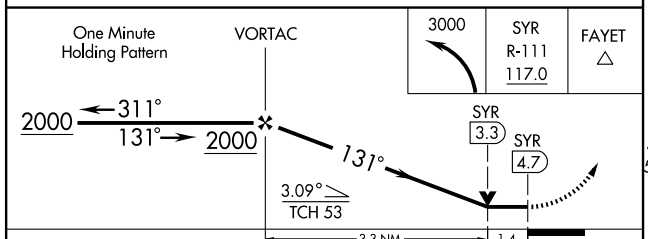
Inoperative table does not apply to S-15 CAT C and D.

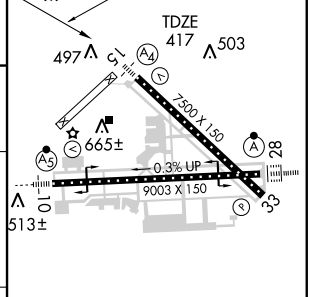
MALS

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET Int/SYR 11.7 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775







CATEGORY	A	B	C	D
S-15	880-¾ 463 (500-¾)		880-1¼ 463 (500-1¼)	880-1½ 463 (500-1½)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4041
017°	TDZE	273
	Apt Elev	274

RNAV (GPS) RWY 2

TICONDEROGA MUNI (4B6)

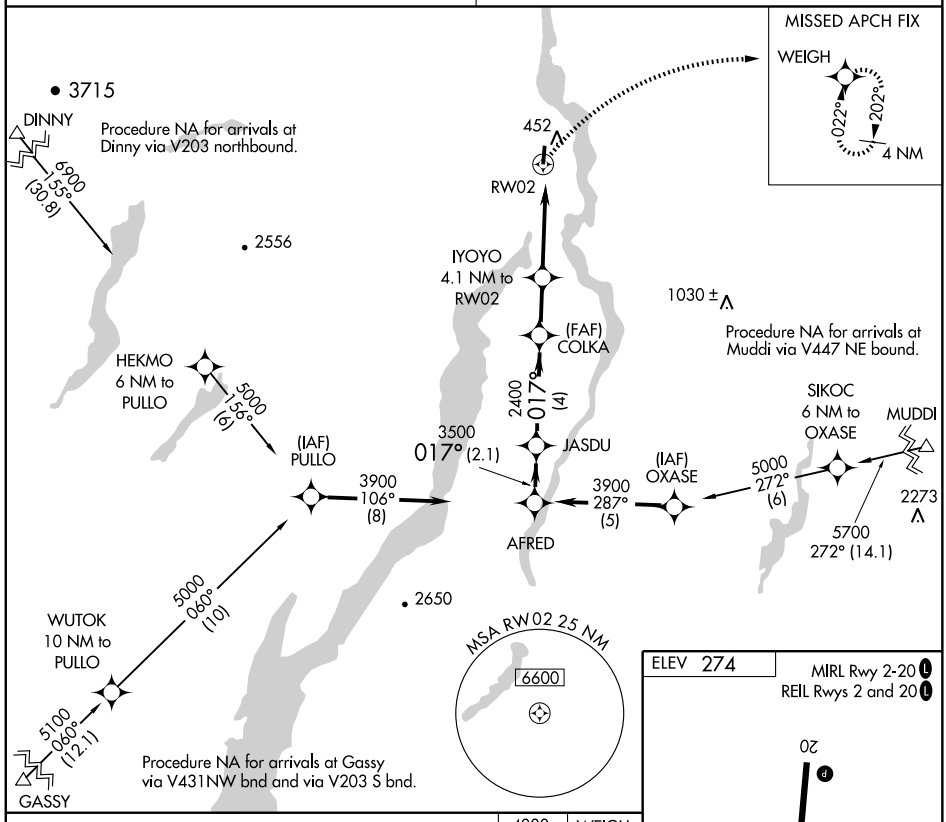
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

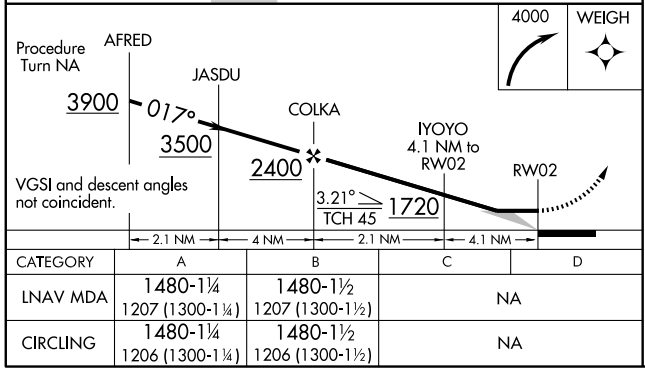
NA

MISSED APPROACH: Climbing right turn to 4000 direct WEIGH WP and hold.

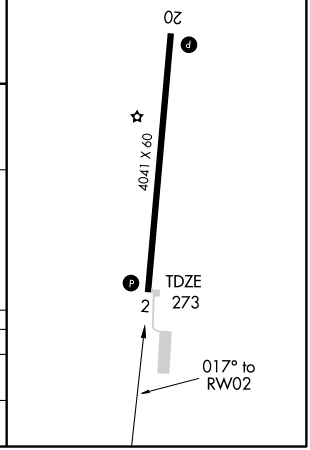
BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1¼ (1207 (1300-1¼))	1480-1½ (1207 (1300-1½))	NA	
CIRCLING	1480-1¼ (1206 (1300-1¼))	1480-1½ (1206 (1300-1½))	NA	



NE-2. 14 JAN 2010 to 11 FEB 2010

TICONDEROGA, NEW YORK

AL-9282 (FAA)

APP CRS	Rwy Idg	4041
197°	TDZE	273
	Apt Elev	274

RNAV (GPS) RWY 20

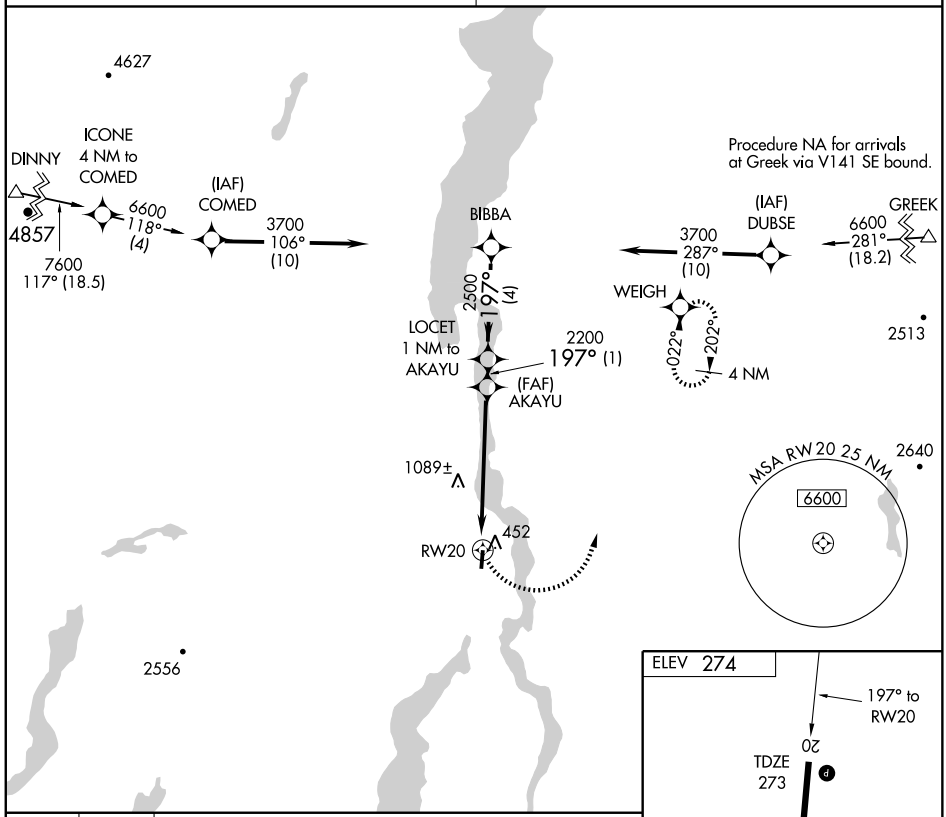
TICONDEROGA MUNI (4B6)

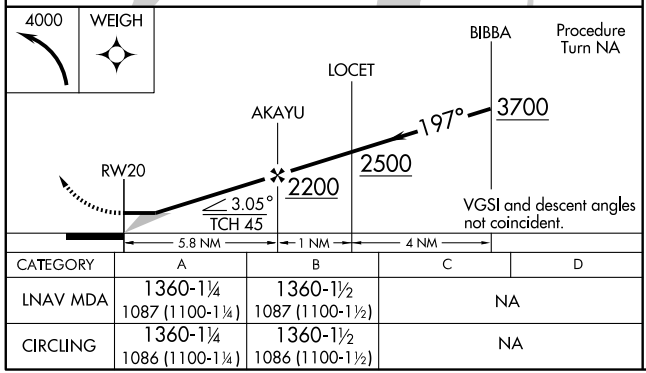
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

MISSED APPROACH: Climbing left turn to 4000 direct WEIGH WP and hold.

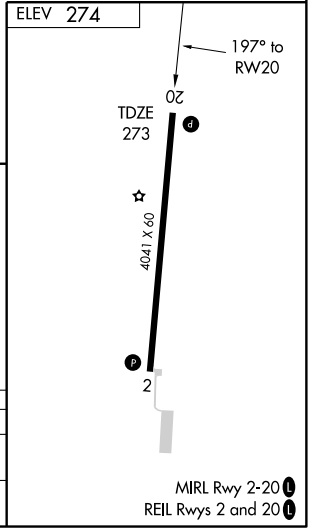
BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1360-1¼ (1100-1¼)	1360-1½ (1100-1½)	NA	
CIRCLING	1360-1¼ (1086 (1100-1¼)	1360-1½ (1086 (1100-1½)	NA	



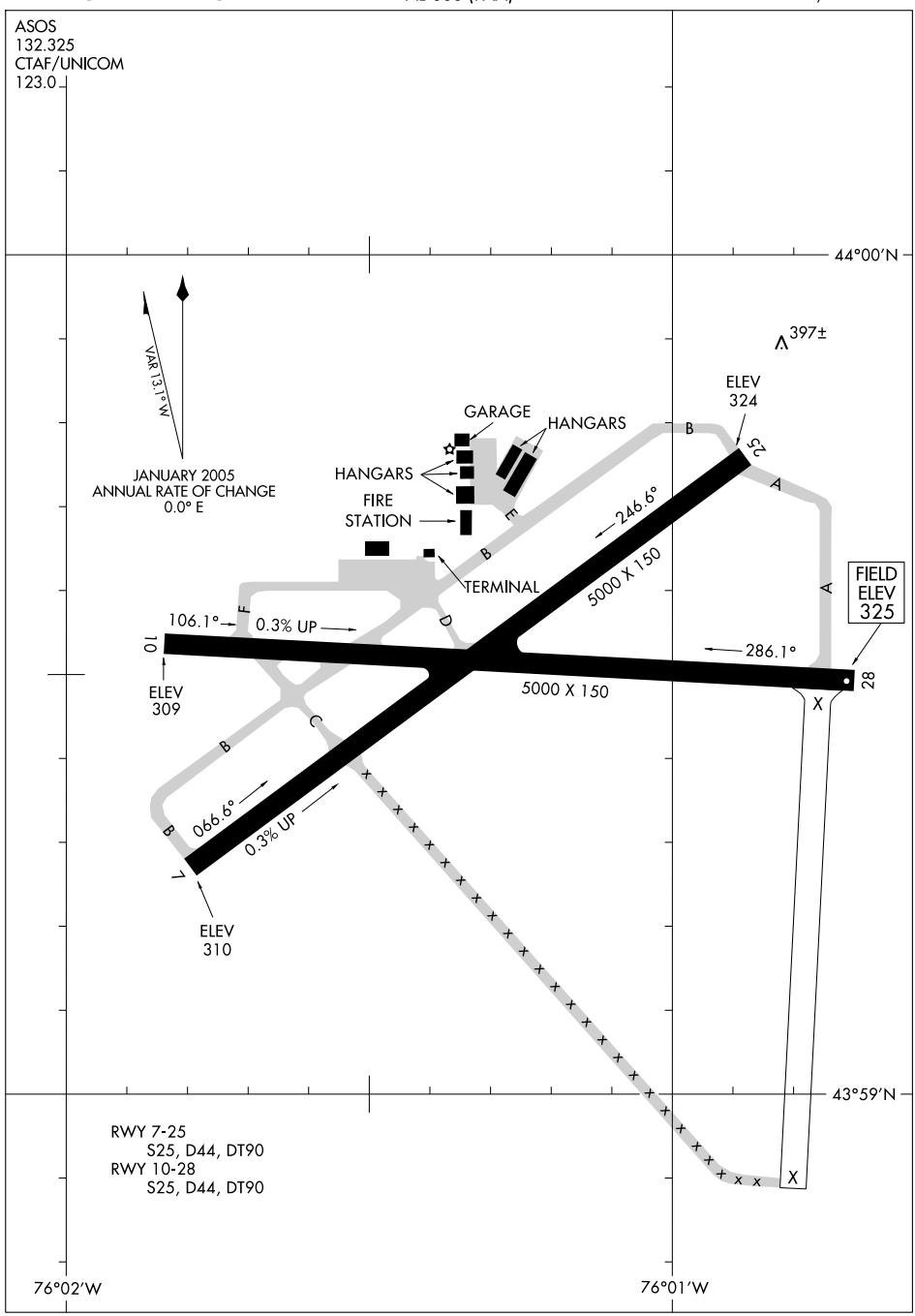
MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-666 (FAA)

WATERTOWN INTL (ART)
WATERTOWN, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ART	APP CRS	Rwy Idg	5000
111.1	065°	TDZE	319
		Apt Elev	325

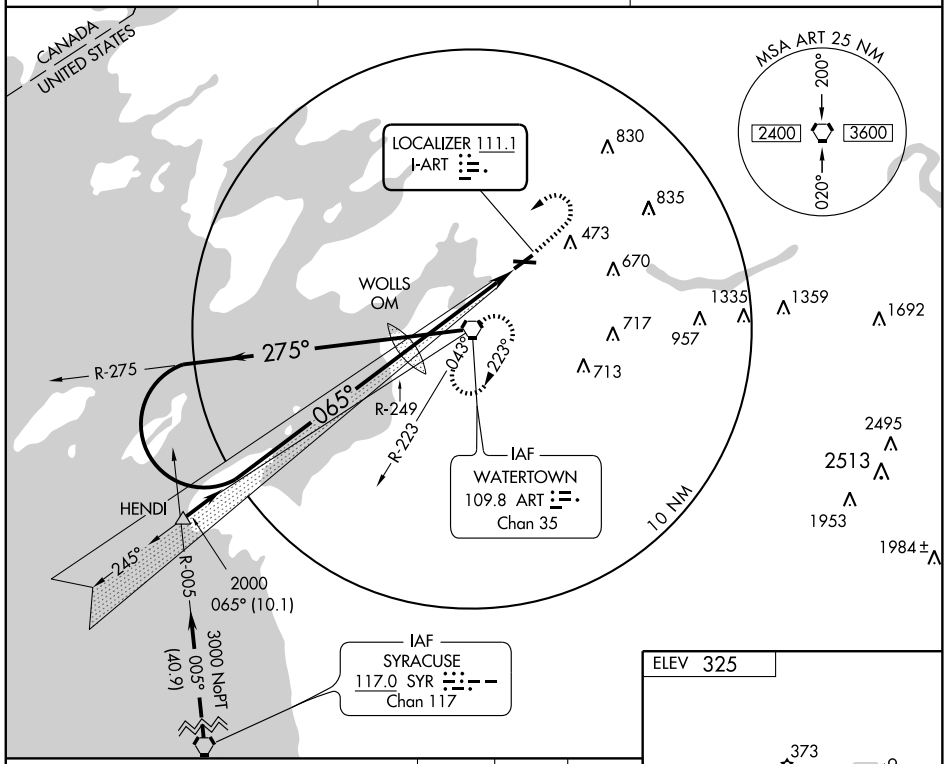
ILS or LOC RWY 7
WATERTOWN INTL (ART)

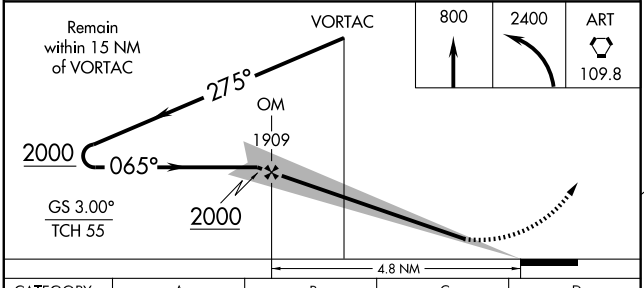
Circling NA at night to Rwy 10.

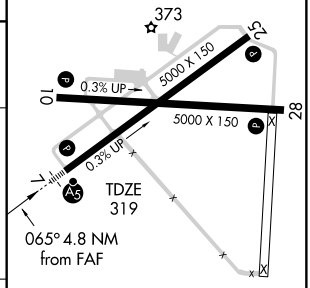
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2400 direct ART VORTAC and hold.

ASOS	WHEELER-SACK APP CON	UNICOM
132.325	128.25 257.6	123.0 (CTAF) L







REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-ILS 7	519-½ 200 (200-½)			
S-LOC 7	760-½ 411 (500-½)		760-¾ 411 (500-¾)	760-1 441 (500-1)
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	1000-2¼ 675 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82510 W07A	APP CRS 065°	Rwy Idg 5000 TDZE 319 Apt Elev 325

RNAV (GPS) RWY 7

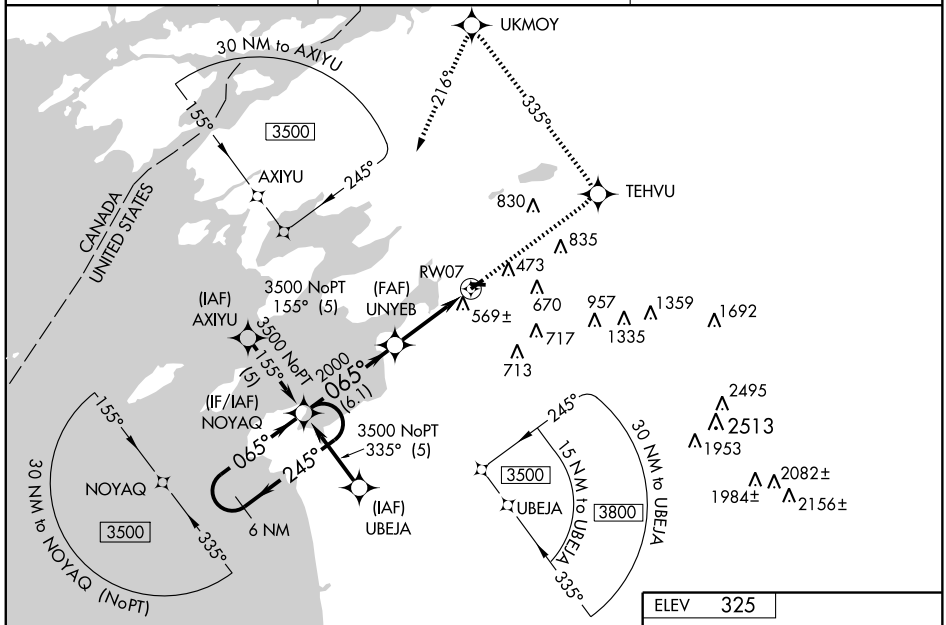
WATERTOWN INTL (ART)

Circling to Rwy 10 NA at night. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 706 feet; LNAV/VNAV DA to 1039 feet; and all MDA 140 feet; increase LPV visibility ¼ mile all Cats; LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C ¼ mile, and Cat D ½ mile; increase Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Syracuse altimeter setting. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, when using Syracuse altimeter setting, increase LPV visibility to 1¼ mile all Cats.

MALSR

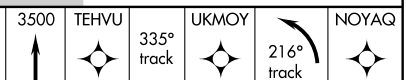
MISSED APPROACH: Climb to 3500 direct TEHVU via 335° track to UKMOY and left turn via 216° track to NOYAQ and hold.

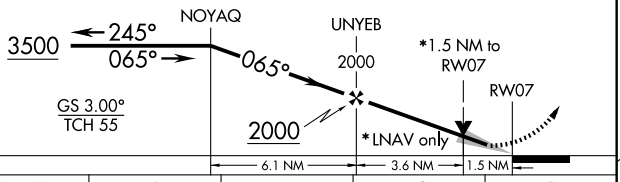
ASOS	WHEELER-SACK APP CON	UNICOM
132.325	128.25 257.6	123.0 (CTAF)



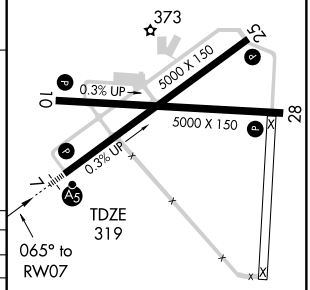
VGSI and RNAV glidepath not coincident.

6 NM Holding Pattern





ELEV 325



CATEGORY	A	B	C	D
LPV DA	570-½ 251 (300-½)			
LNAV/VNAV DA	903-1½ 584 (600-1½)			
LNAV MDA	820-½ 501 (500-½)		820-1 501 (500-1)	
CIRCLING	960-1 635 (700-1)		960-1¾ 635 (700-1¾)	1000-2¼ 675 (700-2¼)

REIL Rwy 28 (L)
HIRL Rwy 7-25 (L)
MIRL Rwy 10-28 (L)

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC ART	APP CRS	Rwy Idg	5000
109.8	043°	TDZE	319
Chan 35		Apt Elev	325

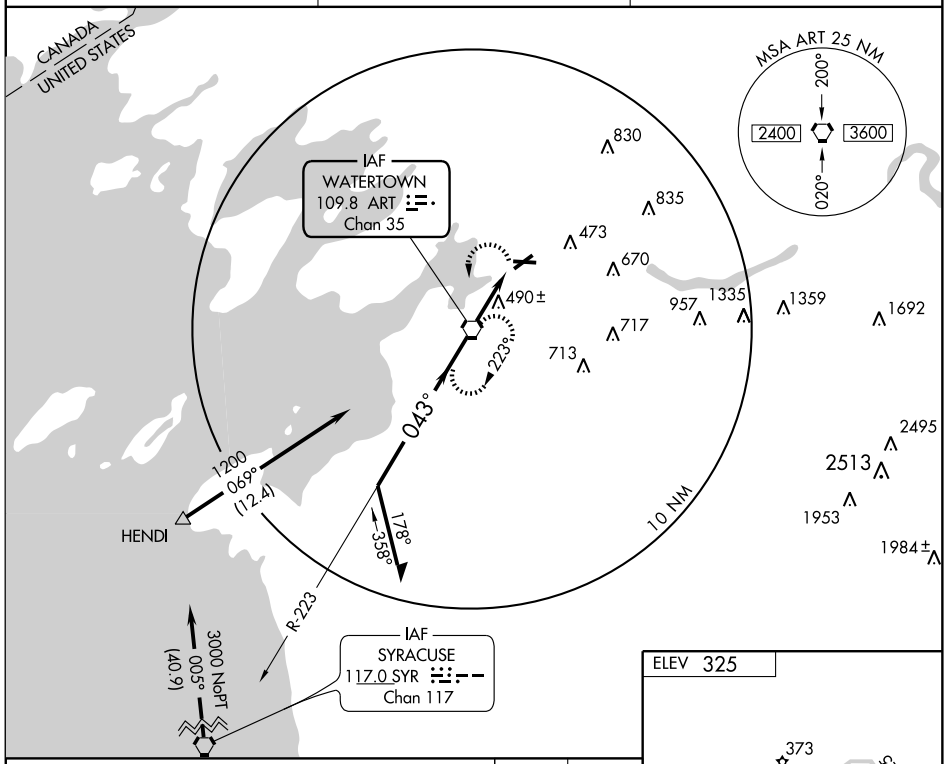
VOR RWY 7
WATERTOWN INTL (ART)

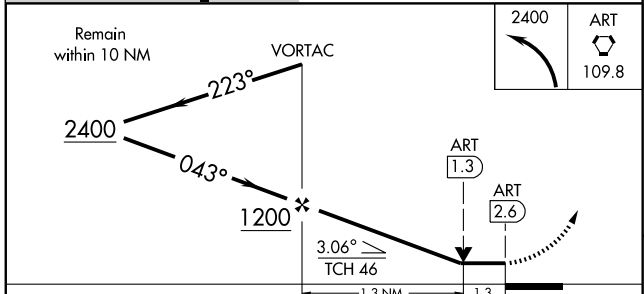
Circling NA at night to Rwy 10.
Inoperative table does not apply.

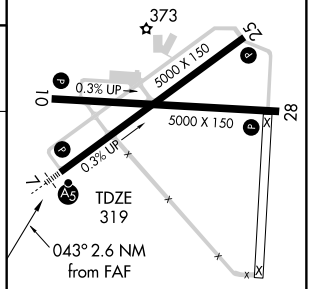
MALSR

MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold.

ASOS	WHEELER-SACK APP CON	UNICOM
132.325	128.25 257.6	123.0 (CTAF) L







REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-7	840-1 521 (600-1)		840-1½ 521 (600-1½)	NA
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	NA

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3200
099°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 10

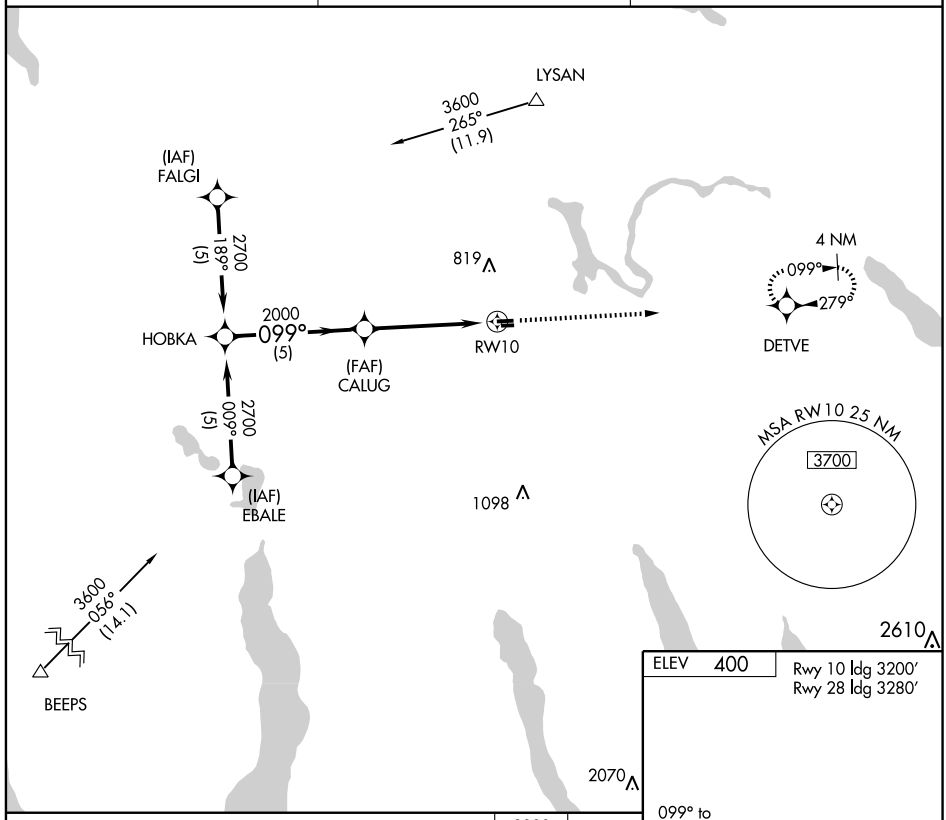
WEEDSPORT/ WHITFORDS (B16)

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

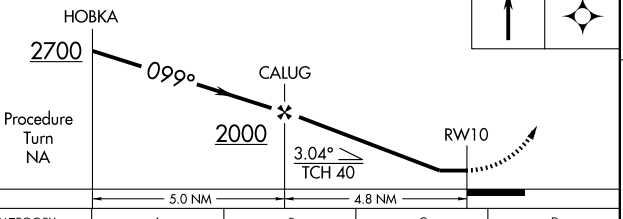
MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

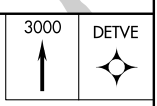
SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L

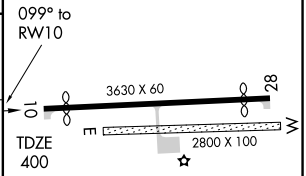


ELEV 400

Rwy 10 ldg 3200′
Rwy 28 ldg 3280′







CATEGORY	A	B	C	D
LNAV MDA	1020-1	620 (700-1)	NA	
CIRCLING	1020-1 620 (700-1)	1060-1 660 (700-1)	NA	

MIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3280
279°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 28

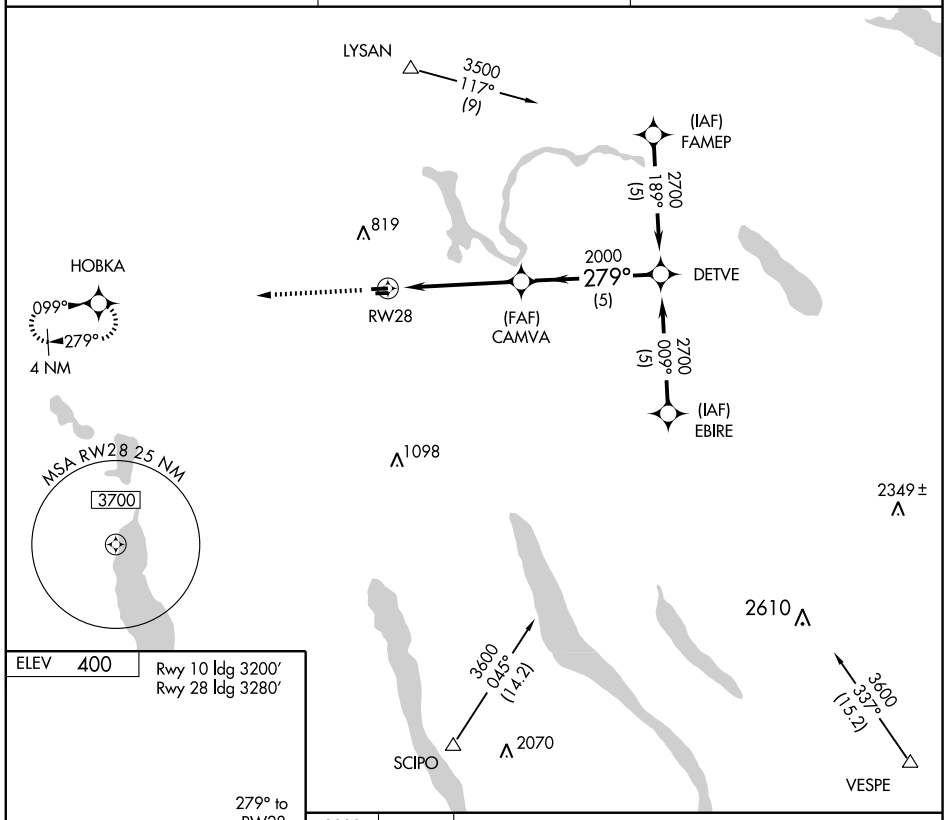
WEEDSPORT/ WHITFORDS (B16)

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

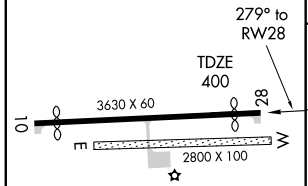
MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

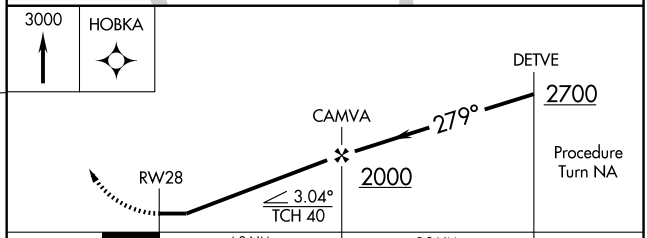
SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L



ELEV 400

Rwy 10 ldg 3200′
Rwy 28 ldg 3280′





CATEGORY	A	B	C	D
LNAV MDA	1000-1 600 (600-1)		NA	
CIRCLING	1000-1 600 (600-1)	1060-1 660 (700-1)	NA	

MIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC SYR 117.0 Chan 117	APP CRS 263°	Rwy Idg N/A TDZE N/A Apt Elev 400

VOR-A

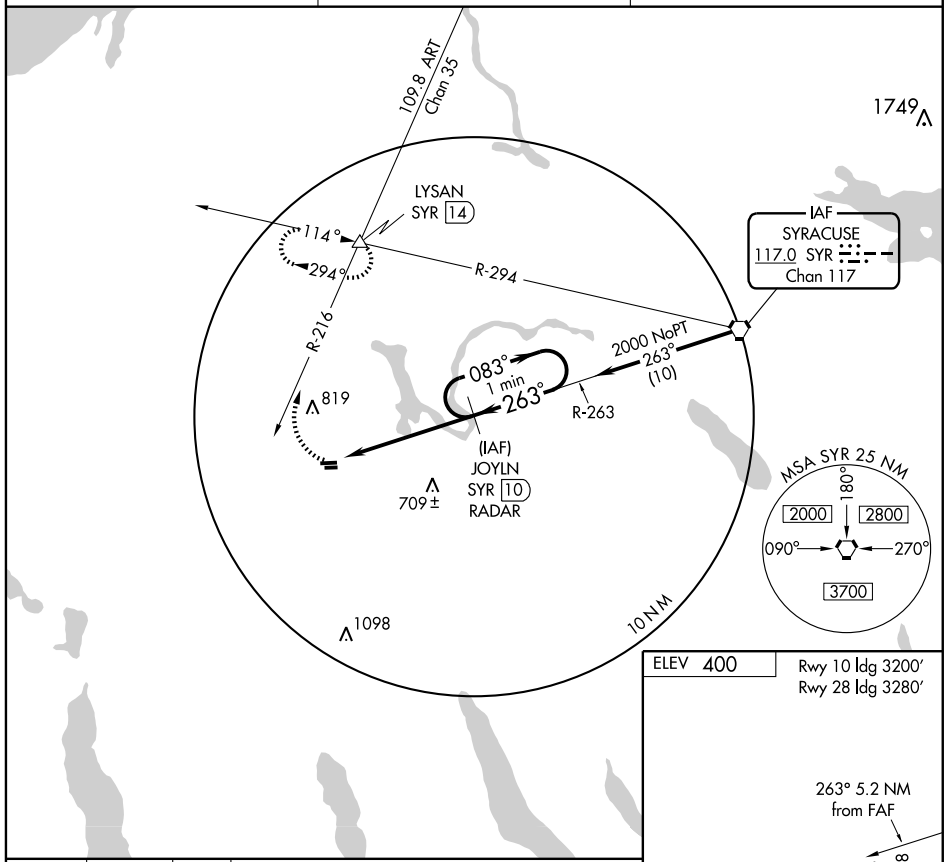
WEEDSPORT/WHITFORDS (B16)

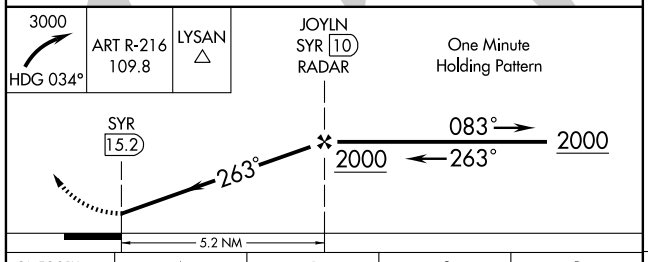
NA

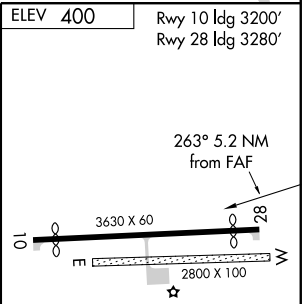
Use Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via heading 034° and ART R-216 to LYSAN Int and hold.

SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
CIRCLING	1100-1	700 (700-1)	NA	

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-ELZ	APP CRS	Rwy Idg	4900
110.5	278°	TDZE	2111
		Apt Elev	2124

LOC/DME RWY 28

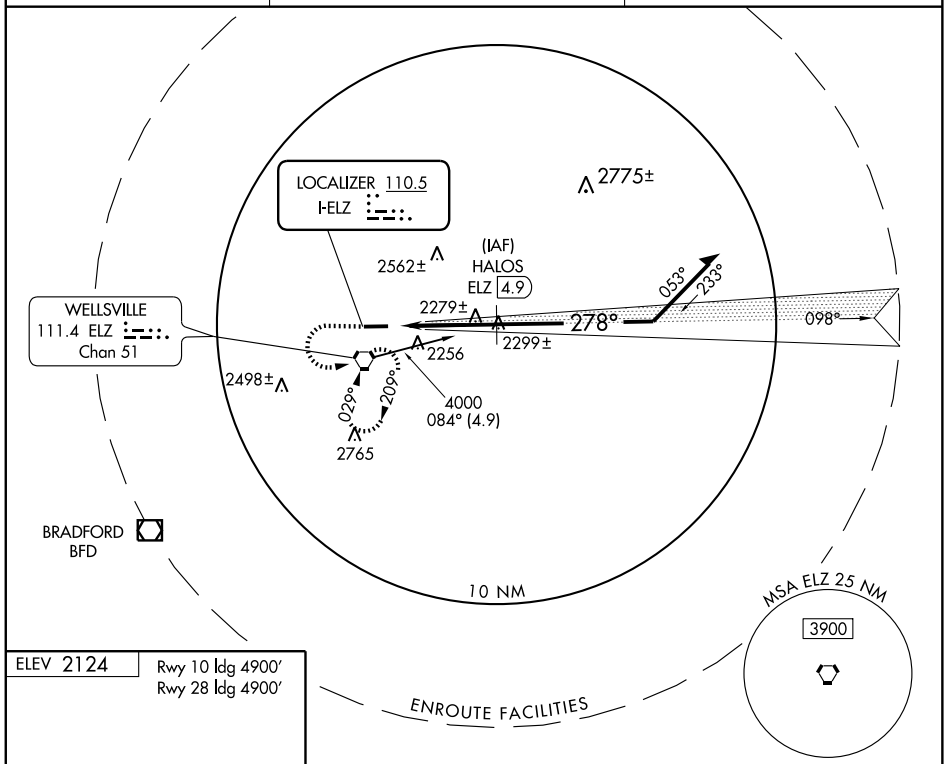
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

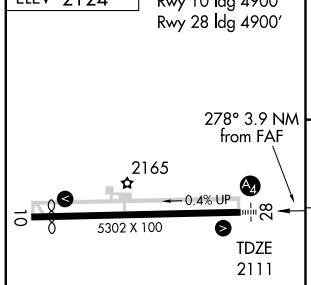
▼ ▲ NA — Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.

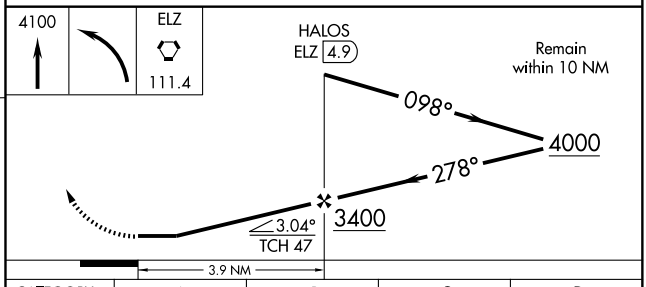
MALS

MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L







REIL Rwy 10 L
HIRL Rwy 10-28 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-28	2540-1	429 (500-1)	2540-1¼ 429 (500-1¼)	2540-1½ 429 (500-1½)
CIRCLING	2700-1	576 (600-1)	2700-1½ 576 (600-1½)	2700-2 576 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	4900
CH 87002	097°	TDZE	2124
W10A		Apt Elev	2124

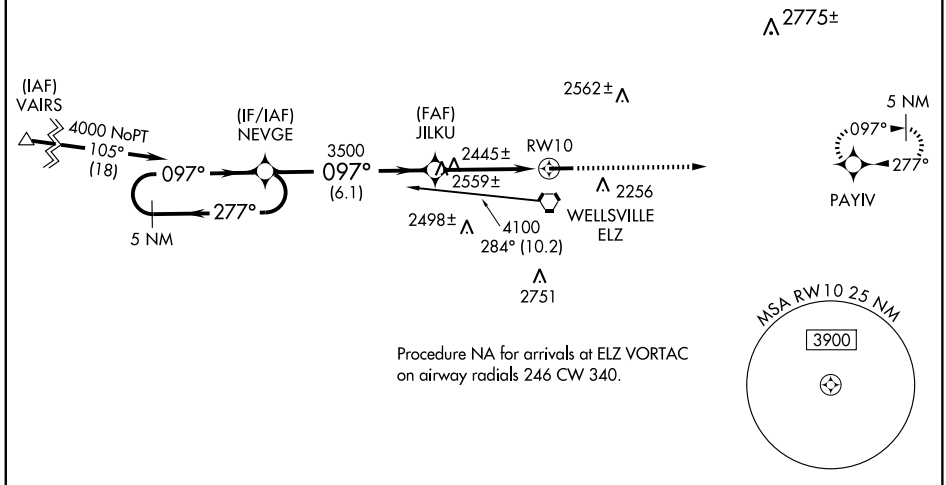
RNAV (GPS) RWY 10

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

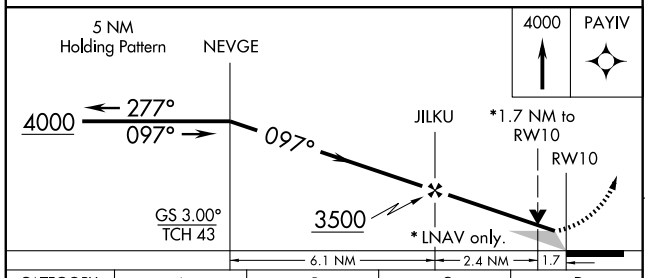
VDP and Baro-VNAV NA with Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. If local altimeter setting not received; use Bradford, PA altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to 4000 direct PAYIV and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L



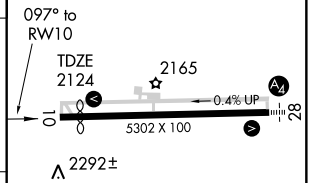
Procedure NA for arrivals at ELZ VORTAC on airway radials 246 CW 340.



CATEGORY	A	B	C	D
LPV DA	2415-1 291 (300-1)			
LNAV/ VNAV DA	2596-1¾ 472 (500-1¾)			
LNAV MDA	2700-1 576 (600-1)		2700-1½ 576 (600-1½)	2700-1¾ 576 (600-1¾)
CIRCLING	2700-1¾ 576 (600-1¾)			2700-2 576 (600-2)

ELEV 2124

Rwy 10 ldg 4900′
Rwy 28 ldg 4900′



REIL Rwy 10 L
HIRL Rwy 10-28 L

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	4900
CH 49102	277°	TDZE	2111
W28A		Apt Elev	2124

RNAV (GPS) RWY 28

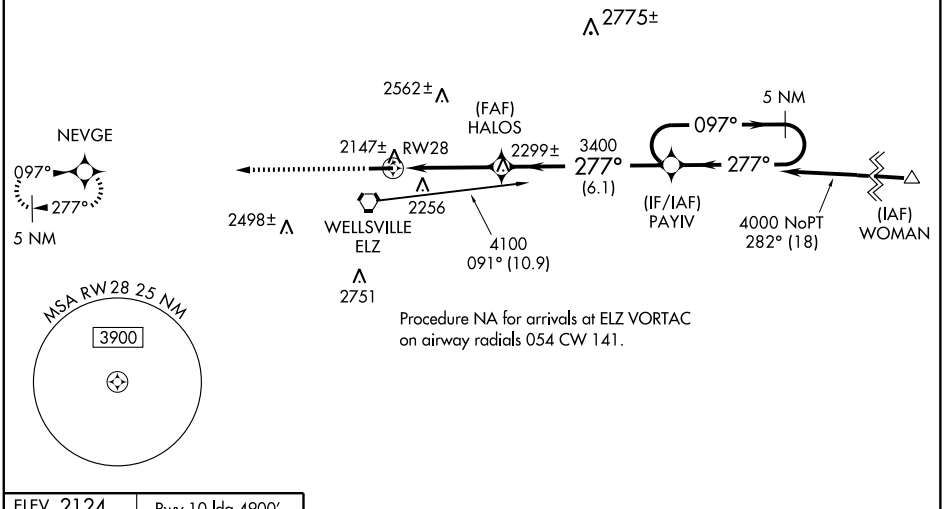
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

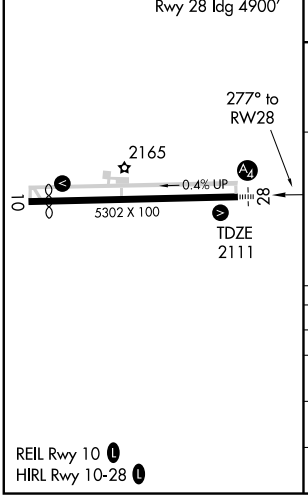
Inoperative table does not apply. Baro-VNAV NA when using Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase DAs/MDAs 260 feet.

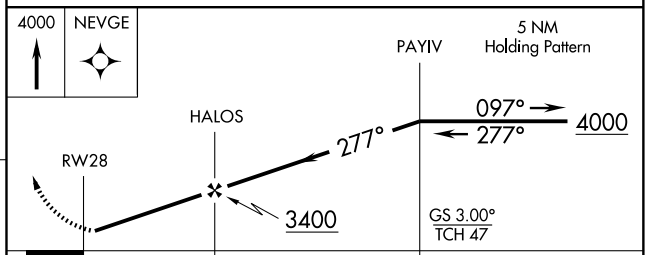
MALS

MISSED APPROACH: Climb to 4000 direct NEVGE and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2361-1 250 (300-1)			
LNAV/ VNAV DA	2582-1¾ 471 (500-1¾)			
LNAV MDA	2560-1 449 (500-1)		2560-1¼ 449 (500-1¼)	2560-1½ 449 (500-1½)
CIRCLING	2700-1¾ 576 (600-1¾)			2700-2 576 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC ELZ	APP CRS	Rwy Idg	N/A
111.4	029°	TDZE	N/A
Chan 51		Apt Elev	2124

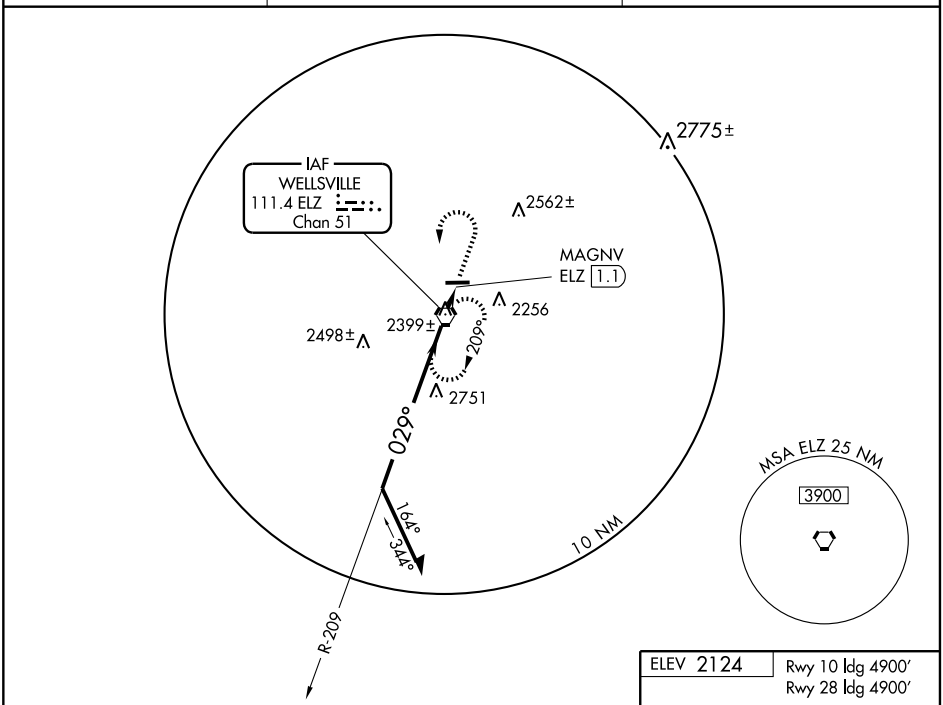
VOR-A

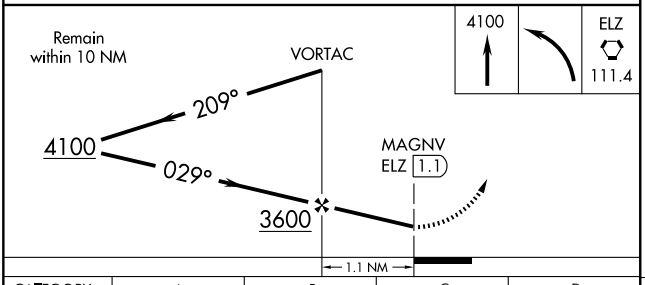
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

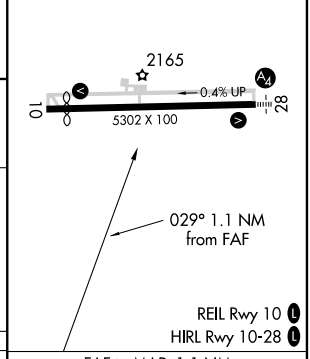
If local altimeter setting not received, use Bradford, PA altimeter setting.

MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3160-1¼ 1036 (1100-1¼)	3160-1½ 1036 (1100-1½)	3160-3 1036 (1100-3)	3200-3 1076 (1100-3)

FAF to MAP 1.1 NM

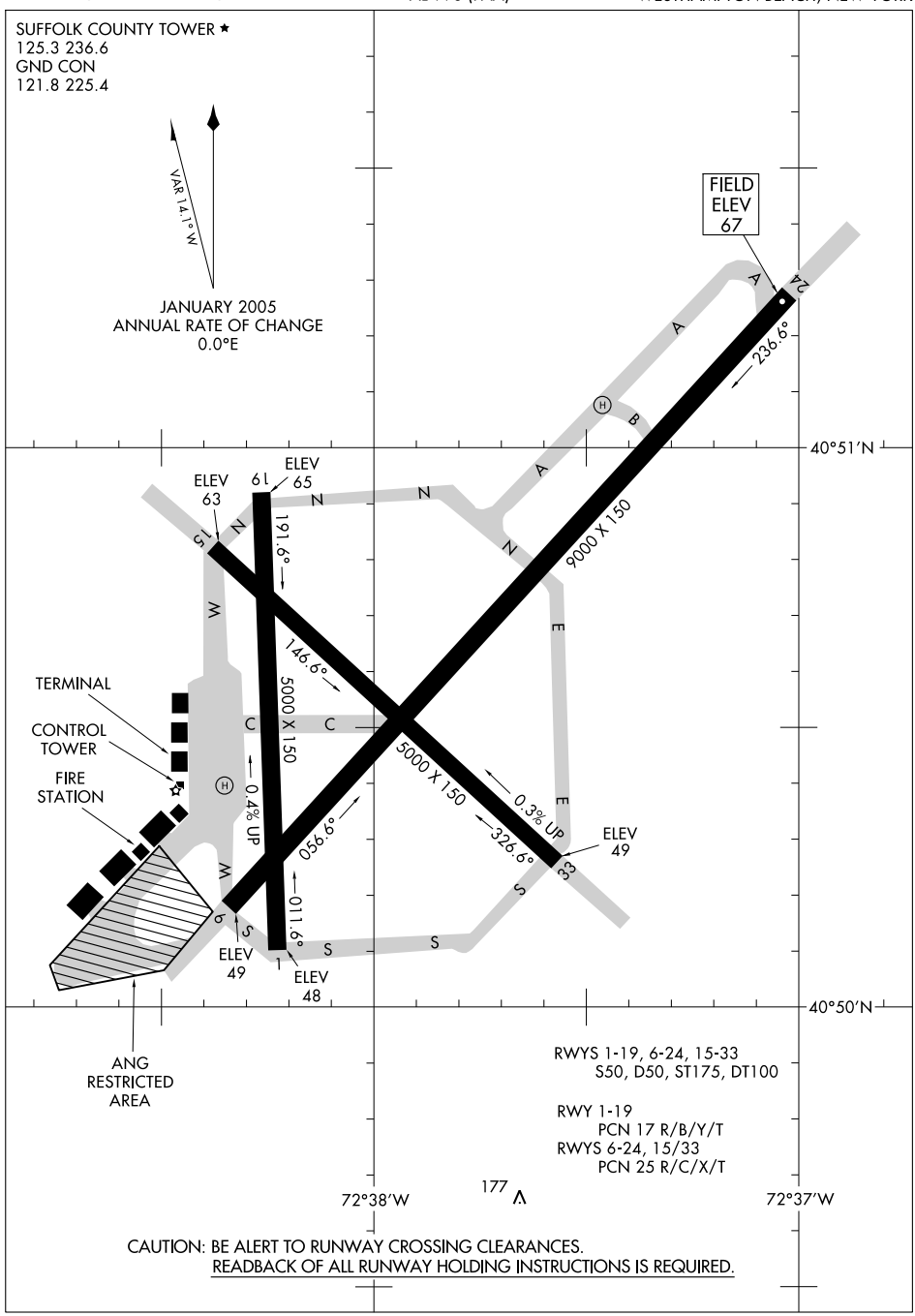
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

NE-2. 14 JAN 2010 to 11 FEB 2010

08045

AIRPORT DIAGRAM

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)
AL-996 (FAA)
WESTHAMPTON BEACH, NEW YORK



RWYS 1-19, 6-24, 15-33
S50, D50, ST175, DT100

RWY 1-19
PCN 17 R/B/Y/T
RWYS 6-24, 15/33
PCN 25 R/C/X/T

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FOK	APP CRS	Rwy Idg	9000
111.7	236°	TDZE	66
		Apt Elev	67

COPTER ILS or LOC RWY 24

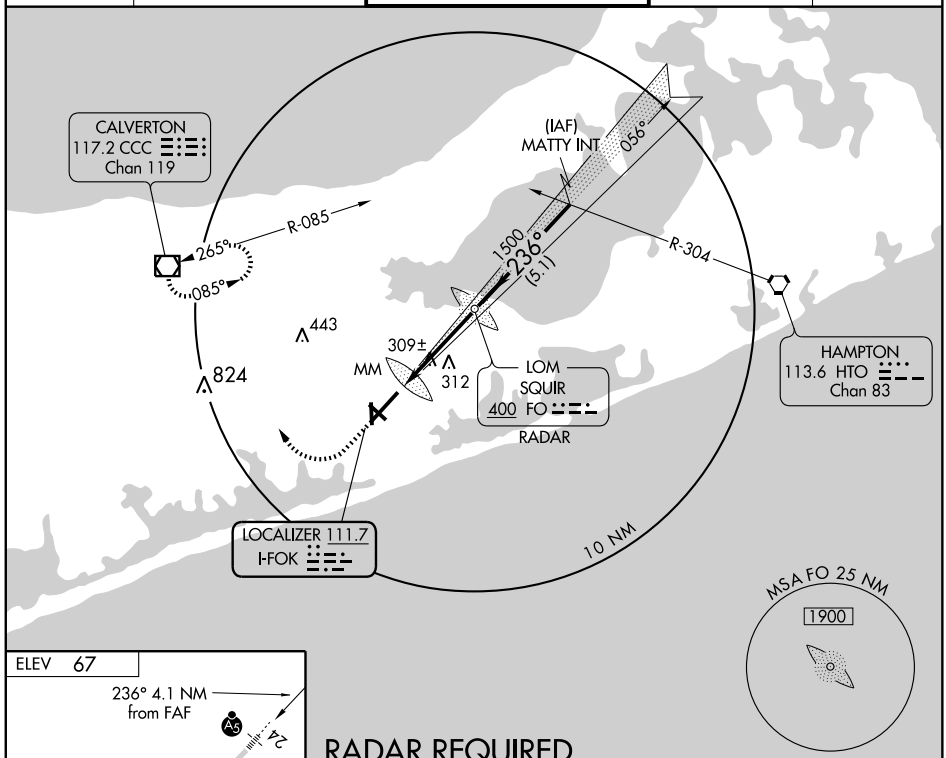
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

T NA — If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

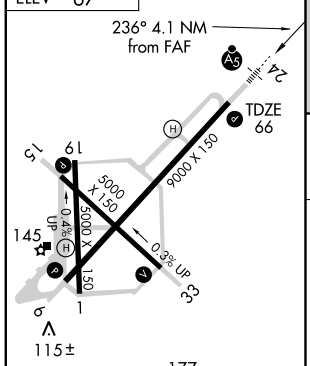
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95

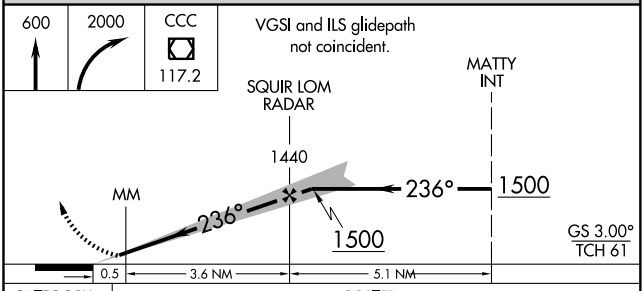


RADAR REQUIRED



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

FAF to MAP 4.1 NM					
Knots	45	60	75	90	105
Min:Sec	5:28	4:06	3:17	2:44	2:21



CATEGORY	COPTER
H-ILS 24	266-¼ 200 (200-¼)
H-LOC 24	560-¼ 494 (500-¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FOK	APP CRS	Rwy Idg	9000
111.7	236°	TDZE	66
		Apt Elev	67

ILS or LOC RWY 24

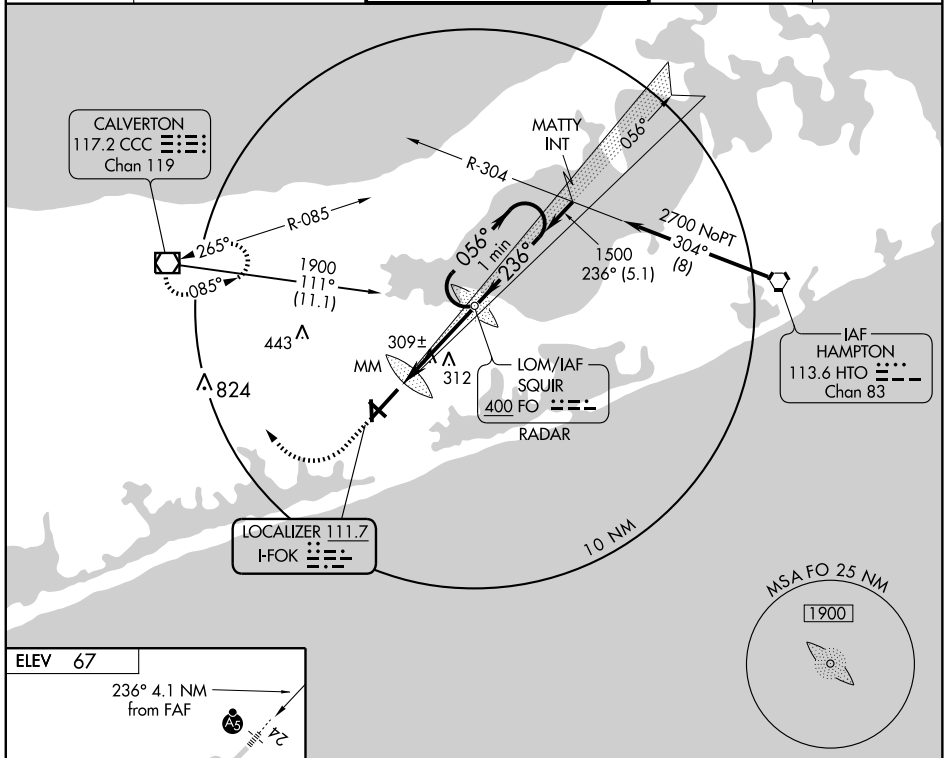
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95

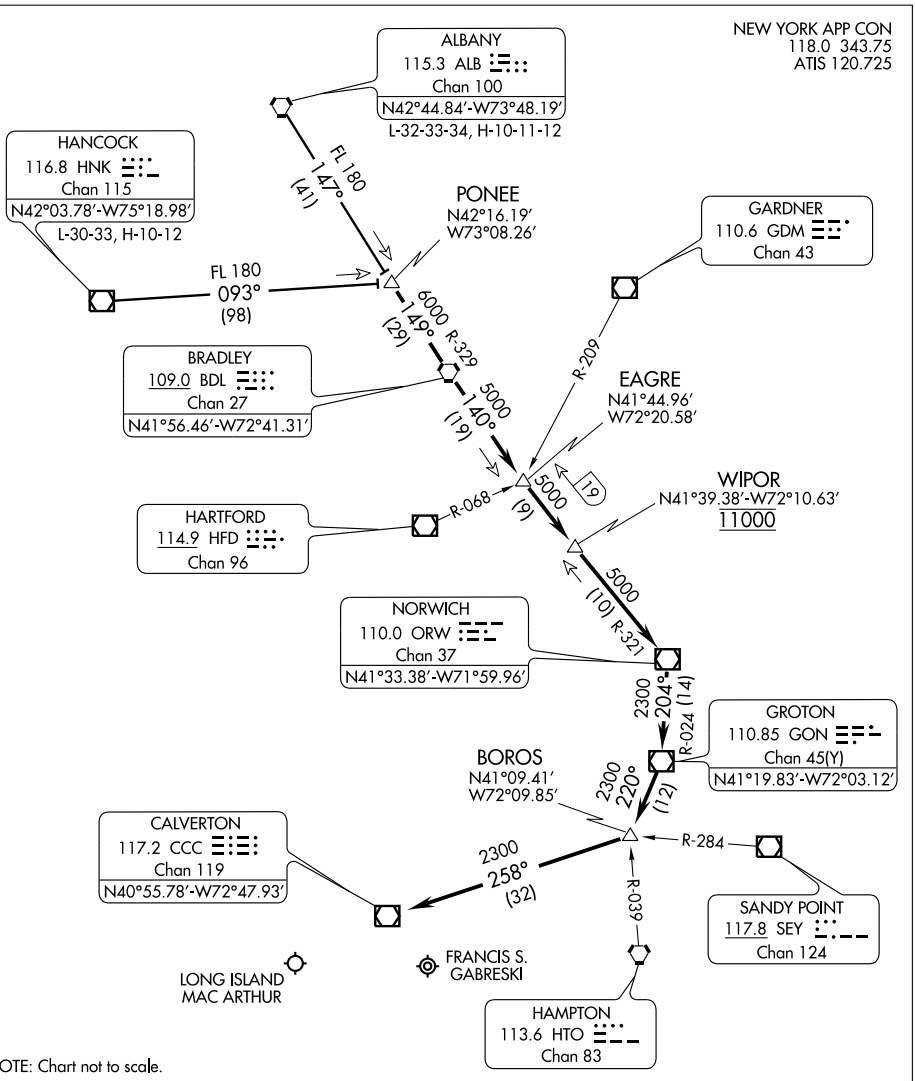


FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 24	266-½ 200 (200-½)			
S-LOC 24	560-½ 494 (500-½)		560-¾ 494 (500-¾)	560-1 494 (500-1)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

PONEE TWO ARRIVAL



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 81822 W06A	APP CRS 055°	Rwy Idg 9000 TDZE 57 Apt Elev 67

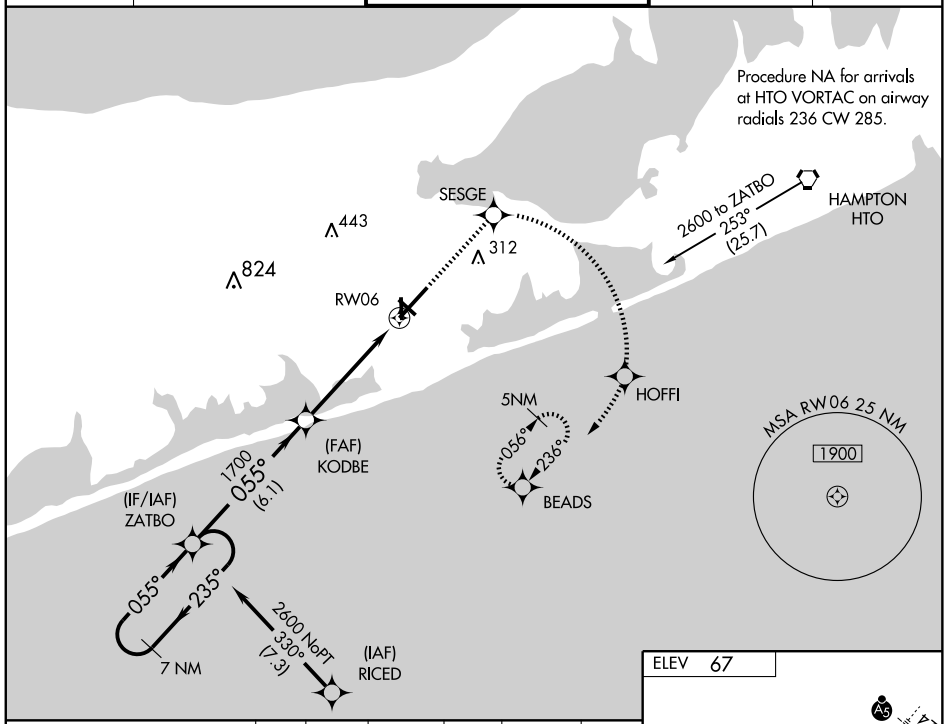
RNAV (GPS) RWY 6

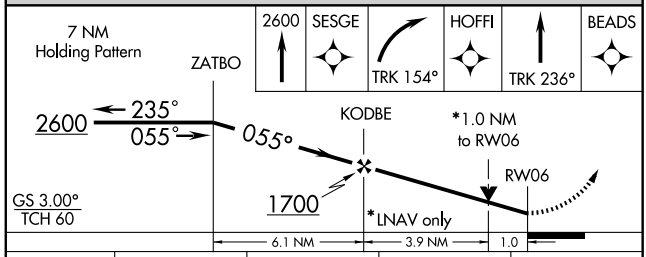
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

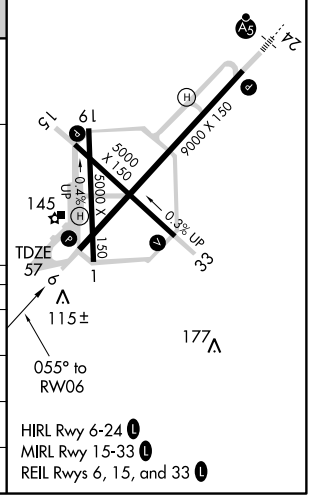
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct SESGE and right turn via 154° track to HOFFI and via 236° track to BEADS and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	332-1 275 (300-1)			
LNAV/ VNAV DA	415-1¼ 358 (400-1¼)			
LNAV MDA	440-1 383 (400-1)			440-1¼ 383 (400-1¼)
CIRCLING	600-1¼ 533 (600-1¼)	640-1¼ 573 (600-1¼)	640-1½ 573 (600-1½)	640-2 573 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9000
CH 40009	236°	TDZE	66
W24A		Apt Elev	67

RNAV (GPS) RWY 24

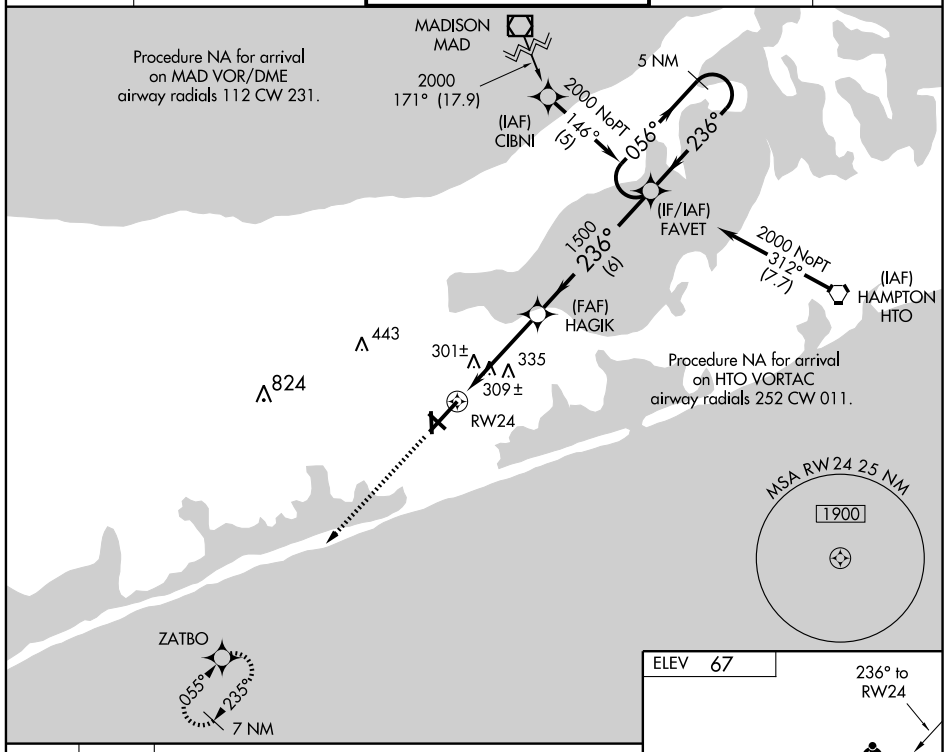
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

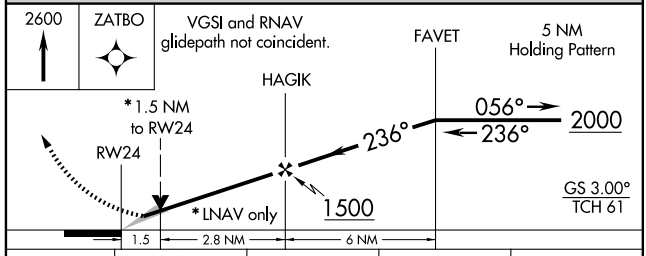
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Long Island MacArthur altimeter setting. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR increase LPV visibility to 1 mile all CATs. DME/DME RNP-0.3 NA.

MALSR

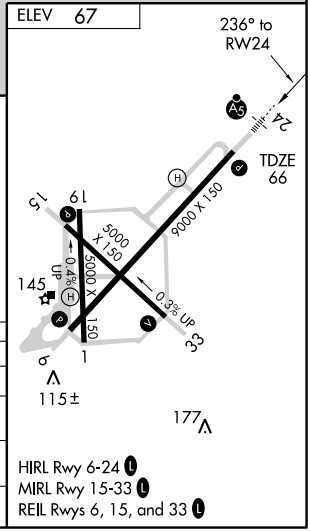
MISSED APPROACH: Climb to 2600 direct ZATBO and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95





CATEGORY	A	B	C	D
LPV DA	374-½ 308 (400-½)			
LNAV/VNAV DA	614-1½ 548 (600-1½)			
LNAV MDA	600-½ 534 (600-½)		600-1 534 (600-1)	600-1¼ 534 (600-1¼)
CIRCLING	620-2 553 (600-2)			640-2 573 (600-2)



NE-2, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 6

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

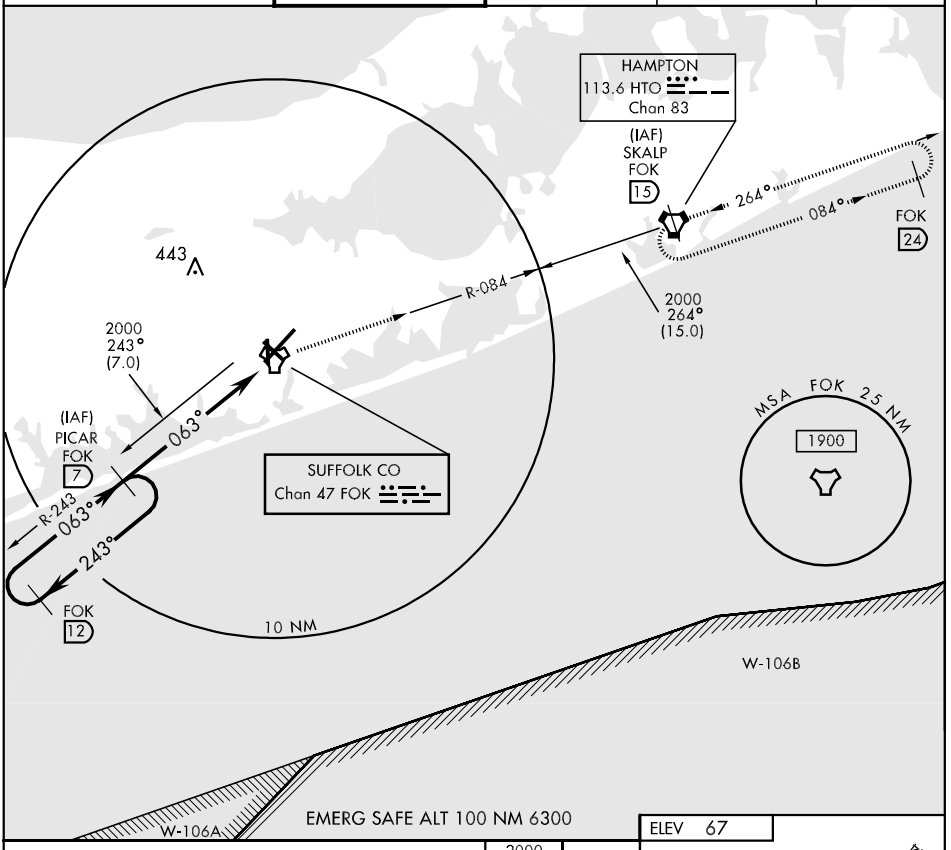
FOK TACAN Chan 47	APCH CRS 063°	Rwy ldg 9000 TDZE 57 Arpt Elev 67

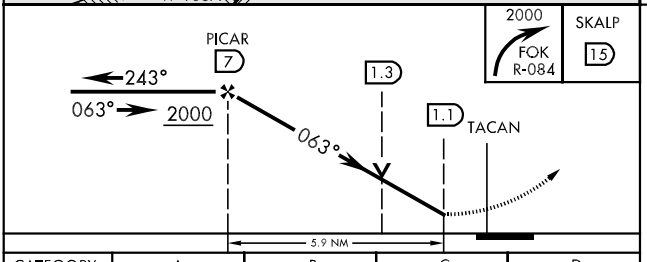
AL-996 [USAF]

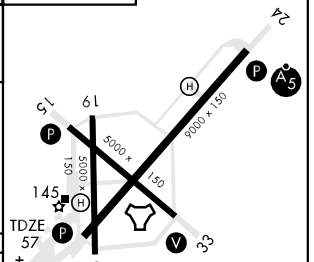
When control zone not effective, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 via FOK TACAN R-084 to FOK 15 DME (SKALP) and hold.

NEW YORK APP CON	SUFFOLK CO TOWER ★	GND CON	UNICOM	ASOS
125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95	119.925







CATEGORY	A	B	C	D
S-6	380-1 323 (400-1)			
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 24

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

FOK TACAN Chan 47	APCH CRS 230°	Rwy ldg 9000 TDZE 66 Arpt Elev 67

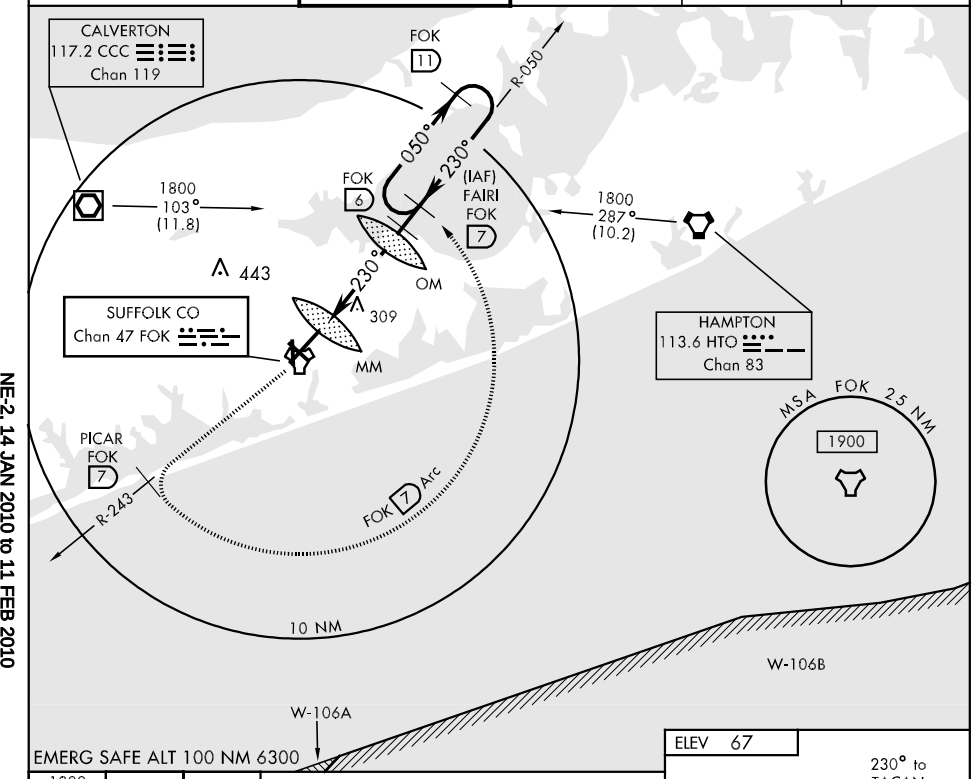
AL-996 [USAF]

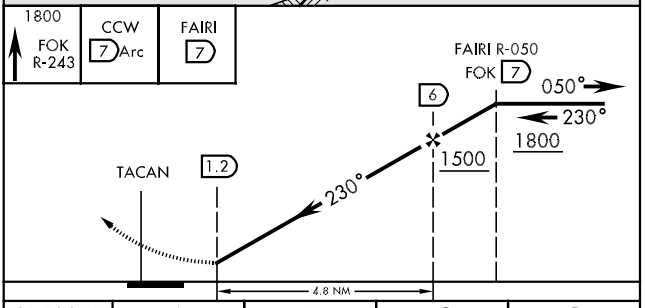
When control zone not effective, procedure not authorized.

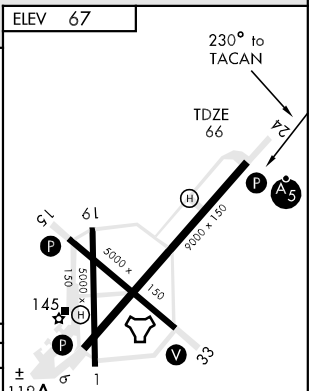
MALSR

MISSED APPROACH: Climb to 1800 via R-243 to 7 DME CCW Arc to FAIRI 7 DME and hold.

NEW YORK APP CON	SUFFOLK CO TOWER ★	GND CON	UNICOM	ASOS
125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95	119.925







HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L

CATEGORY	A	B	C	D
S-24	600-½ 534 (600-½)		600-1 534 (600-1)	600-1¼ 534 (600-1¼)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

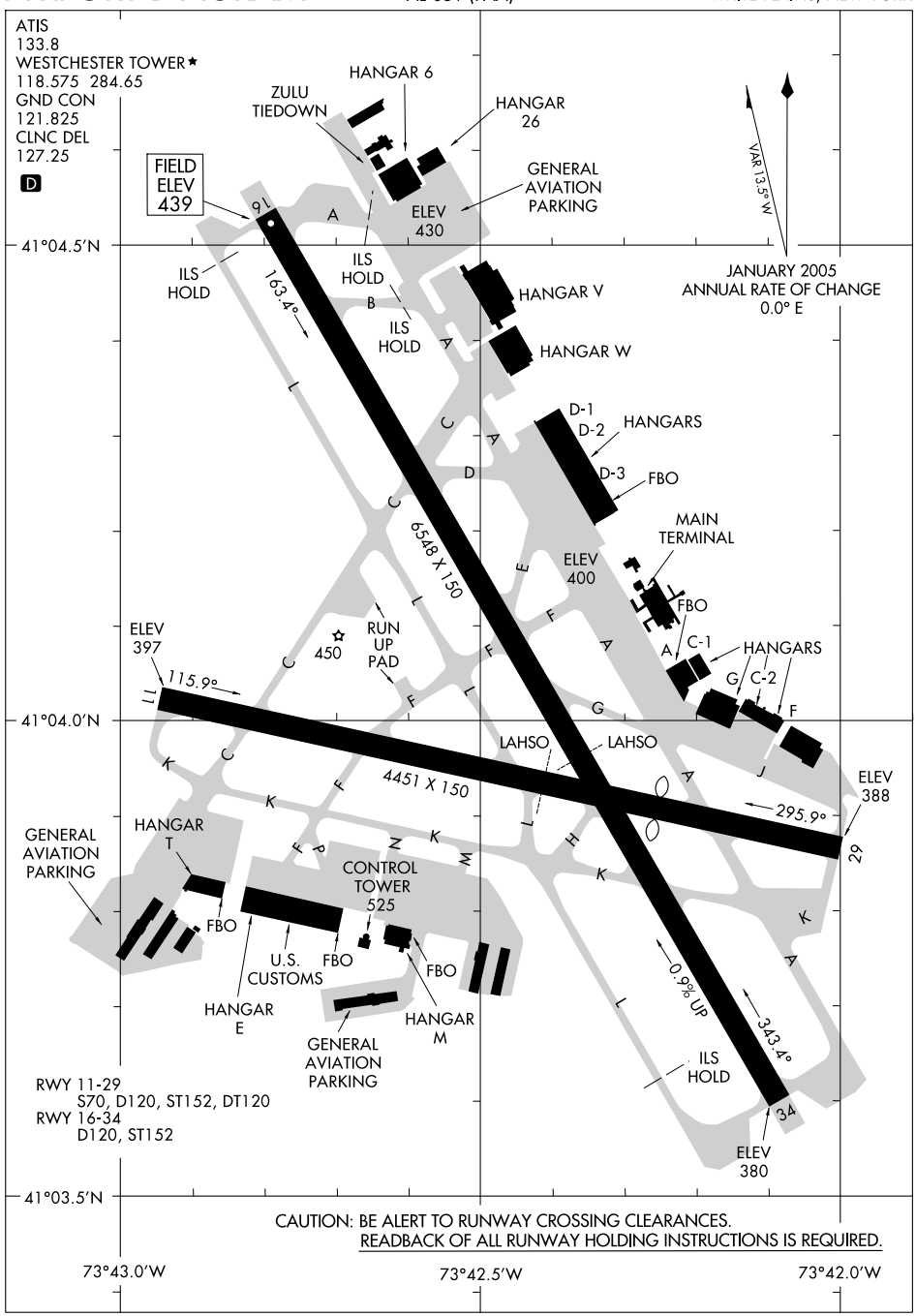
NE-2, 14 JAN 2010 to 11 FEB 2010

09013

AIRPORT DIAGRAM

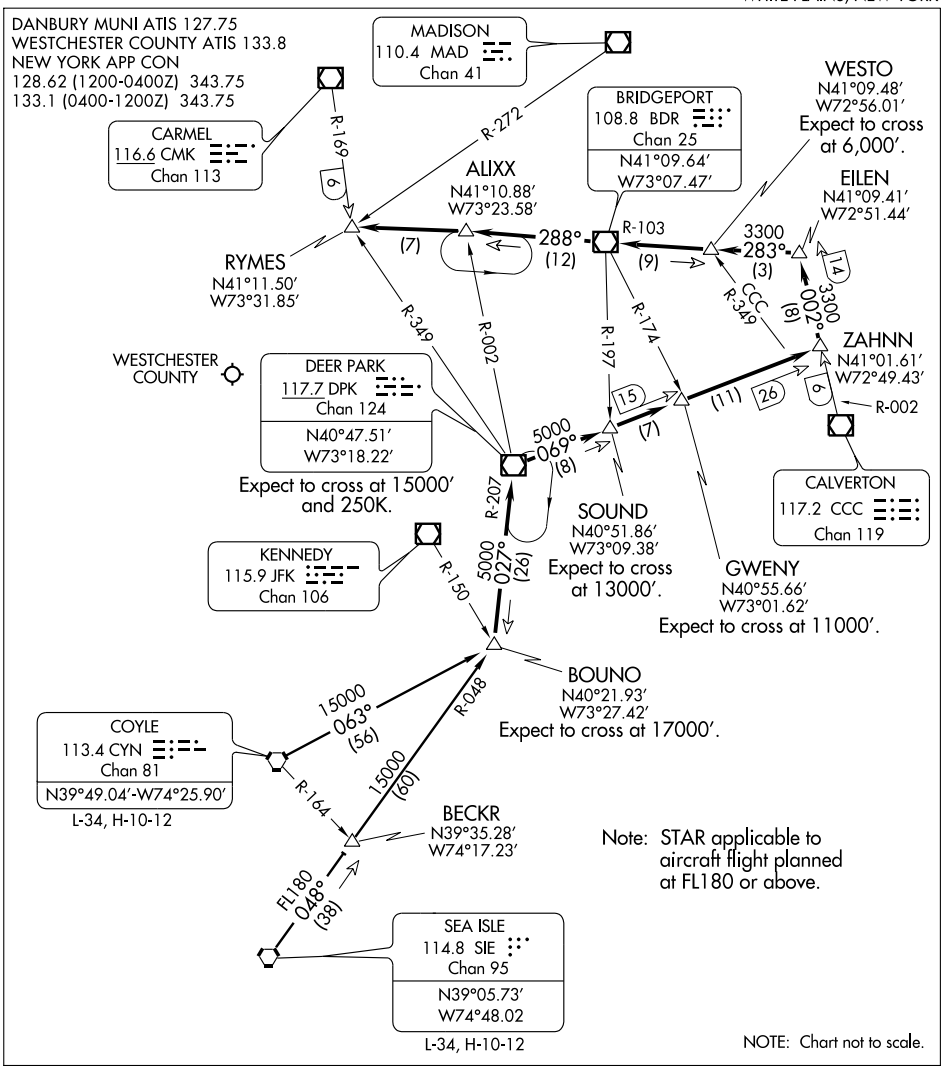
AL-651 (FAA)

WHITE PLAINS/WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

BOUNO FOUR ARRIVAL



ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063 to BOUNO INT. Thence . . . .

SEA ISLE TRANSITION (SIE.BOUNO4): From over SIE VORTAC via SIE R-048 to BOUNO INT. Thence . . . .

. . . . From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

WHITE PLAINS, NEW YORK

AL-651 (FAA)

LOC/DME I-HPN	APP CRS	Rwy Idg 6548
109.7	162°	TDZE 439
Chan 34		Apt Elev 439

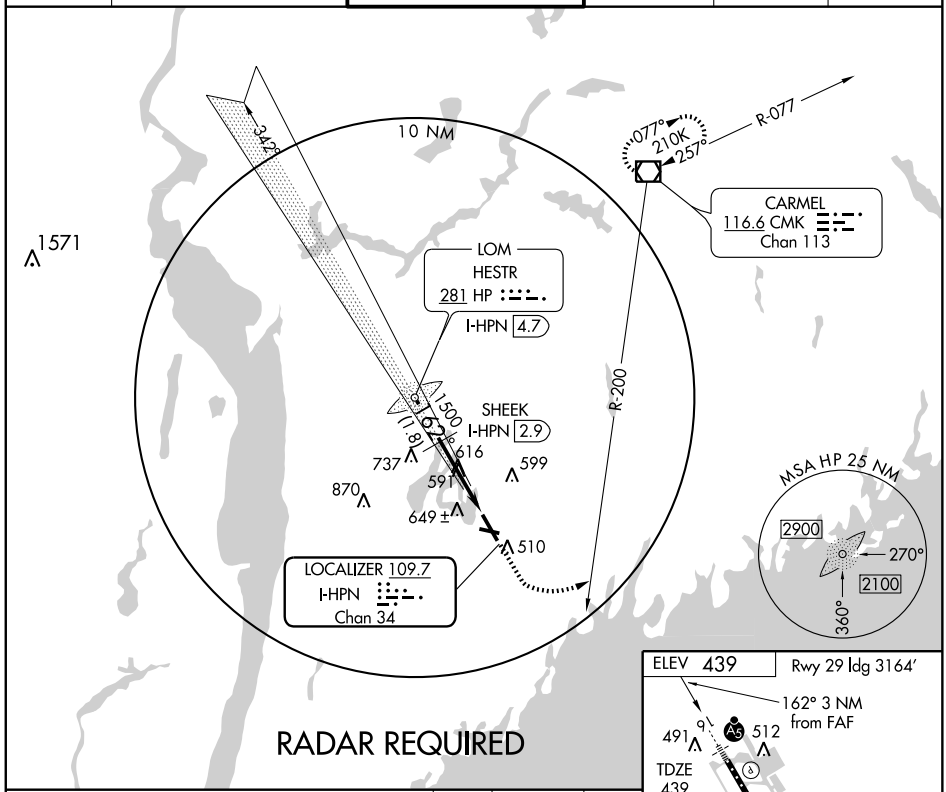
COPTER ILS or LOC/DME RWY 16

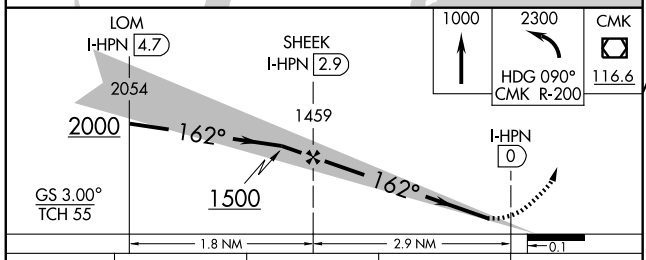
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

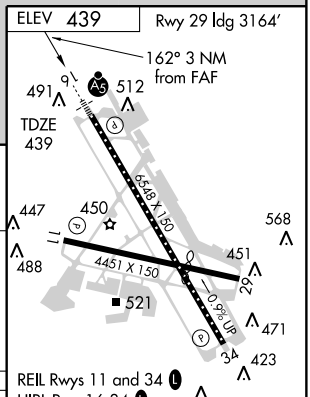
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







CATEGORY	A	B	C	D
S-ILS 162°	639/12 200 (200-¼)	NA		
S-LOC 162°	940/12 501 (600-¼)	NA		
CIRCLING	NA			

Knots	45	60	75	90	105
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HPN	APP CRS	Rwy Idg 6548
109.7	162°	TDZE 439
Chan 34		Apt Elev 439

ILS or LOC RWY 16

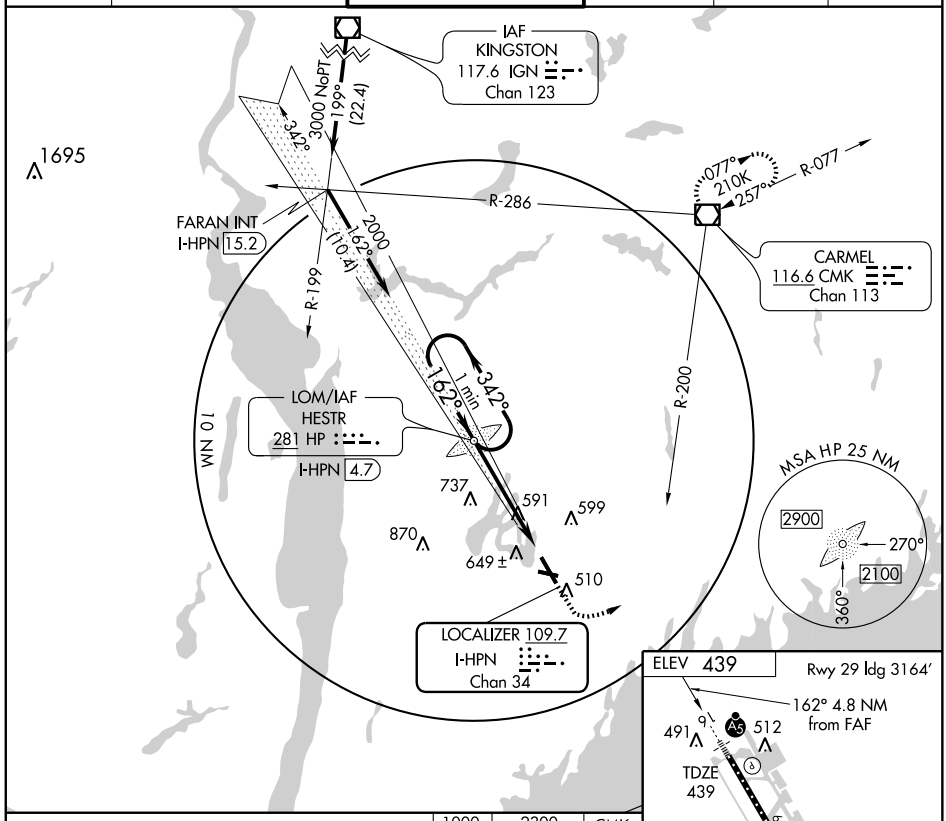
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

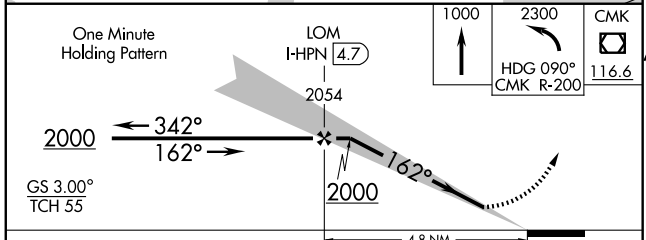
For inoperative MALSR, increase S-LOC 16 Cats A, B visibility to RVR 5000.

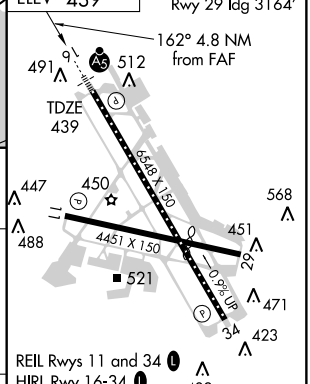
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







	A	B	C	D
S-ILS 16	639/18 200 (200-½)			
S-LOC 16	940/24 501 (600-½)		940/50 501 (600-1)	
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	1000-2 561 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OJZ	APP CRS	Rwy Idg 6548
109.7	342°	TDZE 402
Chan 34		Apt Elev 439

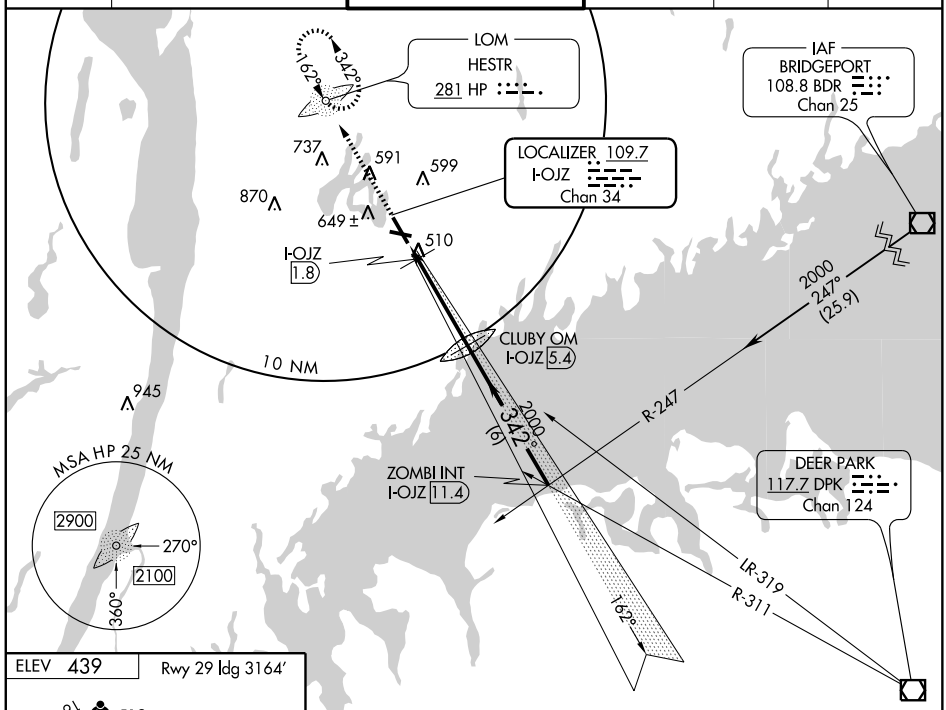
ILS or LOC RWY 34

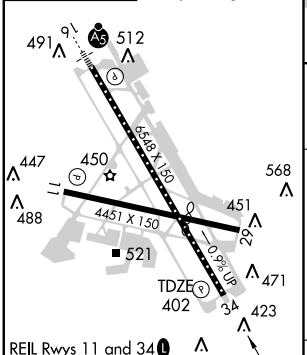
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

ADF Required.

MISSED APPROACH: Climb to 2000 direct HP LOM and hold.

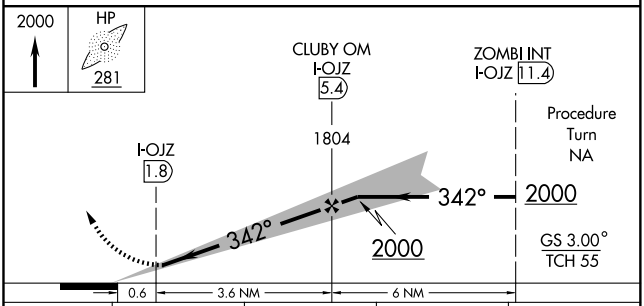
ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95





FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 34	678/50 276 (300-1)			
S-LOC 34	760/50 358 (400-1)			760/60 358 (400-1¼)
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	1000-2 561 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOM HP	APP CRS	Rwy Idg	6548
281	162°	TDZE	439
		Apt Elev	439

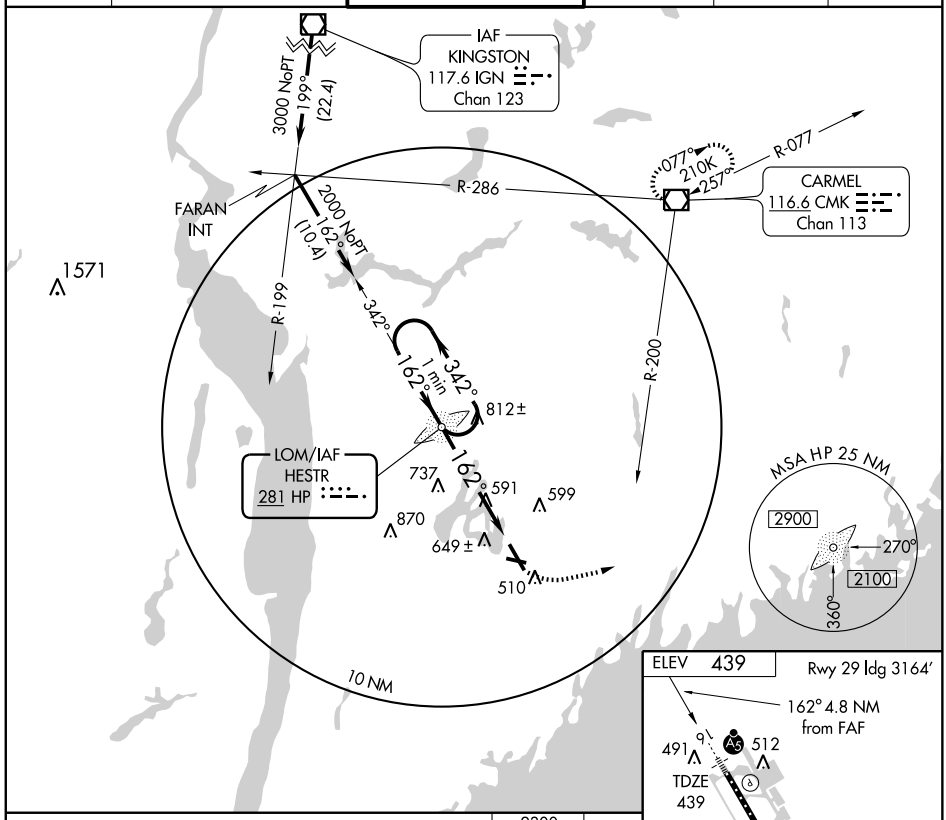
NDB RWY 16

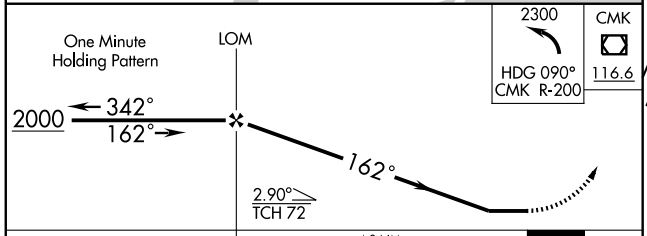
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

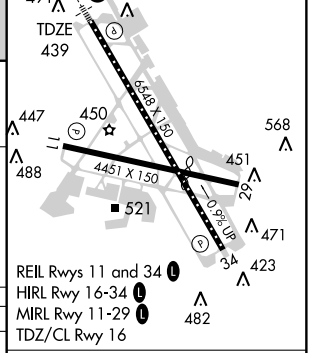
MALSR

MISSED APPROACH: Climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







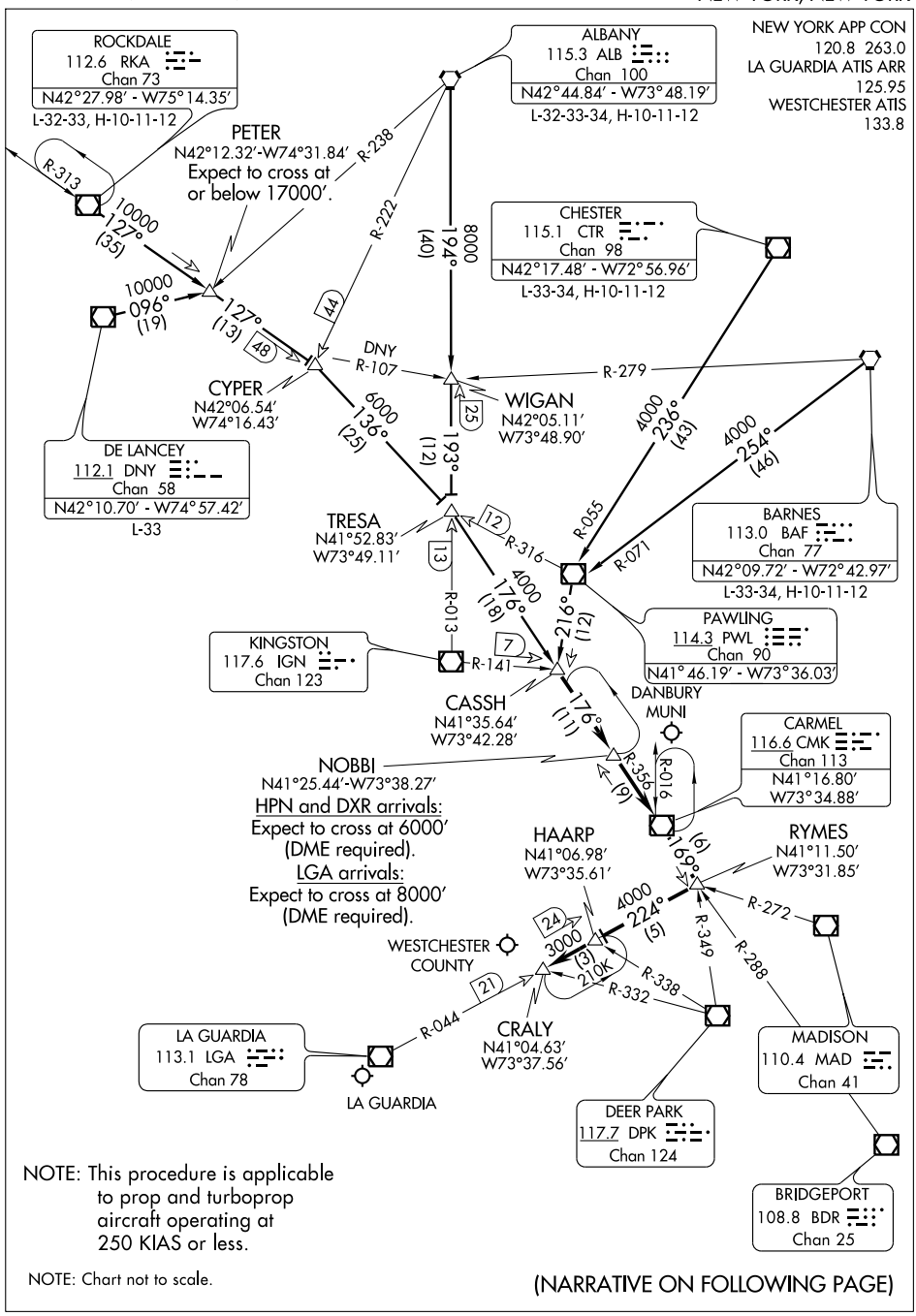
CATEGORY	A	B	C	D
S-16	1120/40	681 (700-¾)	1120 - 1½ 681 (700-1½)	1120 - 2 681 (700-2)
CIRCLING	1120 - 1	681 (700-1)	1120 - 2 681 (700-2)	1120 - 2¼ 681 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 14 JAN 2010 to 11 FEB 2010

NOBBI FIVE ARRIVAL



NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

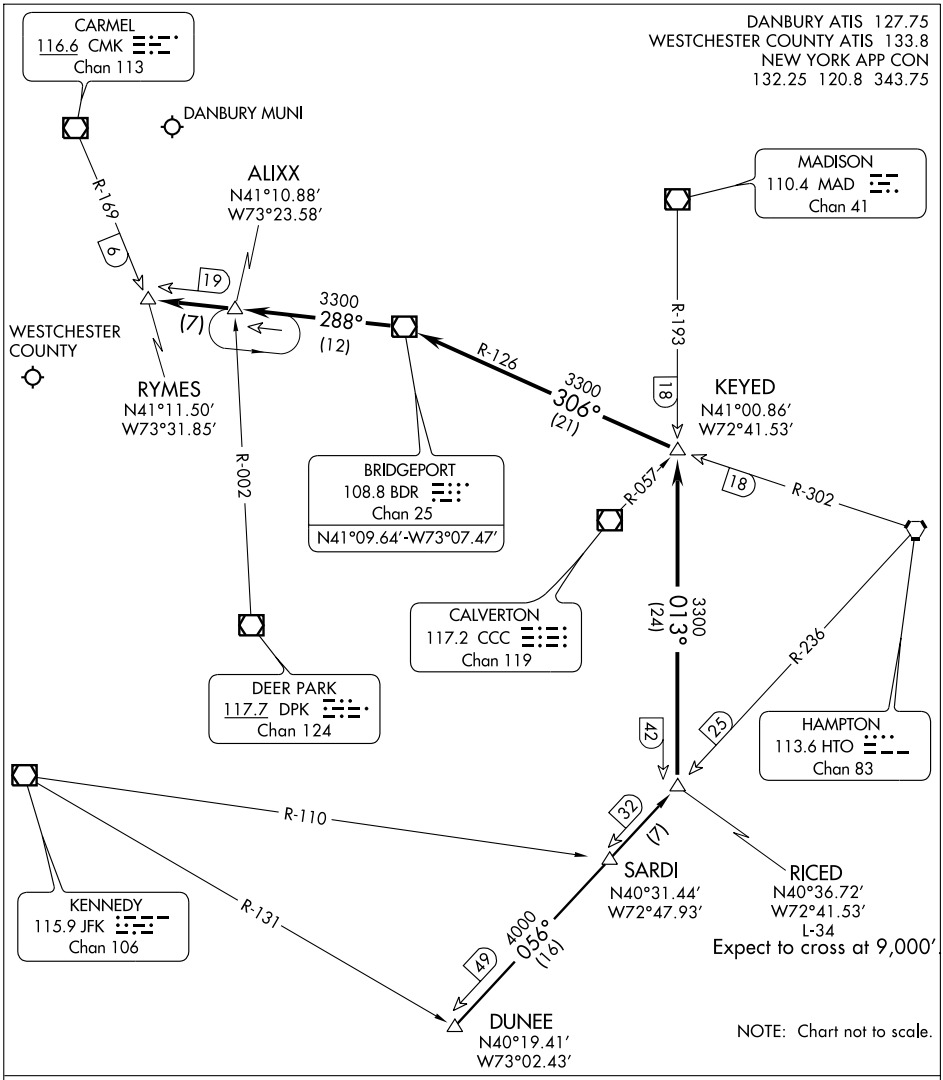
ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

APP CRS	Rwy Idg	6548
162°	TDZE	439
	Apt Elev	439

RNAV (GPS) RWY 16

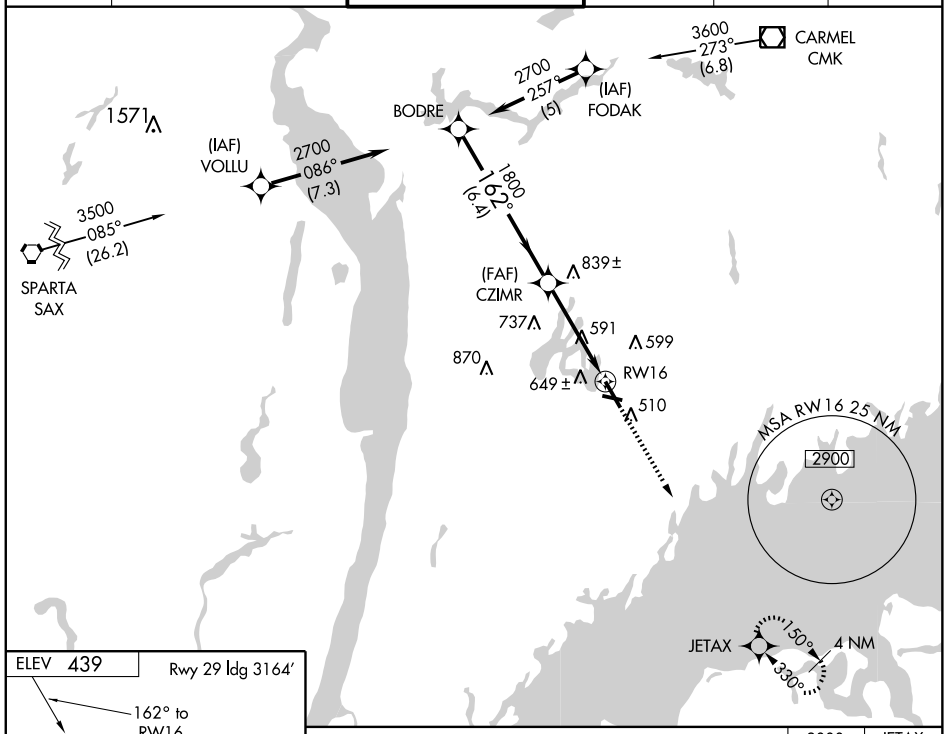
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

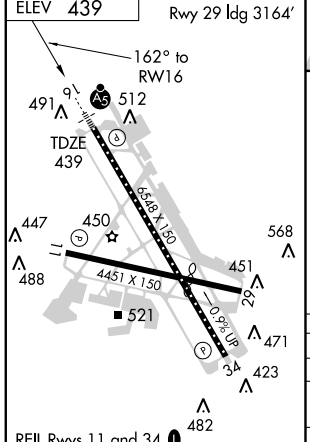
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply to LNAV Cat A/B.

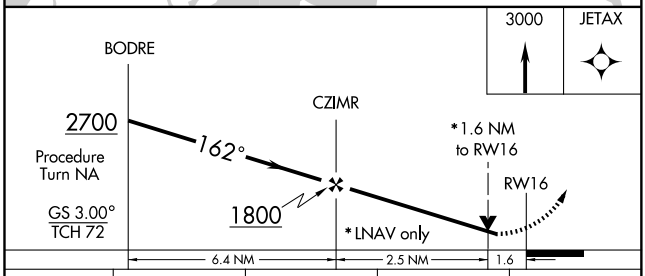
MALSR

MISSED APPROACH: Climb to 3000 direct JETAX WP and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	900/50 461 (500-1)			
LNAV MDA	1020/50 581 (600-1)			1020 /60 581 (600-1¼)
CIRCLING	1020 - 1½ 581 (600-1½)			1020 - 2 581 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6548
CH 99410	342°	TDZE	402
W34A		Apt Elev	439

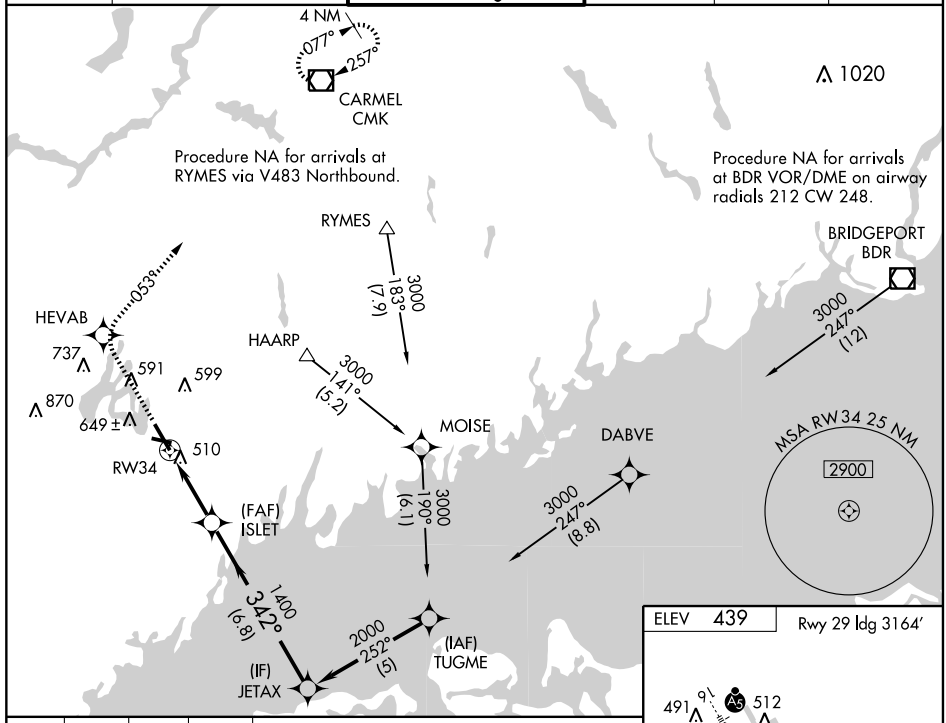
RNAV (GPS) RWY 34

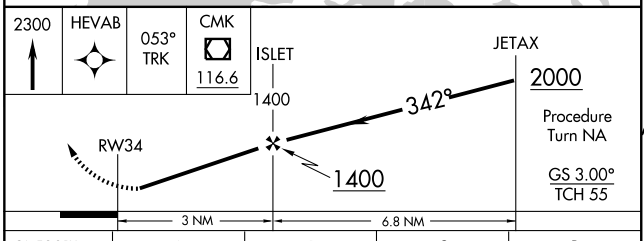
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

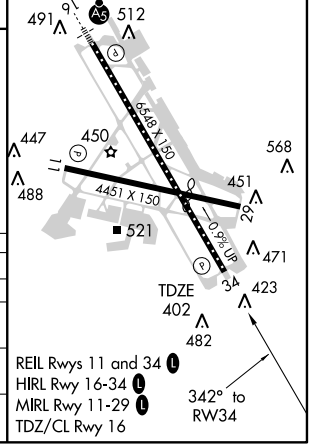
Circling to Rwy 34, Rwy 29, and Rwy 11 NA at night. Baro-VNAV NA when using La Guardia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA to 833 ft; LNAV/VNAV DA to 884 ft, and all MDA 120 ft; increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C ¼ mile, Cat D ½ mile; Circling Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2300 direct HEVAB and via 053° track to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95





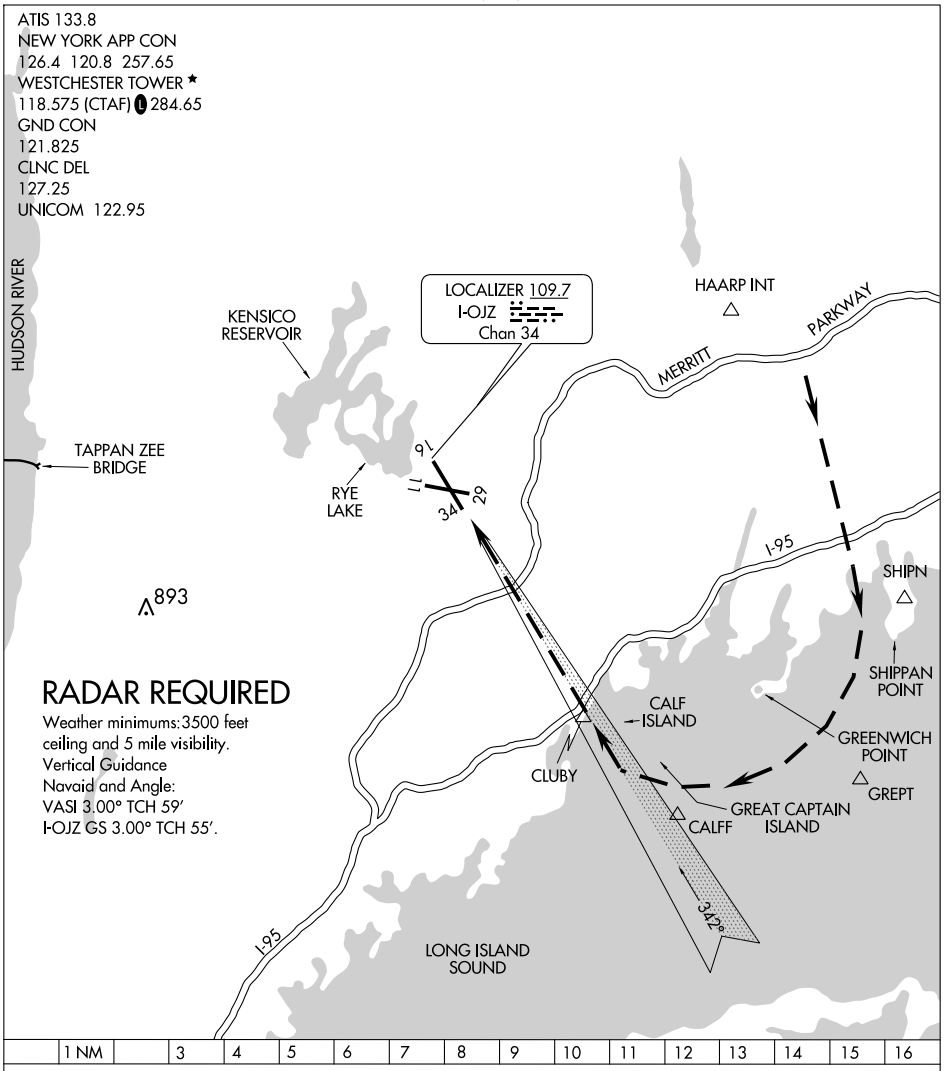


CATEGORY	A	B	C	D
LPV DA	730/60 328 (300-1¼)			
LNAV/VNAV DA	781-1½ 379 (400-1½)			
LNAV MDA	820/50 418 (400-1)		820/60 418 (400-1¼)	
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	1000-2 561 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

SOUND VISUAL RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK
AL-651 (FAA)



SOUND VISUAL RWY 34

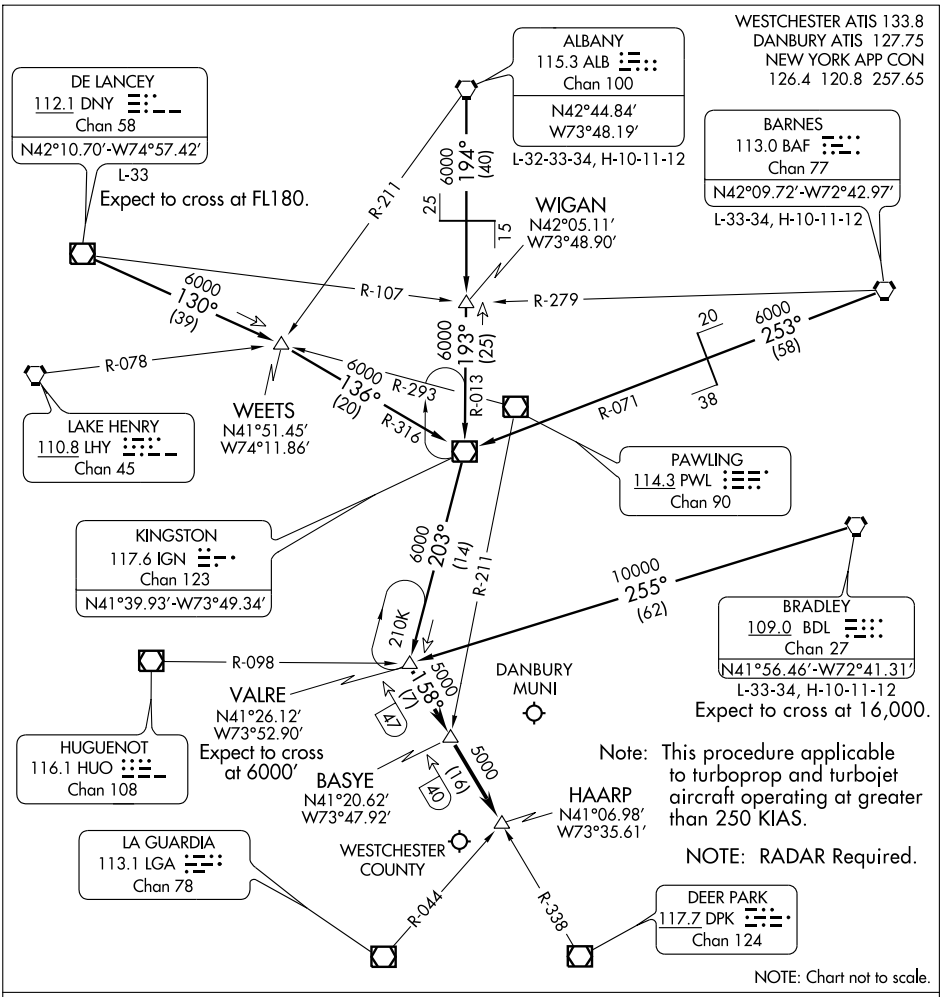
When cleared for a Sound Approach to RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.

(VALRE.VALRE3) 09295 ST-651 (FAA)

VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

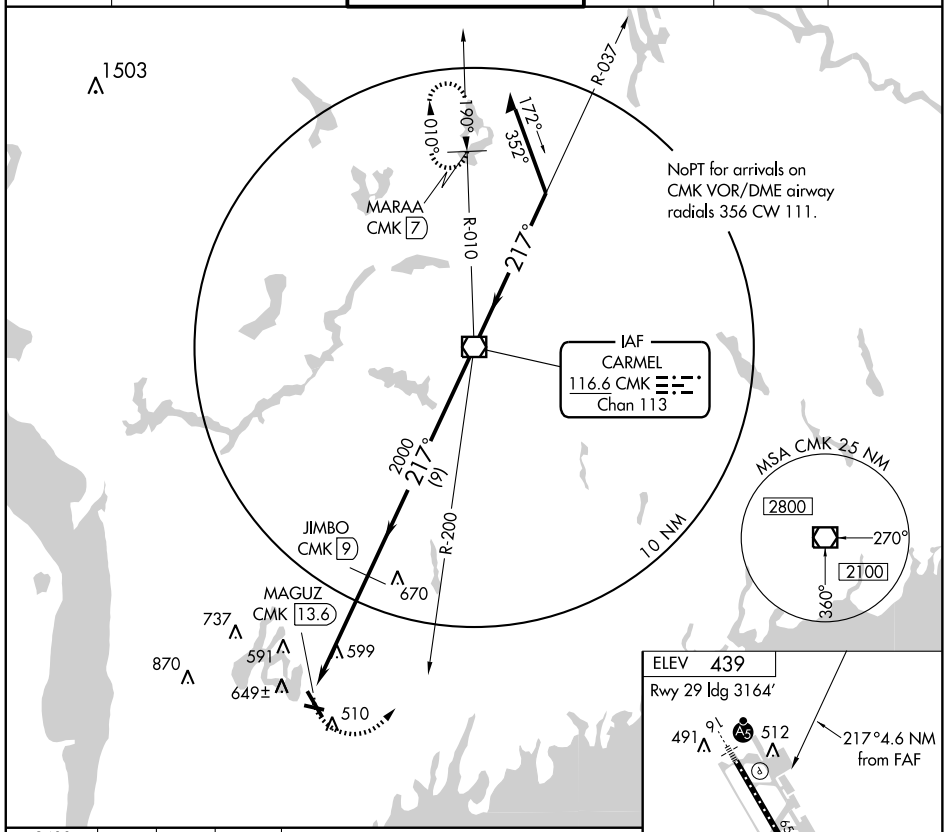
VOR/DME CMK	APP CRS	Rwy Idg	N/A
116.6	217°	TDZE	N/A
Chan 113		Apt Elev	439

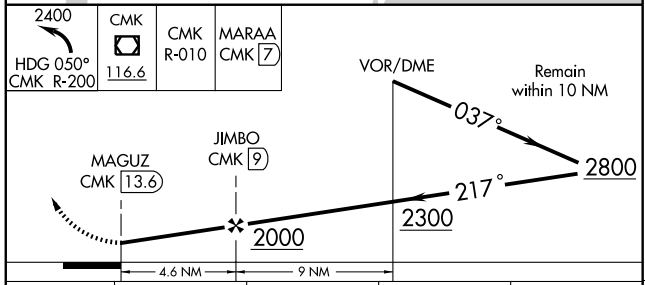
VOR/DME-A

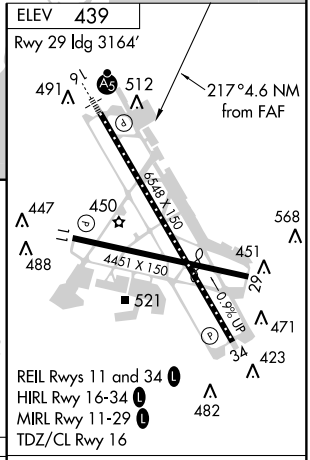
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

MISSED APPROACH: Climbing left turn to 2400 via heading 050° and CMK R-200 to CMK VOR/DME, then via CMK R-010 to MARAA CMK 7 DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95



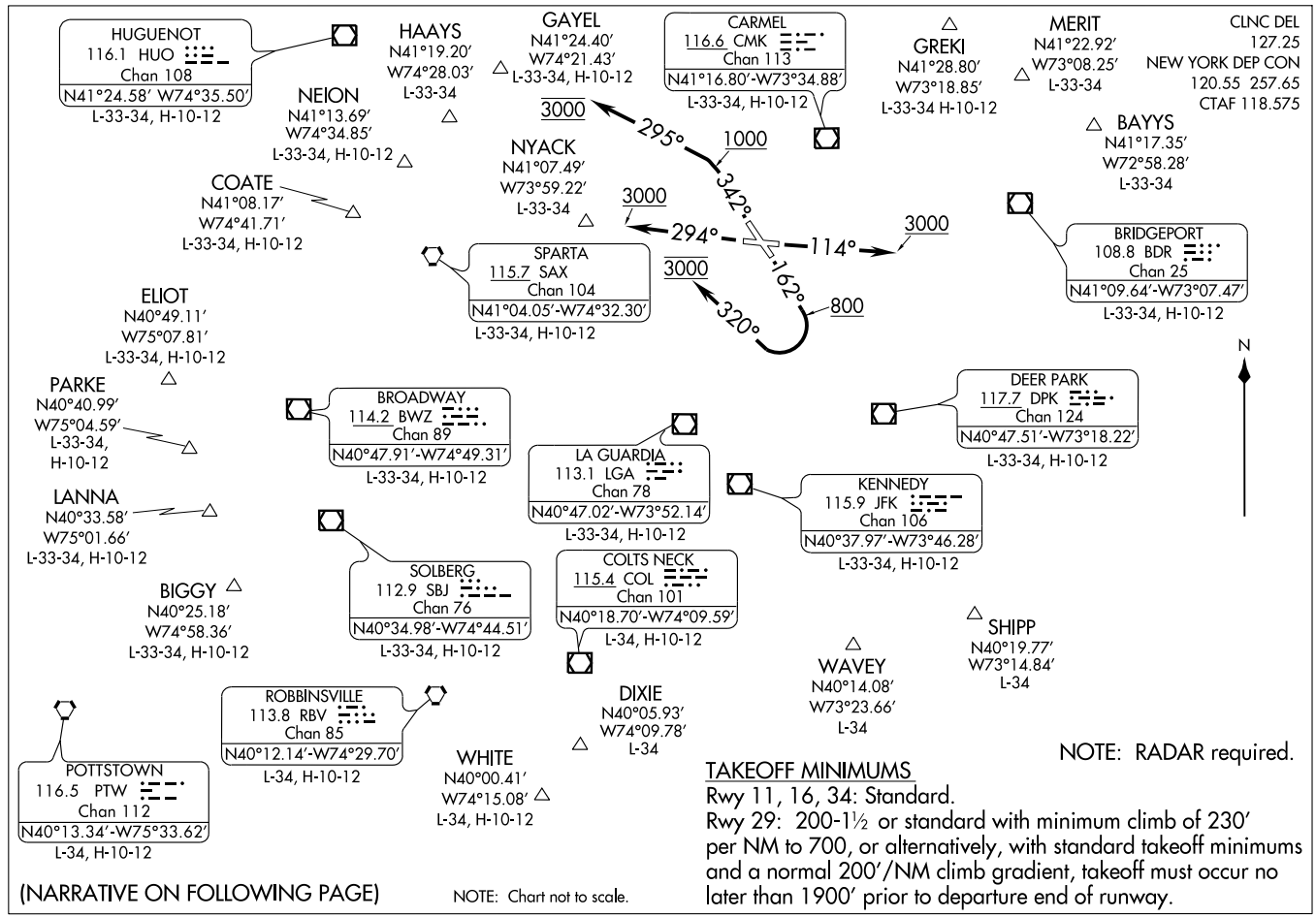




CATEGORY	A	B	C	D
CIRCLING	960 - 1	521 (600- 1)	960 - 1½	1000 - 2
			521 (600- 1½)	561 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010



WESTCHESTER TWO DEPARTURE

(HPN2.HPN) 09295

SI-651 (FAA)

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

WHITE PLAINS, NEW YORK

▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 114° to 3000 feet. Thence....
TAKE-OFF RUNWAY 29: Climb heading 294° to 3000 feet. Thence....
*TAKE-OFF RUNWAY 16: Climb heading 162° to 800 feet then turn right heading 320°, maintain 3000 feet. Thence....
TAKE-OFF RUNWAY 34: Climb heading 342° to 1000 feet then turn left heading 295°, maintain 3000 feet. Thence....

.... via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

*NOTE: Do not exceed 190 KIAS until established on heading 320°. Advise clearance delivery if unable to comply.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: HAAYS departures expect vectors to HUO R-145.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

TAKEOFF OBSTACLES:
Rwy 11: Trees beginning 170' from DER, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from DER, 248' left of centerline, 0 AGL/392' MSL'.
Rwy 16: Windsock and trees beginning 309' from DER, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from DER, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from DER, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from DER, 515' left of centerline, 0' AGL/387' MSL.
Rwy 34: Windsock 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from DER, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from DER, 751' right of centerline, up to 104' AGL/504' MSL. OL on DME 605' from DER, 263' right of centerline, 20' AGL/454' MSL.
Rwy 29: Trees beginning 6' from DER, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from DER, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM DER, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from DER, 485' right of centerline, 23' AGL/417' MSL.

WAAS	APP CRS	Rwy Idg	3801
CH 90507	100°	TDZE	424
W10A		Apt Elev	424

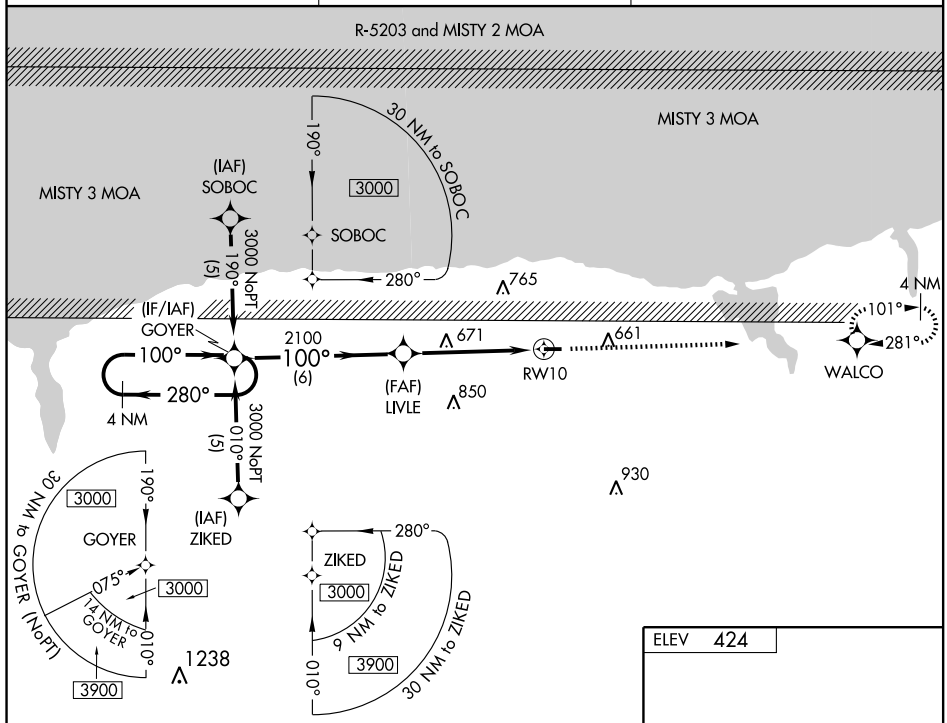
RNAV (GPS) RWY 10
WILLIAMSON-SODUS (SDC)

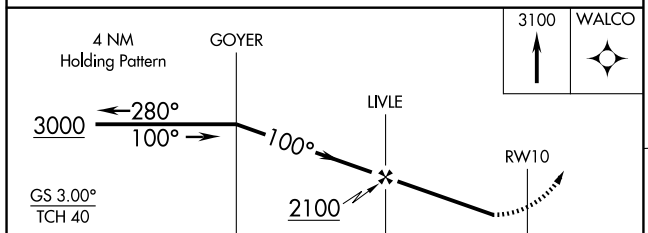
NA

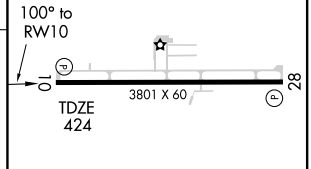
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct WALCO and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
124.2	119.55 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	760 - 1¼ 336 (400-1¼)			NA
LNAV MDA	940 - 1 516 (600-1)		940 - 1½ 516 (600-1½)	NA
CIRCLING	940 - 1 516 (600-1)	960 - 1 536 (600-1)	1020 - 1½ 596 (600-1½)	NA

MIRL Rwy 10-28 L

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APP CRS		
280°	Rwy Idg	3801
	TDZE	422
	Apt Elev	424

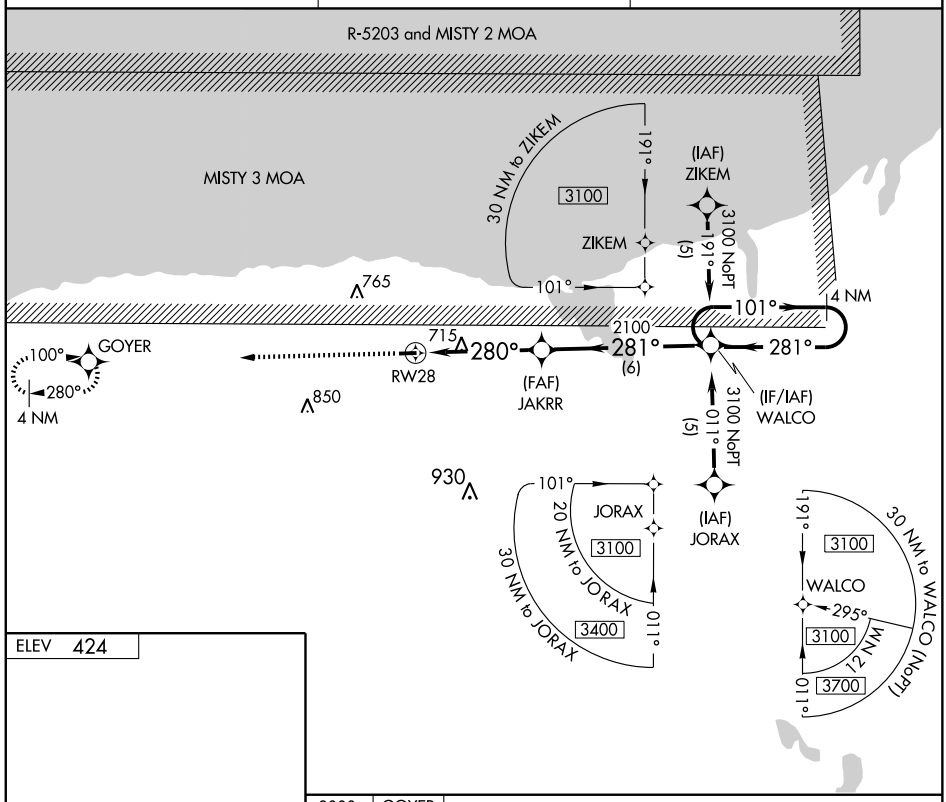
RNAV (GPS) RWY 28
WILLIAMSON-SODUS (SDC)

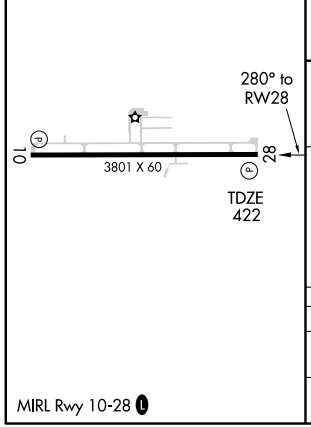
Procedure NA at night. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 80 ft, LNAV Cat C visibility ¼ mile and circling Cat C visibility ½ mile.

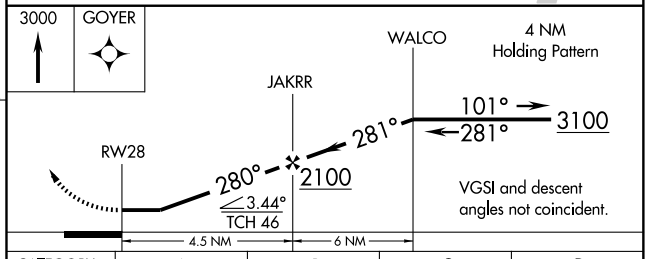
NA

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
124.2	119.55 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980 - 1	558 (600-1)	980 - 1½ 558 (600-1½)	NA
CIRCLING	980 - 1	556 (600-1)	1020 - 1½ 596 (600-1½)	NA

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME HUO	APP CRS	Rwy Idg	3359
116.1	039°	TDZE	550
Chan 108		Apt Elev	560

VOR/DME or GPS RWY 5

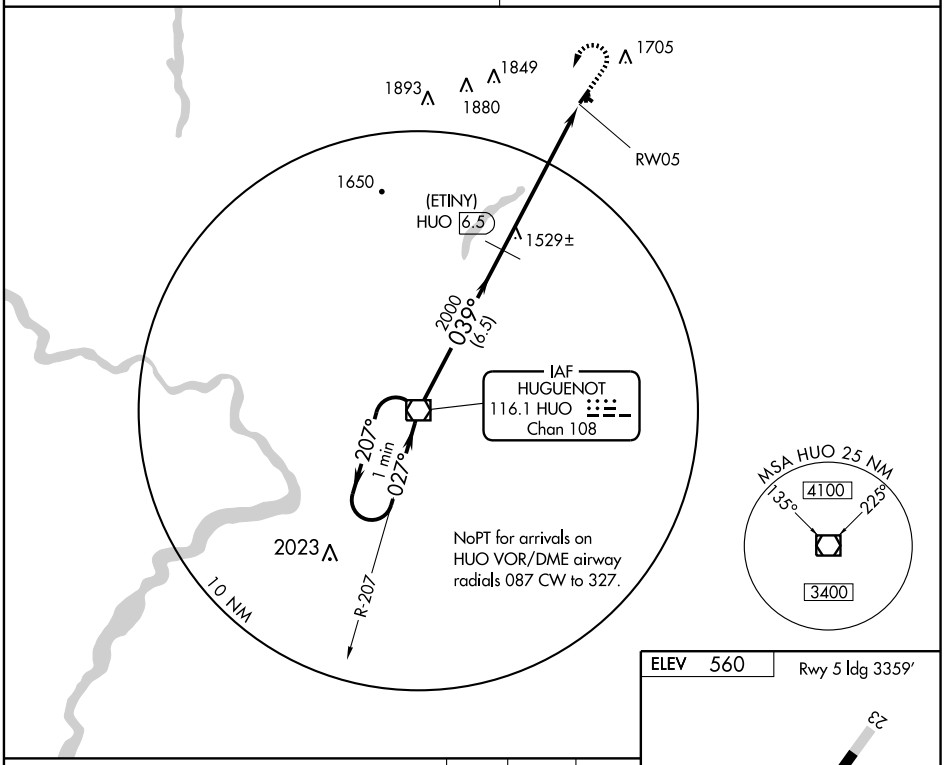
WURTSBORO-SULLIVAN COUNTY (N82)

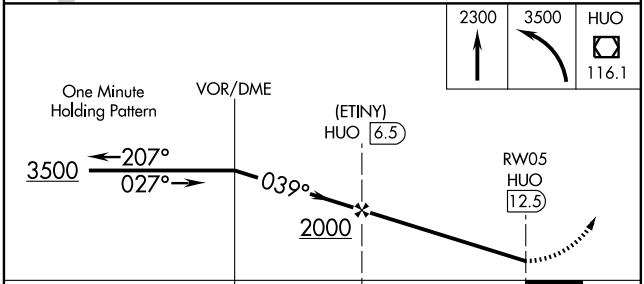
Obtain local altimeter setting on CTAF, when not received, procedure not authorized. Procedure not authorized at night.

NA

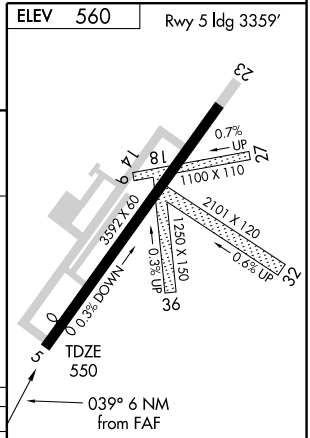
MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HUO VOR/DME and hold.

NEW YORK APP CON	UNICOM
132.75 363.1	122.8 (CTAF)





CATEGORY	A	B	C	D
S-5	1880-1¼ 1330 (1400-1¼)	1880-1½ 1330 (1400-1½)	1880-3 1330 (1400-3)	NA
CIRCLING	1880-1¼ 1320 (1400-1¼)	1880-1½ 1320 (1400-1½)	2020-3 1460 (1500-3)	NA



NE-2, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALLENTOWN, PA

LEHIGH VALLEY INTL ..... **ILS or LOC Rwy 13[1]**
VOR-A[2]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when local weather not available.

ALTOONA, PA

ALTOONA-BLAIR COUNTY ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Y Rwy 21[3]
VOR-A[4]

[1]ILS, Category D, 1100-3. LOC, Category D, 1100-3.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3
[3]Category D, 1200-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1200-3.

BECKLEY, WV

RALEIGH COUNTY MEMORIAL ..... **ILS or LOC Rwy 19[12]**
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 10[13]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[14]
VOR Rwy 10[13]
VOR Rwy 19[13]

[1]NA when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BLUEFIELD, WV

MERCER COUNTY . **VOR/DME or GPS Rwy 23**
VOR Rwy 23

NA when class E airspace not in effect.

NAME — ALTERNATE MINIMUMS

BRADFORD, PA

BRADFORD RGNL ..... **VOR Rwy 14**

Category C, 800-2½; Category D, 800-2¾.

BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER FIELD ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

CHARLESTON, WV

YEAGER ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 23[2]
VOR/DME RNAV or GPS Rwy 33[3]
VOR or GPS-A[3]

[1]ILS, Categories A,B,C, 700-2.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA ..... **ILS or LOC Rwy 21[12]**
RNAV (GPS) Rwy 3[35]
RNAV (GPS) Rwy 21[35]
VOR or GPS Rwy 3[45]

[1]NA when control tower closed.
[2]ILS,Categories A,B,C, 800-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]NA when control tower is closed, except for operators with approved weather reporting service.
[5]Category D, 900-2¾.

COATESVILLE, PA

CHESTER COUNTY G O CARLSON ..... **ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

NAME ALTERNATE MINIMUMS

DOYLESTOWN, PA

DOYLESTOWN ..... **VOR Rwy 23**
NA when local weather not available.

DUBOIS, PA

DUBOIS RGNL ..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

ELKINS, WV

ELKINS-RANDOLPH COUNTY JENNINGS-RANDOLPH FIELD ..... **LDA-C**[1]
RNAV (GPS)-A[23]
RNAV (GPS) Rwy 5[24]
RNAV (GPS) Rwy 14[25]
RNAV (GPS) Rwy 23[26]
[1]Categories A, B, 1200-2; Category C, 1400-3; Category D, 1500-3.
[2]NA when local weather not available.
[3]Categories A, B, 1700-2; Category C, 1700-3.
[4]Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.
[6]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

ERIE, PA

ERIE INTL/TOM RIDGE FIELD ..... **ILS or LOC Rwy 6**[12]
ILS or LOC/DME Rwy 24[12]
NDB Rwy 6[2]
NDB Rwy 24[2]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR/DME Rwy 24
NA when local weather not available.
[1]ILS, 700-2.
[2]NA when control tower closed.

FRANKLIN, PA

VENANGO RGNL ..... **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3
VOR Rwy 21
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HARRISBURG, PA

CAPITAL CITY ..... **ILS or LOC Rwy 8**[12]
RNAV (GPS) Rwy 8[12]
RNAV (GPS) Rwy 26[34]
[1]Categories A, 1000-2; Category B, 1400-2; Categories C,D, 1400-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category A, 1200-2, Category B, 1400-2; Categories C, D, 1400-3.

HARRISBURG INTL ..... **ILS or LOC Rwy 13**[1]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[4]
VOR Rwy 31[3]
[1]Categories C,D, 700-2.
[2]ILS, 700-2.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.

HAZLETON, PA

HAZLETON MUNI ..... **RNAV (GPS) Rwy 10**
Category D, 900-2¾.
NA when local weather not available.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY ..... **ILS or LOC Rwy 33**[1]
VOR Rwy 5[2]
VOR Rwy 15[3]
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LANCASTER, PA

LANCASTER ..... **ILS or LOC Rwy 8**[123]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 26[24]
VOR/DME Rwy 31[24]
VOR/DME Rwy 8[2]
VOR/DME Rwy 26[24]
VOR Rwy 8[25]
VOR Rwy 31[4]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.
[5]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME ALTERNATE MINIMUMS

LATROBE, PA

ARNOLD PALMER RGNL ..... **ILS or LOC Rwy 23[123]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NDB Rwy 23[14]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.
[4]Categories A,B, 1100-2; Categories C,D, 1100-3.

LEWISBURG, WV

GREENBRIER VALLEY ..... **ILS or LOC Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD ..... **ILS or LOC Rwy 26**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR-A

NA when local weather not available.
Category E, 1600-3.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD ..... **ILS or LOC Rwy 18[123]**
RNAV (GPS) Y Rwy 18[13]
RNAV (GPS) Z Rwy 18[34]
RNAV (GPS) Rwy 36[13]
VOR-A[35]

[1]Category D, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 900-2¾.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA ..... **NDB-A**
RNAV (GPS)-B
COPTER NDB Y-289
COPTER NDB Z-289
COPTER RNAV (GPS) Rwy 25

NA when control tower closed.

PARKERSBURG, WV

MID-OHIO VALLEY AIRPORT ..... **ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 21

NA when local weather not available.
[1]NA when control tower is closed.
[2]Category D, 700-2.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA ..... **ILS or LOC Rwy 24[12]**
LOC BC Rwy 6[12]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 6[12]
VOR Rwy 24[12]

[1]NA when control tower closed.
[2]NA when local weather not available.

PHILADELPHIA INTL ..... **ILS PRM Rwy 26[1]**
ILS PRM Rwy 27L[2]
ILS or LOC Rwy 9L[3]
ILS Rwy 9R[4]
ILS or LOC Rwy 17[3]
ILS Rwy 26[5]
ILS or LOC Rwy 27L[6]
ILS or LOC/DME Rwy 27R[7]
RNAV (GPS) Rwy 27R[8]

[1]ILS, Categories A, B, C, 700-2. LOC, NA.
[2]ILS, 700-2. LOC, NA.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[5]ILS, Categories A, B, C, 700-2.
[6]ILS, 700-2.
[7]ILS, Categories B, C, D, 700-2.
[8]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PITTSBURGH, PA

ALLEGHENY COUNTY ..... **VOR-A**
NA when local weather not available.

PITTSBURGH INTL ..... **ILS Rwy 10L[1]**
ILS or LOC Rwy 28L[1]
ILS or LOC Rwy 28R[1]
RNAV (RNP) Z Rwy 10R[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

QUAKERTOWN, PA

QUAKERTOWN ..... **NDB Rwy 29**
RNAV (GPS) Rwy 29
NA when local weather not available.

READING, PA

READING RGNL/CARL A.
SPAATZ FIELD ..... **ILS or LOC Rwy 13[13]**
ILS or LOC Rwy 36[13]
NDB Rwy 36[23]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

SELINSGROVE, PA

PENN VALLEY ..... **RNAV (GPS) Rwy 17**
VOR-A
NA when local weather not available.
Categories A, B, 1000-2.

STATE COLLEGE, PA

UNIVERSITY PARK ..... **ILS or LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-B[1]
NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

SUTTON, WV

BRAXTON COUNTY ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
NA when local weather not available.
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Category B, 900-2; Category C 1000-2¾.

NAME ALTERNATE MINIMUMS

WASHINGTON, PA

WASHINGTON COUNTY .. **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[2]
VOR-B[1]
NA when local weather not available.
[1]Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.

WHEELING, WV

WHEELING OHIO
COUNTY ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR Rwy 21
Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

WILKES-BARRE-SCRANTON, PA

WILKES-BARRE-SCRANTON
INTL ..... **ILS or LOC/DME Rwy 4[1]**
ILS or LOC/DME Rwy 22[1]
NDB or GPS-A[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 22[1]
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1300-3.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL ..... **ILS Rwy 27**
Categories A,B, 1400-2; Categories C,D, 1400-3.

YORK, PA

YORK ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

ZELIENOPLE, PA

ZELIENOPLE MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA) ELEV **828**

TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	21		AB	**1260**-1	432	(500-1)	C	**1260**-1¼	432	(500-1¼)
			D	**1260**-1½	432	(500-1½)				
	3		AB	**1240**-1	412	(500-1)	CD	**1240**-1¼	412	(500-1¼)
	12		AB	**1340**/24	512	(600-½)	C	**1340**/50	512	(600-1)
			D	**1340**/60	512	(600-1¼)				
	30		AB	**1300**-1	472	(500-1)	C	**1300**-1¼	472	(500-1¼)
			D	**1300**-1½	472	(500-1½)				
CIR			AB	**1340**-1	512	(600-1)	C	**1340**-1½	512	(600-1½)
			D	**1420**-2	592	(600-2)				

When VGSI inop, straight-in/circling Rwy 3 NA at night.

WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV **358**

RADAR[9]- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15[17]	3.25°/60/893	ABCDE	**524**-½	200	(200-½)
	33[2]	3.0°/45/919	AB	**558**-½	200	(200-½)
			CDE	**558**-¾	200	(200-¾)
PAR W/O GS	15[38]		ABCD	**720**-¾	396	(400-¾)
			E	**720**-1	396	(400-1)
	33[4]		ABCDE	**640**-1	282	(300-1)
ASR	33[5]		ABC	**720**-¾	362	(400-¾)
			DE	**720**-1	362	(400-1)
	15[68]		ABC	**800**-¾	476	(500-¾)
			D	**800**-1	476	(500-1)
			E	**800**-1¼	476	(500-1¼)
CIR ASR	All Rwy		A	**800**-1	442	(500-1)
			B	**960**-1	602	(700-1)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)
CIR PAR W/O GS	All Rwy		A	**800**-1¼	442	(500-1¼)
			B	**960**-1¼	602	(700-1¼)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)

[1]When ALS inop, increase vis CAT ABCDE to ¾ mile. [2]When ALS inop, increase vis CAT AB to ¾ mile. [3]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]GS exceeds DoD std. [8]34:1 visual area penetrated. [9]No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25,** climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33,** climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24,** climb runway heading to 1600 before proceeding southbound on course.

NAME TAKE-OFF MINIMUMS

ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21,** std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30,** std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3,** numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21,** multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

BEAVER FALLS, PA
BEAVER COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

BECKLEY, WV
RALEIGH COUNTY MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1or std. with a min. climb of 350' per NM to 4000. **Rwy 19,** 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28,** 300-1 or std. with a min. climb of 250'per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10,** immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28,** climbing right turn to 5000 via 320° heading before proceeding on course.
NOTE: **Rwy 10,** 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19,** 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28,** 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

BEDFORD, PA
BEDFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 14,** 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32,** 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 4000 before turning on course. **Rwy 32,** climb to 4100 before turning on course.

BELLEFONTE, PA
BELLEFONTE
TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.
DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course.
Rwy 25, climb to 2600 on heading 235° before proceeding on course.

BERKELEY SPRINGS, WV
POTOMAC AIRPARK
TAKE-OFF MINIMUMS: **Rwys 11,29,** 1900-2 or std. with a min. climb of 400' per NM to 2600.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29,** climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

BLOOMSBURG, PA
BLOOMSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 8,** 700-1. **Rwy 26,** 1100-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

BLUEFIELD, WV
MERCER COUNTY (BLF)
AMDT 4 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23**, 400-2¼ or std. with a min. climb of 238' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.
NOTE: **Rwy 5,** trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939'MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23,** trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA
BRADFORD RGNL
NOTE: **Rwy 5,** fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14,** trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23,** trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32,** trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

BUCKHANNON, WV
UPSHUR COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 29,** 400-1¼ or std. with a min. climb of 420' per NM to 2100.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 105° to 2300 before proceeding on course.
NOTE: **Rwy 11,** trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

BUTLER, PA
BUTLER COUNTY/K.W. SCHOLTER FIELD
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

CARLISLE, PA
CARLISLE
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.

CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

CHARLESTON, WV

YEAGER (CRW)

AMDT 7 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2½ or std. w/ min. climb of 228' per NM to 1400. **Rwy 15,** std. w/ min. climb of 443' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23,** 200-1 or std. w/ min. climb of 399' per NM to 1300. **Rwy 33,** 300-1¾ or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15,** for climb in visual conditions: cross Yeager Airport at or above 1800' MSL before proceeding on course. **Rwy 23,** climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5,** multiple trees beginning 51' from departure end of runway, 59' left of centerline, up to 43' AGL/922' MSL. Multiple trees beginning 58' from departure end of runway, 251' right of centerline, up to 103' AGL/1062' MSL. Trees 1.9 NM from departure end of runway, 1203' left of centerline, 58' AGL/1217' MSL. Tower 2 NM from departure end of runway, 2761' left of centerline, 184' AGL/1235' MSL. **Rwy 15,** Bush and multiple trees beginning 44' from departure end of runway, 207' left of centerline, up to 93' AGL/1132' MSL. **Rwy 23,** Obstruction light on pole 4072' from departure end of runway, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33,** multiple trees beginning 44' from departure end of runway, 235' left of centerline, up to 92' AGL/951' MSL. Multiple trees beginning 25' from departure end of runway, 120' right of centerline, up to 37' AGL/1016' MSL. Dome 1.1 NM from departure end of runway, 570' right of centerline, 91' AGL/1266' MSL. Trees 1.4 NM from departure end of runway, 1212' right of centerline, 81' AGL/1280' MSL.

CLARION, PA

CLARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6,** multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24,** multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21,** 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 031° to 2000 before proceeding on course. **Rwy 21,** climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3,** fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21,** trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

CLEARFIELD, PA

CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: **Rwy 12,** 600-2 or std. with a min climb of 240' per NM to 2200'. **Rwy 30,** 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30,** cross departure end of runway at or above 35' AGL/1550' MSL.

COATESVILLE, PA

CHESTER COUNTY G. O. CARLSON (MQS)

ORIG 08213 (FAA)

NOTE: **Rwy 11,** tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29,** tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

COLLEGEVILLE, PA
PERKIOMEN VALLEY (N10)
ORIG-A 10014 (FAA)
TAKE-OFF MINIMUMS: Procedure NA at night.
NOTE: **Rwy 9,** multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150'AGL/400' MSL. **Rwy 27,** multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

CONNELLSVILLE, PA
JOSEPH A. HARDY CONNELLSVILLE
TAKE-OFF MINIMUMS: **Rwy 14,** 1100-2. Night NA.
DEPARTURE PROCEDURE: **Rwys 5,23,32**, climb runway heading to 3000 before proceeding on course. **Rwy 14**, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

CORRY, PA
CORRY-LAWRENCE (8G2)
ORIG 09127 (FAA)
NOTE: **Rwy 14,** trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32,** trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

DOYLESTOWN, PA
DOYLESTOWN
NOTE: **Rwy 5,** terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL. **Rwy 23,** terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

DUBOIS, PA
DUBOIS RGNL (DUJ)
AMDT 1 08101 (FAA)
NOTE: **Rwy 7,** wind sock 31' from departure end of runway, 452' left of centerline, 29' AGL/1833' MSL. Tree 1608' from departure end of runway, 700' right of centerline, up to 100' AGL/1859' MSL. **Rwy 25,** antenna and trees 170' from departure end of runway, 261' left of centerline, up to 75' AGL/1855' MSL. Trees 283' from departure end of runway, 419' right of centerline, up to 69' AGL/1849' MSL.

EAST STROUDSBURG, PA
STROUDSBOURG-POCONO
TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

EASTON, PA
BRADEN AIRPARK
TAKE-OFF MINIMUMS: **Rwy 18**, 600-1. **Rwy 36**, 400-1.
DEPARTURE PROCEDURE: IFR Departure authorized **Rwys 18,36** only.

EBENSBURG, PA
EBENSBURG (9G8)
AMDT 2 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.
NOTE: **Rwy 25,** numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7,** numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV
ELKINS-RANDOLPH COUNTY-JENNINGS RANDOLPH FIELD
TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles. **Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300.
DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.
NOTE: **Rwy 23,** OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

ERIE, PA
ERIE INTL/TOM RIDGE FIELD (ERI)
AMDT 5 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 314' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1300 before turning right. **Rwy 6,** climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24,** climb heading 242° to 1400 before turning left.
NOTE: **Rwy 2,** vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6,** vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20,** railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24,** railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87'AGL/826' MSL.

FACTORYVILLE, PA

SEAMANS FIELD (9N3)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22,** climb heading 216° to 2900 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.

FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2 or 300-1 w/ min. climb of 375' per NM to 1800. **Rwy 23,** 500-3 w/ min. climb of 265' per NM to 1700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1800 before proceeding on course. **Rwy 23,** climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: **Rwy 5,** tree 1739' from departure end of runway, 832' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from departure end of runway, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from departure end of runway, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23,** multiple trees beginning 692' from departure end of runway, 100' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees and AAO beginning 880' from departure end of runway, 704' left of centerline, up to 200' AGL/1439' MSL.

FRANKLIN, PA

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.

NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597 MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.

GROVE CITY, PA

GROVE CITY (29D)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28,** 300-1 or std. w/ min. climb of 416' per NM to 1600.

NOTES: **Rwy 10,** Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28,** Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL. .

HARRISBURG, PA

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12,** 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26,** 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 082° to 1100 before proceeding on course. **Rwy 12,** climb via heading 128° to 1400 before proceeding on course. **Rwy 26,** climb via heading 262° to 1400 before proceeding on course. **Rwy 30,** climb via heading 308° to 1500 before proceeding on course.

NOTE: **Rwy 8,** tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12,** flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26,** numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30,** tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.

HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)
AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-2¼ or std. w/ min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 128° to 1700 before proceeding on course. **Rwy 31,** climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13,** trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31,** levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10,28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

HONESDALE, PA

CHERRY RIDGE

TAKE-OFF MINIMUMS: **Rwy 36,** 500-2 or std. with a min. climb of 390' per NM to 1900.

NOTES: **Rwy 36,** terrain and trees 5673' from departure end of runway, 1967' left of centerline, 100' AGL/1619' MSL; terrain and trees 1.1 NM from departure end of runway, 2205' left of centerline, 100' AGL/1639' MSL; terrain and trees 1.9 NM from departure end of runway, 810' right of centerline, 100' AGL/1759' MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 024° to 1500 before turning right. **Rwy 30,** climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12,** tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21,** multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30,** multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)
AMDT 4 08269 (FAA)

NOTE: **Rwy 5,** trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23,** trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33,** trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.

LANCASTER, PA

LANCASTER (LNS)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 301' per NM to 700.

Rwy 31, 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 800 before turning left.

NOTE: **Rwy 8,** silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13,** trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26,** vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797 right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31,** trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

LATROBE, PA

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21,23,** 300-1.

DEPARTURE PROCEDURE: **Rwys 3,5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21,23**, climb to 4000 via BHU 233° bearing.

LEHIGHTON, PA

JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26,** 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course. **Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

LEWISBURG, WV

GREENBRIER VALLEY (LWB)
AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 3300 before proceeding on course. **Rwy 22,** climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4,** tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22,** trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA

WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** NA-obstacles. **Rwy 27L,** NA-ATC. **Rwy 27R,** std. w/ a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R,** climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R,** multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

LOGAN, WV

LOGAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 3000 before proceeding on course.

Rwy 24, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24,** 148' AGL trees 1500' from departure end of runway.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD (MRB)
AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 1300 before proceeding on course. **Rwy 26,** climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8,** trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26,** trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

MEADVILLE, PA

PORT MEADVILLE

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 2000 before proceeding on course.

MIFFLINTOWN, PA

MIFFLINTOWN

TAKE-OFF MINIMUMS: **Rwy 8,** std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8,** multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV

ONA AIRPARK (12V)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7,** trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25,** trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

MONONGAHELA, PA

ROSTRAVER

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8,** tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26,** tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading190°before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

MOUNDSVILLE, WV

MARSHALL COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)

AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 094° to 1300 before turning southwest. **Rwy 28,** climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10,** tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA. 09015

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25,** climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7,** Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25,** Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

MYERSTOWN, PA

DECK

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1,** tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

NEW CASTLE, PA

NEW CASTLE MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5,** tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13,** trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31,** tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28,** 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3,** trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10,** trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21,** trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28,** trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

PERKASIE,PA

PENNRIDGE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

PETERSBURG, WV

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6,** Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15,** Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24,** Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33,** Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 320' per NM to 900. **Rwy 9L,** std. w/ min. climb of 390' per NM to 500. **Rwy 9R,** std. w/ min. climb of 310' per NM to 500. **Rwy 17,** 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8,** fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L,** tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R,** multiple towers beglnnlng 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17,** multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shlp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L,** multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35,** sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

PHILADELPHIA, PA (CON'T)

WINGS FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 400' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 24,** climb via heading 245° to 1100 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 154' from departure end of runway, 357' left of centerline, 90' AGL/350' MSL. Trees 1038' from departure end of runway, 776' left of centerline, 100' AGL/389' MSL. **Rwy 24,** mulitiple buildings 347' from departure end of runway, 530' left of centerline, 50' AGL/360' MSL. Building 235' from departure end of runway, 524' right of centerline, 60' AGL/350' MSL. Tower 4367' from departure end of runway, 843' right of centerline, 160' AGL/444' MSL.

PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)
ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8,** trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26,** trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6,** 700-1. **Rwy 16,** 400-1. **Rwy 24,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34,** climb runway heading to 2800 before proceeding on course.

PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 700-2. **Rwy 26,** 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8,** 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10,** vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13,** vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31,** pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.

PITTSBURGH, PA (CON'T)

PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C,** multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L,** tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R,** multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14,** tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L,** tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R,** tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32,** antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25,** 60' AGL tree 475' left of departure end of runway.

POTTSTOWN, PA

HERITAGE FIELD (PTW)

ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

POTTSTOWN, PA (CON'T)

POTTSTOWN MUNI (N47)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26,** climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 8,** terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26,** tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSVILLE, PA

SCHUYKILL COUNTY/JOE ZERBEY (ZER)

AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 11,** tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

PUNXSUTAWNEY, PA

PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

RAVENSWOOD, WV

JACKSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4**,**22**, climb runway heading to 1300 before proceeding on course.

NOTE: **Rwy 4,** 100' AGL tree, 500' from departure end of runway, 200' left of centerline.

READING, PA

READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31,** 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course. **Rwys 31, 36**, climb runway heading to 800 before turning on course.

REEDSVILLE, PA

MIFFLIN COUNTY (RVL)

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24,** std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

NOTE: **Rwy 6,** fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24,** ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.

ST. MARYS, PA

ST. MARYS MUNI

NOTE: **Rwy 10,** terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28,** terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.

SELINGSGROVE, PA

PENN VALLEY (SEG)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35,** 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35,** climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35,** trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

SEVEN SPRINGS BOROUGH, PA

SEVEN SPRINGS

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

SHAMOKIN, PA

NORTHUMBERLAND COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC. **Rwy 26,** climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

SOMERSET, PA

SOMERSET COUNTY (2G9)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,32,** NA-environmental.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 066° to 3000 before turning south. **Rwy 25,** climb heading 246° to 2800 before turning south.

NOTE: **Rwy 7,** trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure endof runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25,** trees beginning 480' from departure end of runway, 152' right of centerline, upt o 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' rightof centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

SPENCER, WV

BOGGS FIELD (14P)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1¾ or std. w/ a min. climb of 498' per NM to 1300. **Rwy 28,** 300-1 or std. w/ a min. climb of 411' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 28,** climb heading 280° to 1600 before turning left.

NOTE: **Rwy 10,** trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28,** trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

STATE COLLEGE, PA

UNIVERSITY PARK

TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

STERLING, PA

SPRING HILL (70N)

AMDT 1 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 5,** trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23,** trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

SUMMERSVILLE, WV

SUMMERSVILLE

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

SUTTON, WV

BRAXTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.

NOTE: **Rwy 1,** Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

TITUSVILLE, PA

TITUSVILLE

NOTE: **Rwy 18,** trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36,** trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

TOUGHKENAMON, PA

NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24,** climb runway heading to 900 before turning on course.

TOWANDA, PA

BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23,** 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 047° to 3000 before proceeding on course. **Rwy 23,** climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5,** trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23,** trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

TOWER CITY, PA

BENDIGO (74N)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. **Rwy 23,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5,** departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5,** multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

WASHINGTON, PA

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** 700-2¼ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9,** multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27,** multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

WAYNESBURG, PA

GREENE COUNTY (WAY)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacle. **Rwy 27,** 300-1 or Std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 268° to 1800 before proceeding on course.

NOTE: **Rwy 27,** trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA

WELLSBORO JOHNSTON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn direct SFK VOR/DME. **Rwy 28,** climbing left turn direct SFK VOR/DME. **All aircraft** cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).

NOTE: **Rwy 10,** 79' AGL trees 1600' from departure end of runway, on centerline.

WEST CHESTER, PA

BRANDYWINE

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: **Rwy 27,** 100' AGL trees 3800' from departure end of runway, on centerline.

WHEELING, WV

WHEELING OHIO COUNTY

NOTE: **Rwy 3,** tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16,** pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34,** multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10,** NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22,** fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28,** fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4,** tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22,** tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 9,** 600-1 required or std. with a min. climb of 255' per NM to 1600. **Rwy 12**, 1300-1. **Rwy 15**, 1500-1 required; night IFR take- off NA. **Rwy 27**, 1300-1 required or 500-1 required with a min. climb of 235' per NM to 1400. **Rwy 30**, 900-1 required or std. with a min. climb of 236' per NM to 1400. **Rwy 33**, 1500-1 required or std. with a min. climb of 295' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 9**, climb straight ahead to 2500 via PIX NDB or IPT LOC Front Course before proceeding on course. **Rwys 12, 15**, left climbing turn as soon as practicable after take off, intercept IPT LOC Front Course and climb eastbound to 2500 before proceeding on course. **Rwy 27**, turn right, maintain visual reference until established on 300° heading. Intercept the MIP R-318 and continue climb to 2500 before proceeding on course. **Rwys 30, 33**, climb straight ahead to 2500 before proceeding on course.

WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE , PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33,** trees within 4758' of departure end of runway, 455' MSL.

YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17,35,** for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.

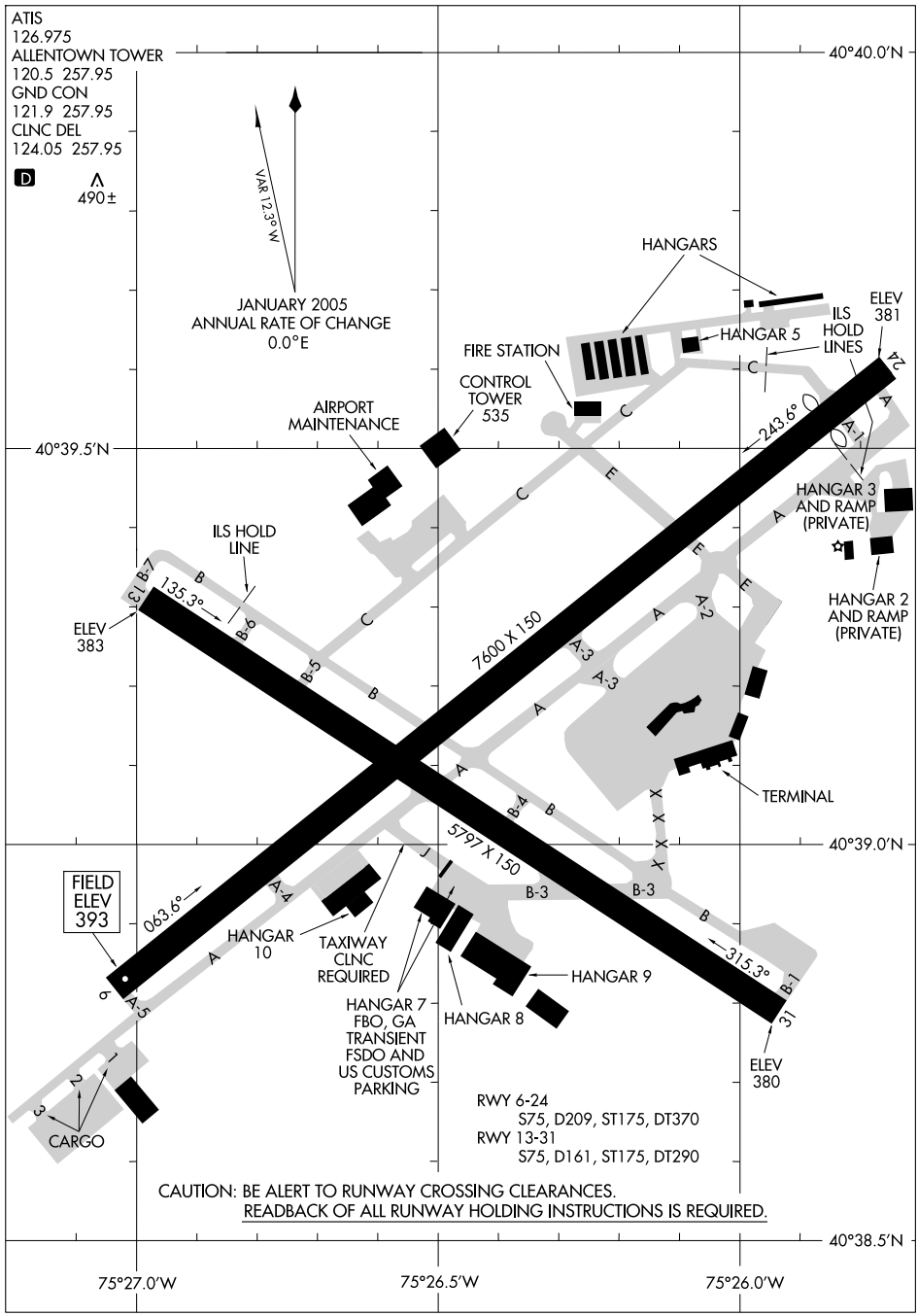
NOTE: **Rwy 17,** terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35,** terrain and trees beginning 1.04 NM from departure end of runway, 1400 left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

09239

AIRPORT DIAGRAM

AL-15 (FAA)

ALLENTOWN / LEHIGH VALLEY INTL (ABE)
ALLENTOWN, PENNSYLVANIA



NE-4, 14 JAN 2010 to 11 FEB 2010

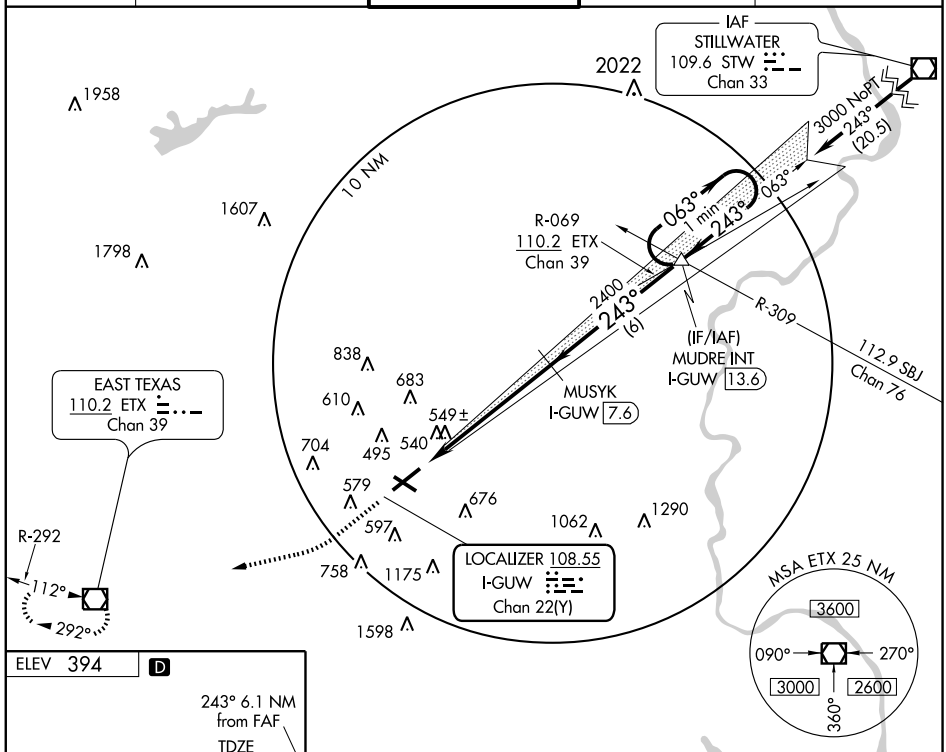
LOC/DME I-GUW	APP CRS	Rwy Idg 7100
108.55	243°	TDZE 386
Chan 22 (Y)		Apt Elev 394

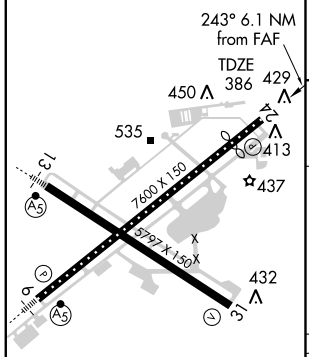
ILS or LOC/DME RWY 24

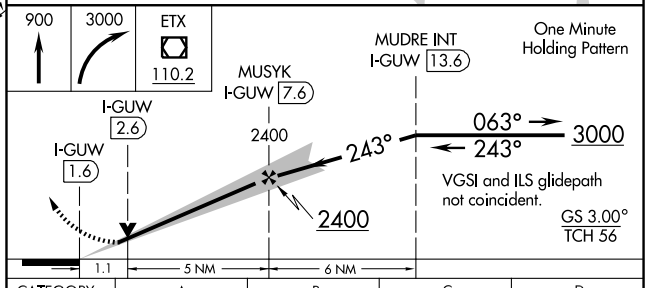
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
S-ILS 24	586/40 200 (200-¾)			
S-LOC 24	780/50 394 (400-1)			780/60 394 (400-1¼)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-ABE	APP CRS	Rwy Idg	7600
110.7	063°	TDZE	394
		Apt Elev	394

ILS or LOC RWY 6

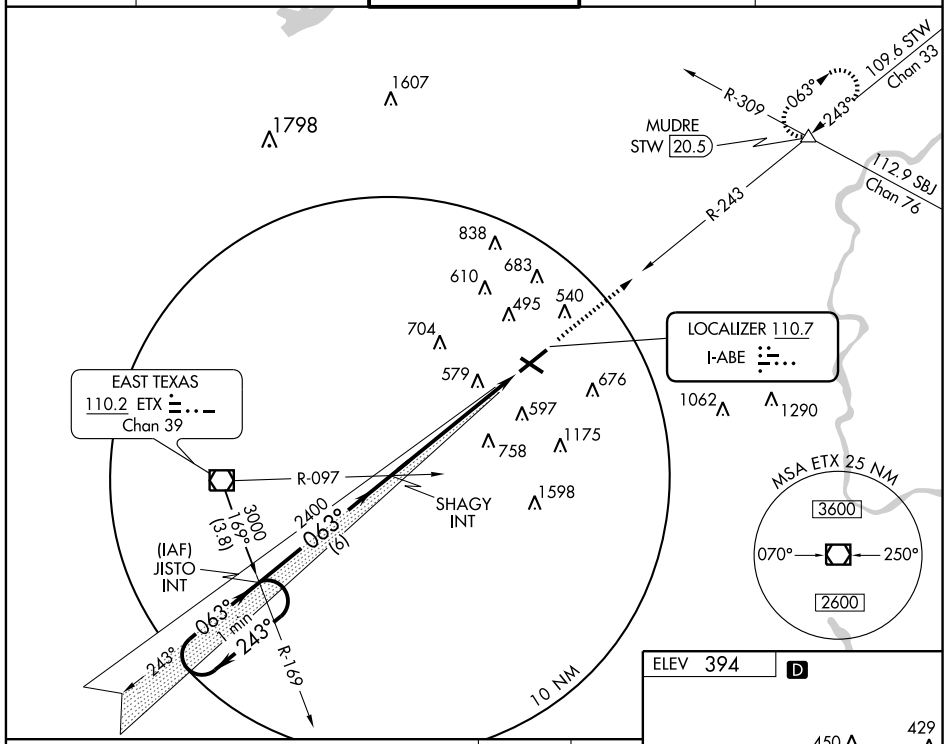
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

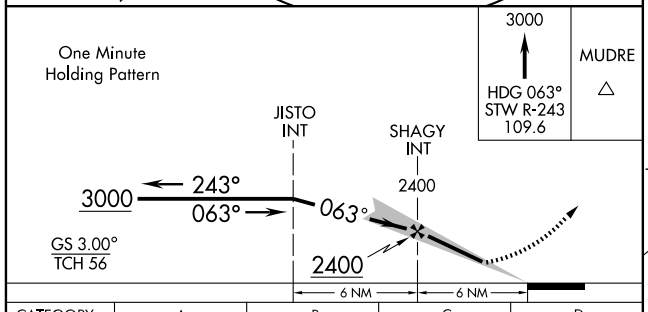
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

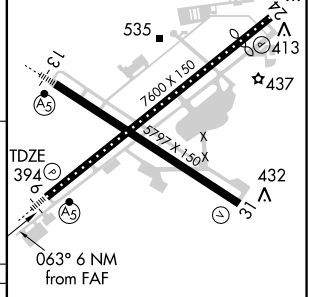
MISSED APPROACH: Climb to 3000 via heading 063° and STW R-243 to MUDRE Int/STW 20.5 DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





3000
HDG 063°
STW R-243
109.6
MUDRE



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

CATEGORY	A	B	C	D
S-ILS 6	*594/24 200 (200-½)			
S-LOC 6	820/24 426 (500-½)		820/40 426 (500-¾)	
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-BXY	APP CRS	Rwy Idg	5797
111.9	135°	TDZE	387
		Apt Elev	394

ILS or LOC RWY 13

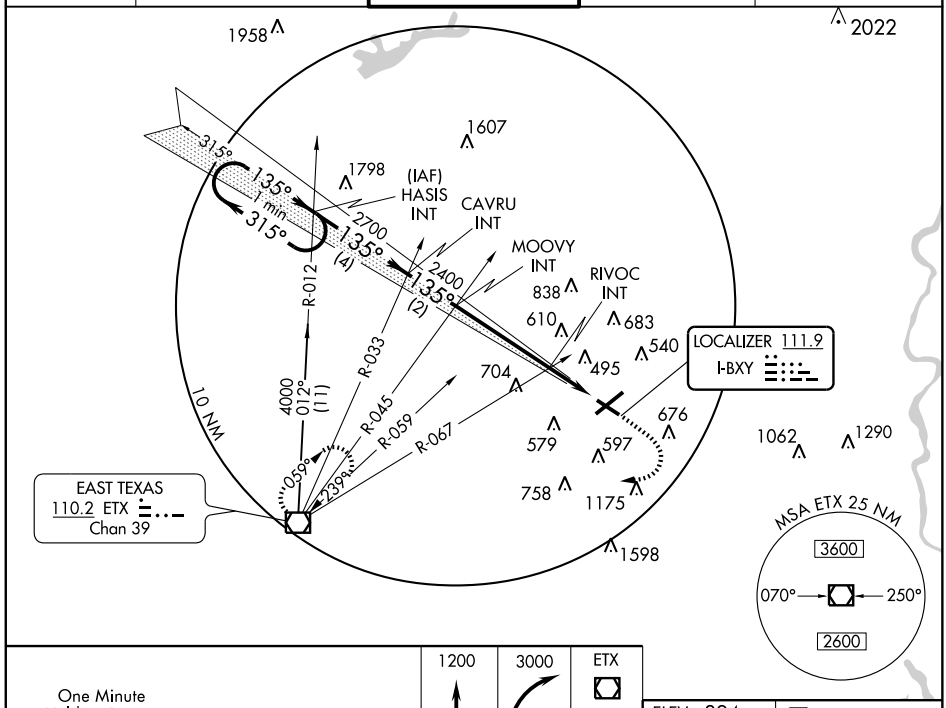
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

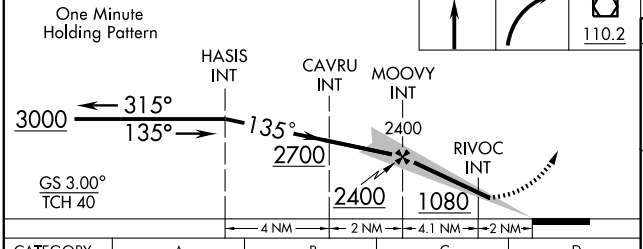
For inoperative MALSR increase RIVOC FIX MINIMUMS S-LOC 13 Cat D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ETX VOR/DME and hold.

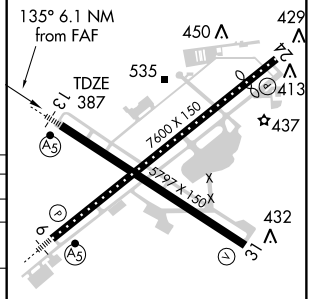
ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





CATEGORY	A	B	C	D
S-ILS 13	587-½ 200 (200-½)			
S-LOC 13	1080-½ 693 (700-½)		1080-1½ 693 (700-1½)	1080-1¾ 693 (700-1¾)
CIRCLING	1080-1 686 (700-1)		1080-2 686 (700-2)	1080-2¼ 686 (700-2¼)
RIVOC FIX MINIMUMS				
S-LOC 13	720-½ 333 (400-½)			720-¾ 333 (400-¾)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

ELEV 394 D



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7100
243°	TDZE	386
	Apt Elev	394

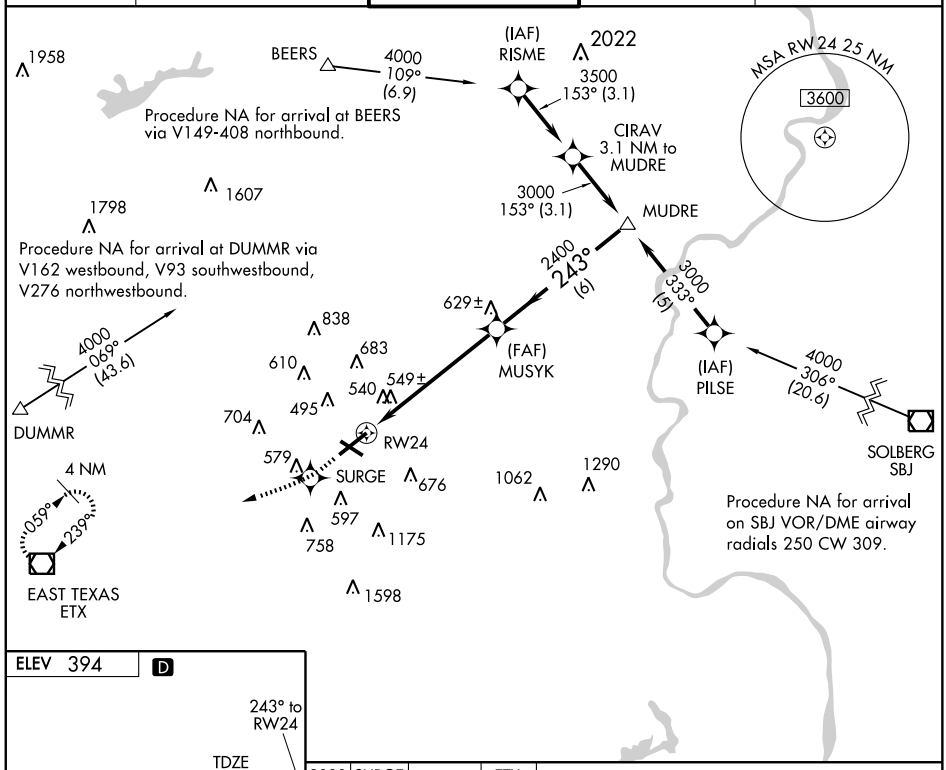
RNAV (GPS) RWY 24

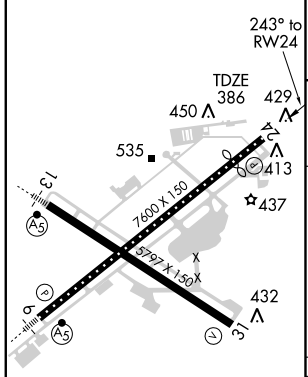
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

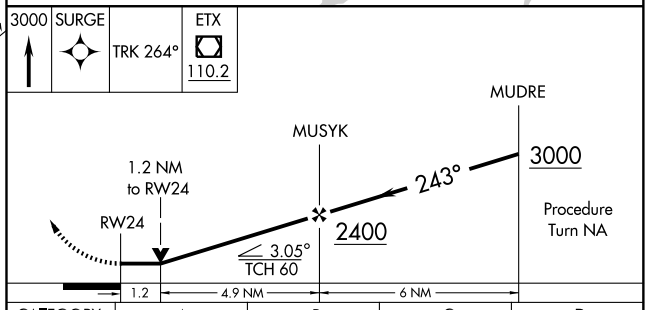
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA Inoperative table does not apply.

MISSED APPROACH: Climb to 3000 direct SURGE WP and via track 264° to ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
LNAV MDA	820/50 434 (500-1)		820/60 434 (500-1¼)	820-1½ 434 (500-1½)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS Ch 82499 W31A	APP CRS 315°	Rwy Idg 5797 TDZE 384 Apt Elev 394

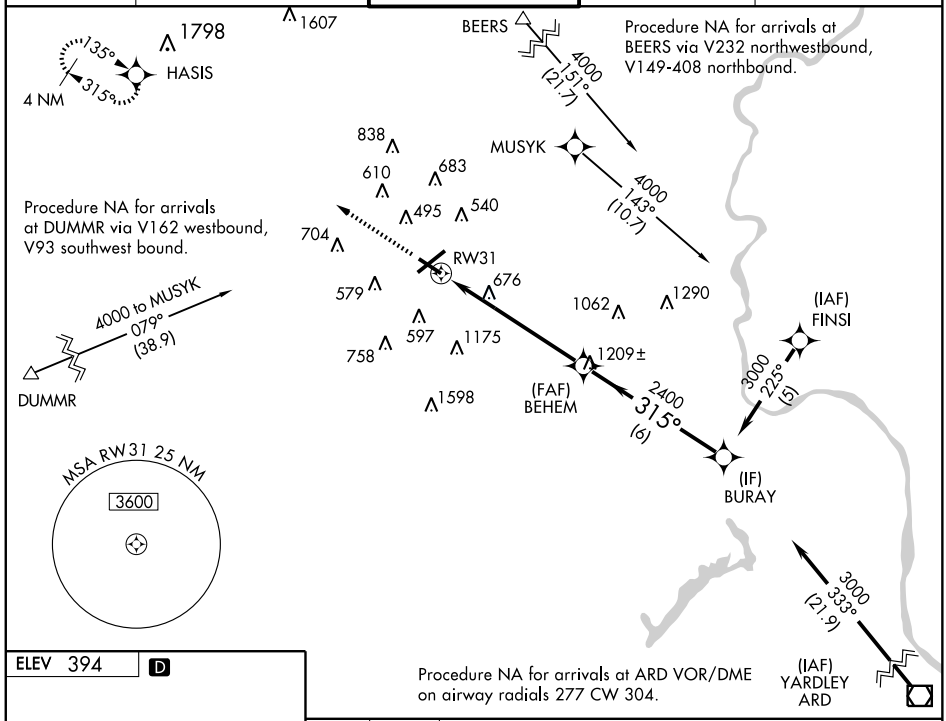
RNAV (GPS) RWY 31

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

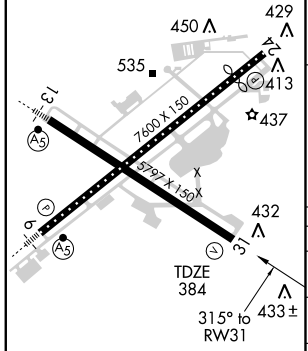
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C/D.

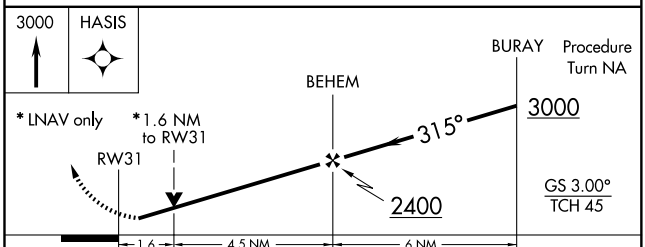
MISSED APPROACH: Climb to 3000 direct HASIS and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95



ELEV 394 D





CATEGORY	A	B	C	D
LPV DA	641-1 257 (300-1)			
LNAV/ VNAV DA	743-1¼ 359 (400-1¼)			
LNAV MDA	940-¾ 556 (600-¾)		940-1½ 556 (600-1½)	940-1¾ 556 (600-1¾)
CIRCLING	940-1¼ 546 (600-1¼)		940-1½ 546 (600-1½)	980-2 586 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7600
063°	TDZE	394
	Apt Elev	394

RNAV (GPS) Y RWY 6

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Inoperative table does not apply to LNAV CAT D.

NA

MALSR

MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95

Procedure NA for arrival at BEERS via V149-408 northbound.

BEERS 1607 1798 4000 226° (21.3)

4 NM 063° 243° MUDRE

539 838 683 610 540 704 495 579 676 597 1062 1290 758 1175 1598

Procedure NA for arrival at DUMMR via V162 westbound, V93 southwestbound, V276 northwestbound.

SASSO 1.2 NM to RW06

RW06

(IAF) SEPDE 4000 080° (19) DUMMR

3000 153° (5)

(FAF) SHAGY 2400 063° (6)

JISTO

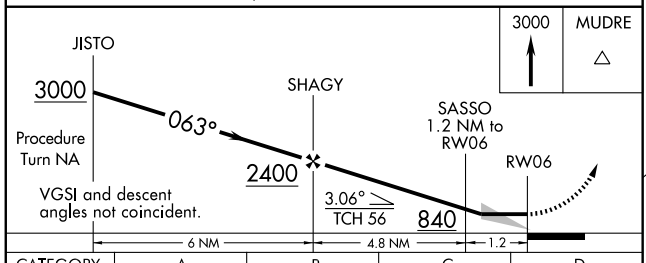
3000 333° (5)

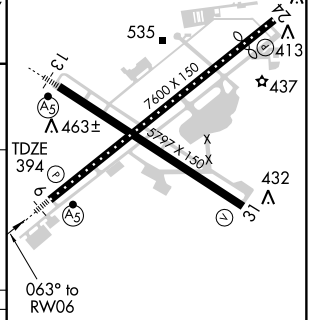
(IAF) HARNI 4000 304° (33.5)

YARDLEY ARD

MSA RW06 25 NM 3600

Procedure NA for arrival on ARD VOR/DME airway radials 265 CW 304.





CATEGORY	A	B	C	D
LNAV MDA	720/24 326 (400-½)			720/50 326 (400-1)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5797
135°	TDZE	387
	Apt Elev	394

RNAV (GPS) Y RWY 13

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

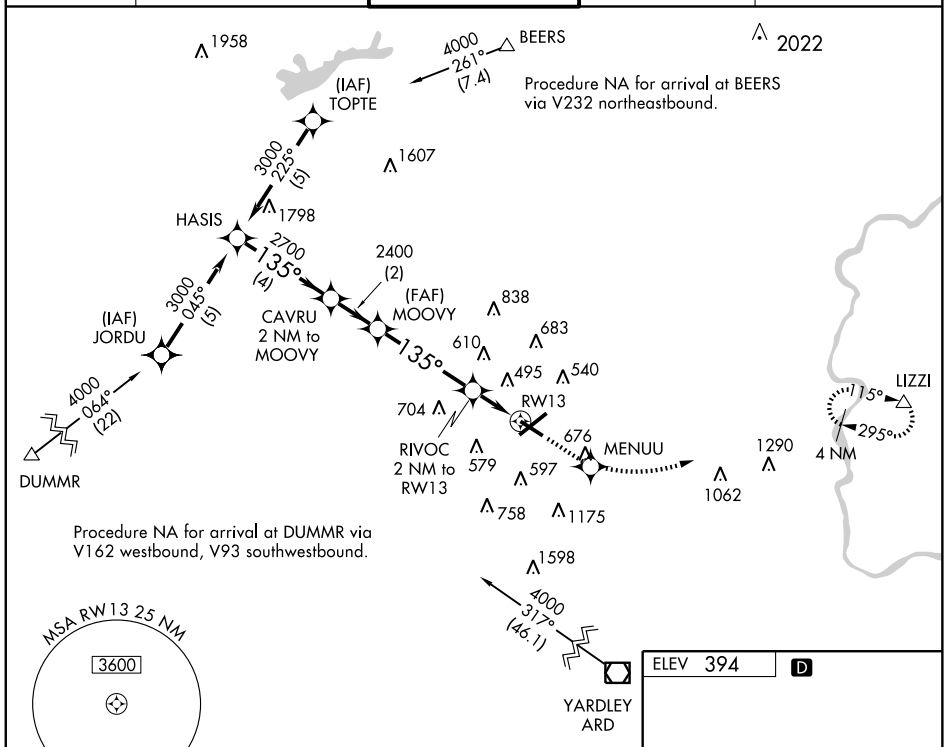
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ mile.

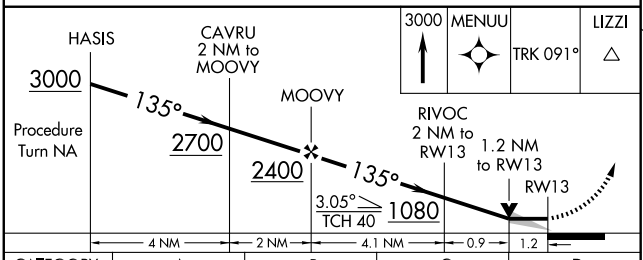
NA

MALSR

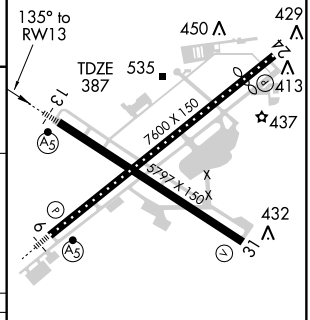
MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





CATEGORY	A	B	C	D
LNAV MDA	800-½ 413 (500-½)		800-¾ 413 (500-¾)	800-1 413 (500-1)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7600
063°	TDZE	394
	Apt Elev	394

RNAV (GPS) Z RWY 6

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

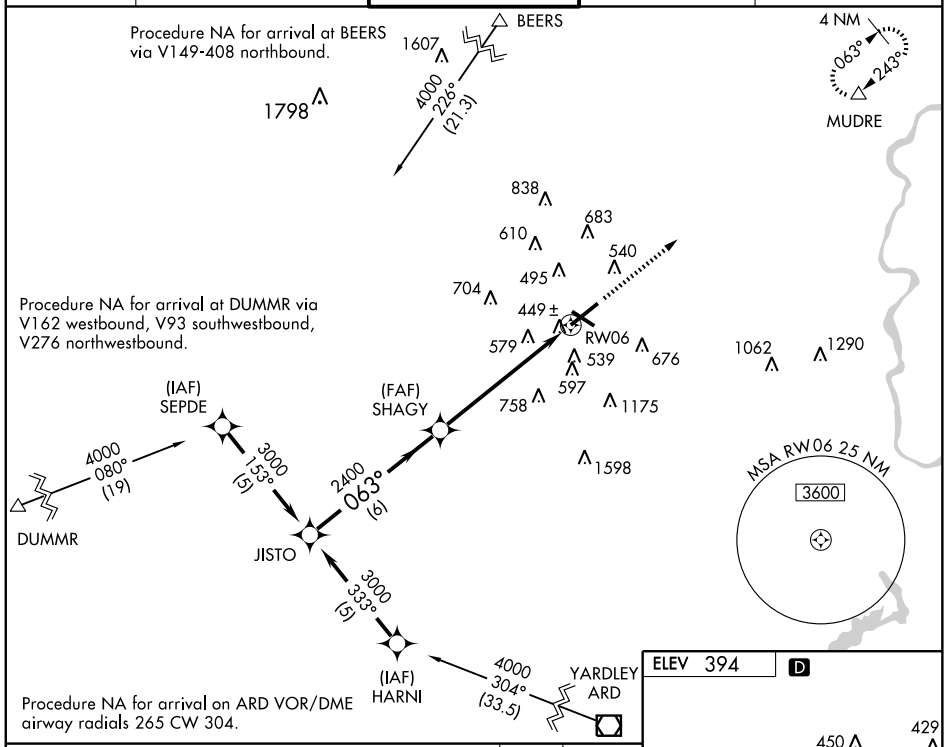
NA

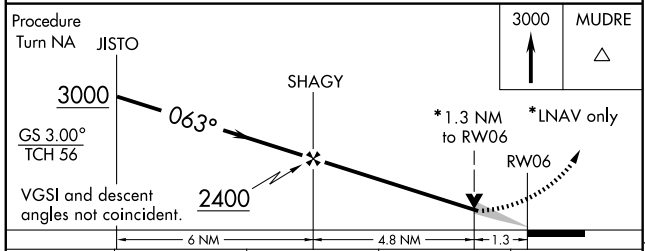
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F).

MALSR

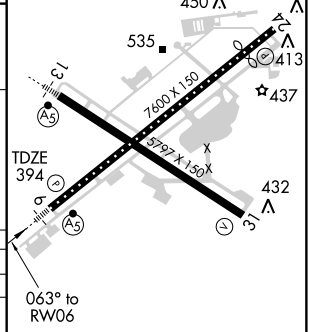
MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	840/50 446 (500-1)			
LNAV MDA	840/24 446 (500-½)		840/40 446 (500-¾)	840/50 446 (500-1)
CIRCLING	840-1½ 446 (500-1½)	860-1½ 466 (500-1½)	880-1½ 486 (500-1½)	980-2 586 (600-2)



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5797
135°	TDZE	387
	Apt Elev	394

RNAV (GPS) Z RWY 13

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

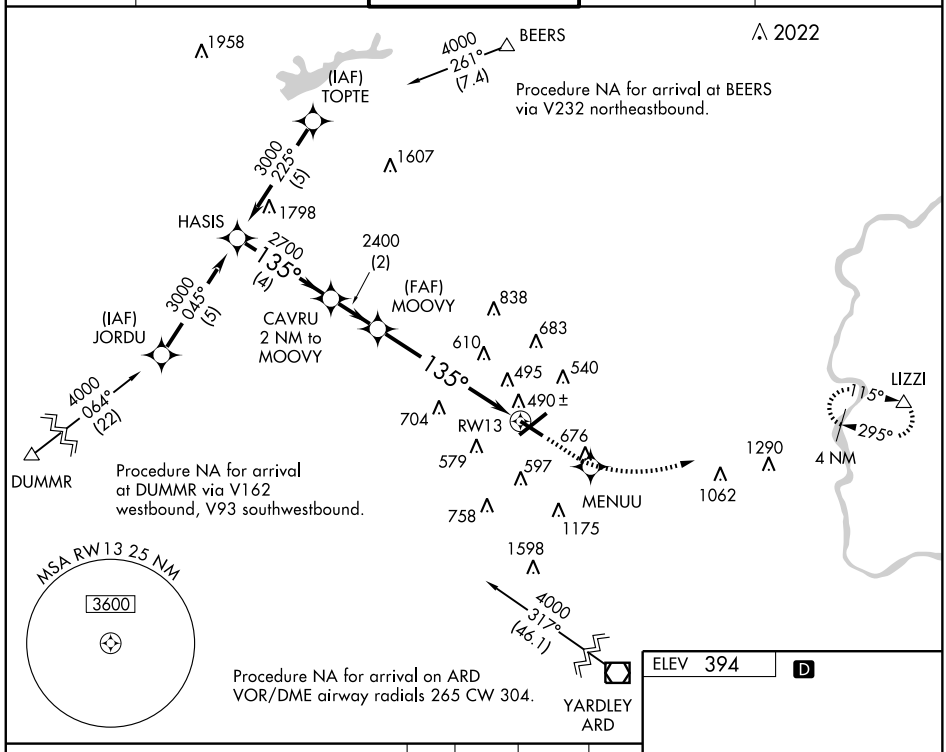
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F)

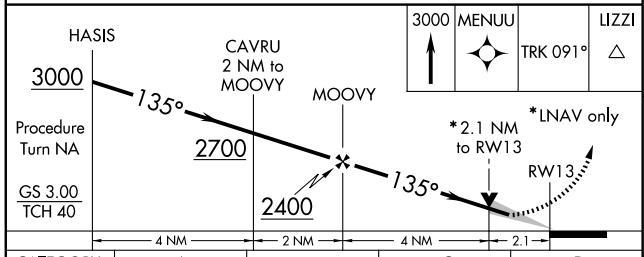
NA

MALSR

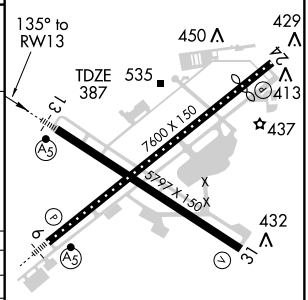
MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	800-1 413 (500-1)			
LNAV MDA	1080-½ 693 (700-½)		1080-1½ 693 (700-1½)	1080-1¾ 693 (700-1¾)
CIRCLING	1080-1½ 686 (700-1½)		1080-2 686 (700-2)	1080-2¼ 686 (700-2¼)



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC FJC	APP CRS	Rwy Idg	N/A
117.5	182°	TDZE	N/A
Chan 122		Apt Elev	393

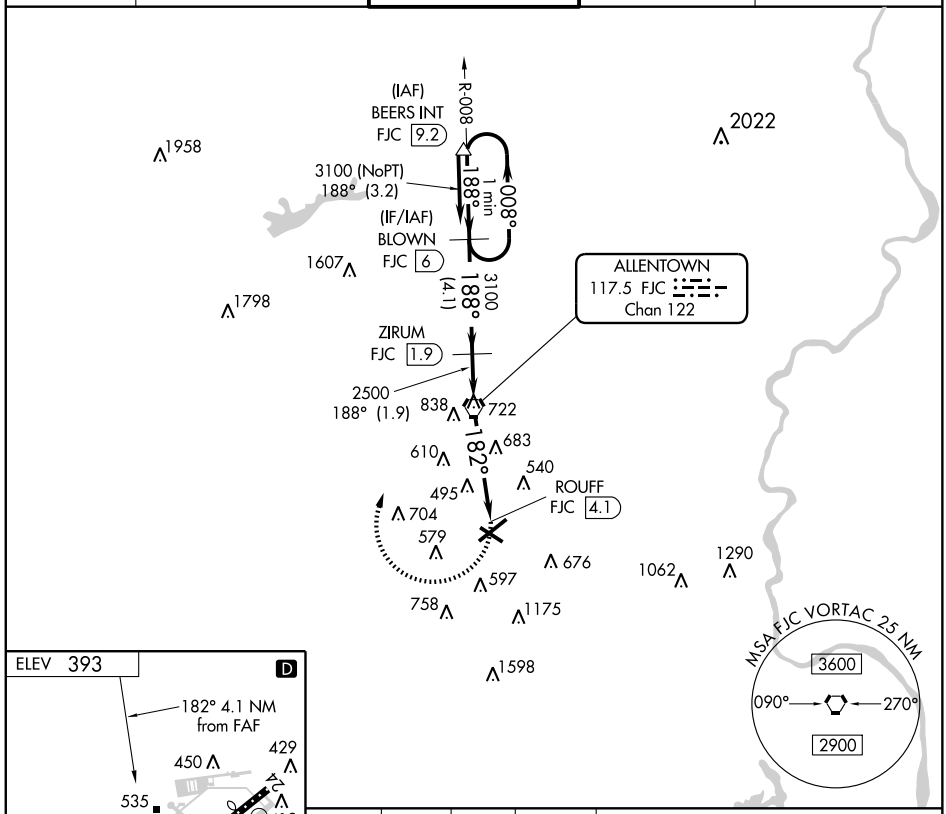
TACAN-C

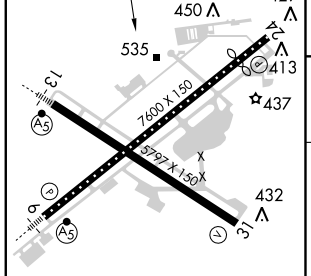
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

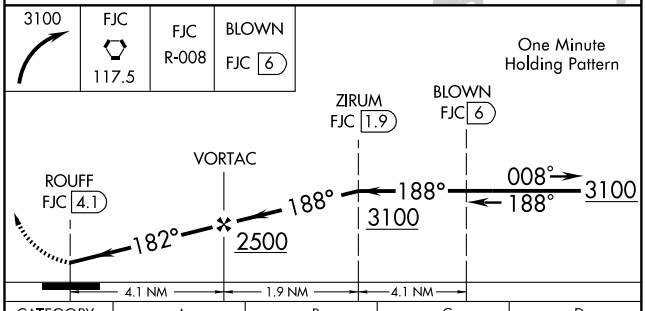
If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3100 direct FJC VORTAC then via FJC R-008 to BLOWN/6 DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
CIRCLING	940-1 547 (600-1)		940-1½ 547 (600-1½)	980-2 587 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC FJC	APP CRS	Rwy Idg	N/A
117.5	182°	TDZE	N/A
Chan 122		Apt Elev	393

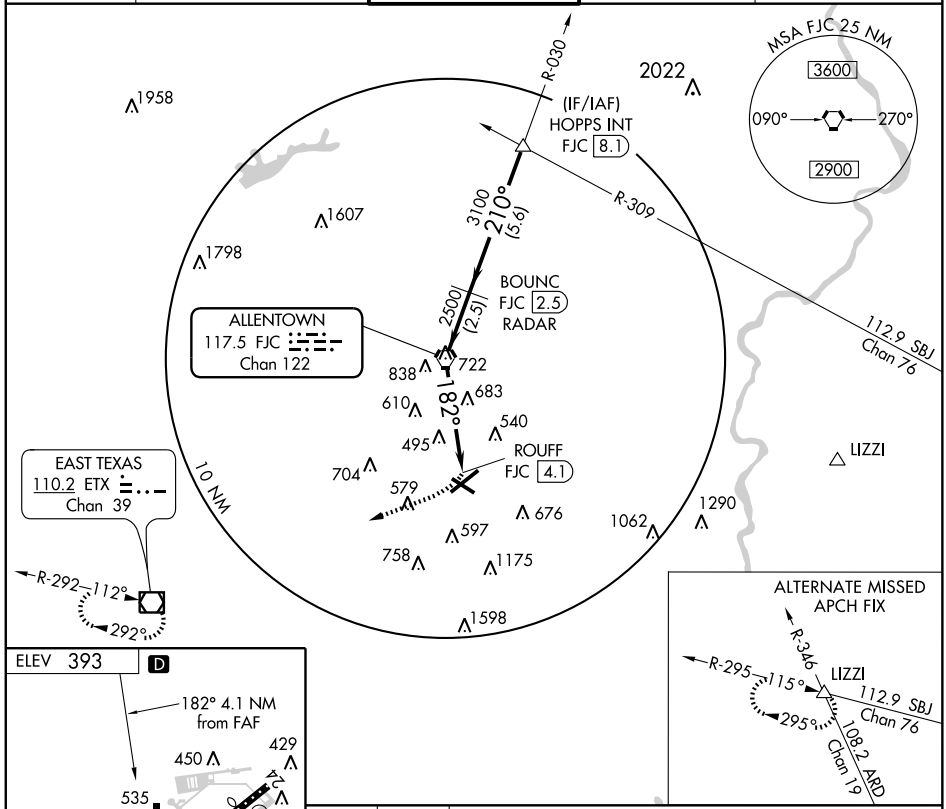
VOR-A

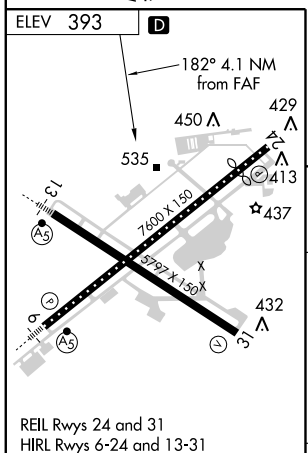
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

▼ DME or RADAR required.
▲ If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

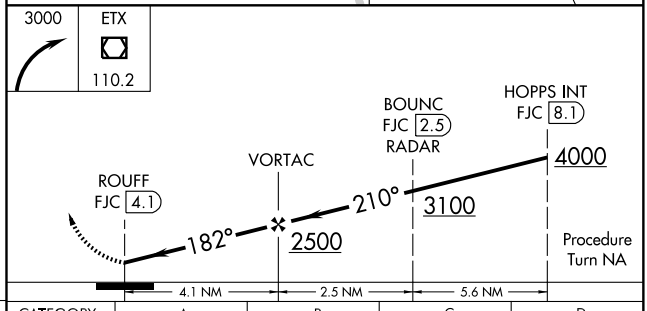
MISSED APPROACH: Climbing right turn to 3000 direct ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	940-1 547 (600-1)		940-1½ 547 (600-1½)	980-2 587 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3949
070°	TDZE	390
	Apt Elev	399

RNAV (GPS) RWY 7

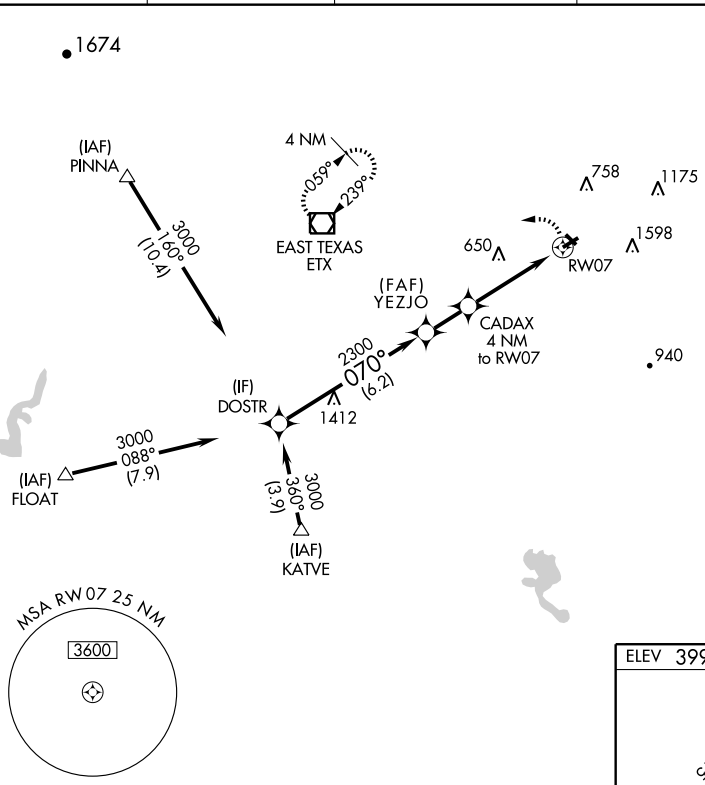
ALLENTOWN-QUEEN CITY MUNI (XLL)

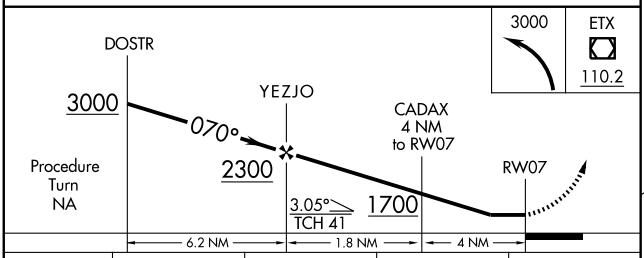
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet.
Circling NA south of Rwys 7 and 25.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

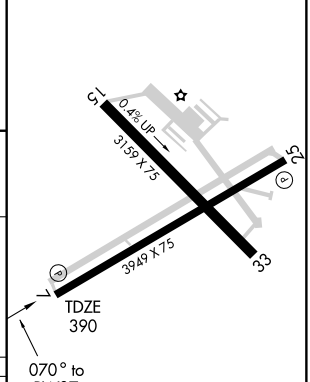
MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

AWOS-3	LEHIGH VALLEY ASOS	ALLENTOWN APP CON	CLNC DEL	UNICOM
127.875	126.975	119.65 397.9	118.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	920-1 530 (600-1)		920-1½ 530 (600-1½)	NA
CIRCLING	920-1 521 (600-1)	940-1 541 (600-1)	940-1½ 541 (600-1½)	NA



MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

VOR/DME ETX 110.2 Chan 39	APP CRS 103°	Rwy Idg N/A TDZE N/A Apt Elev 399

VOR-B

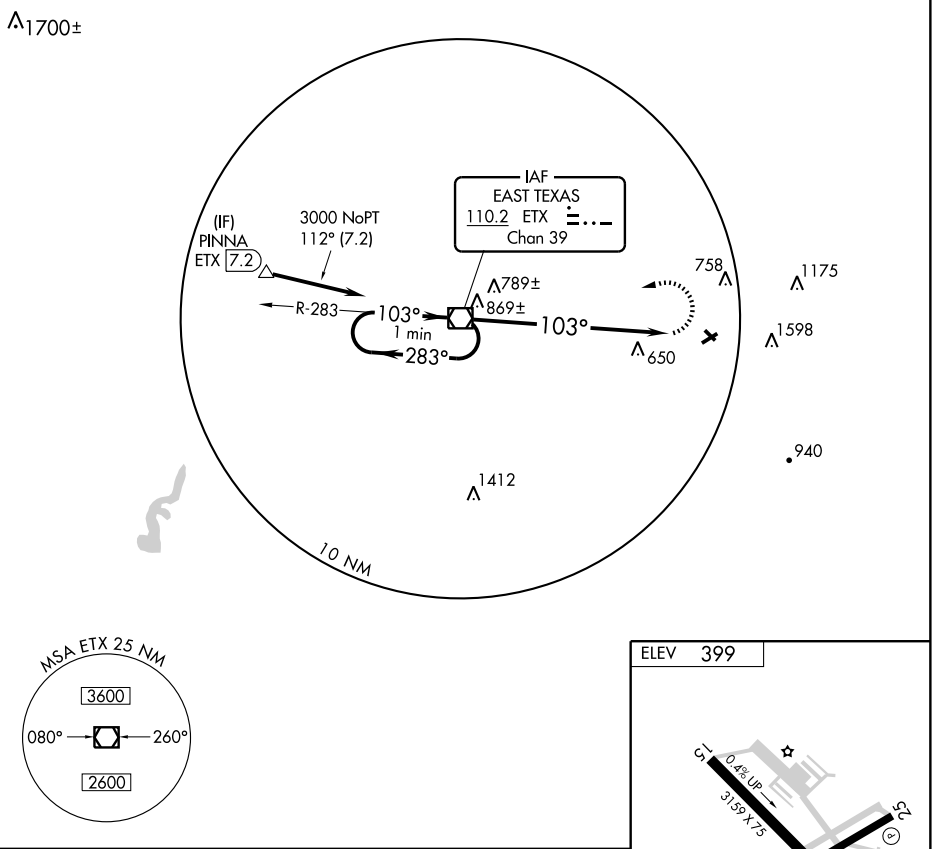
ALLENTOWN-QUEEN CITY MUNI (XLL)

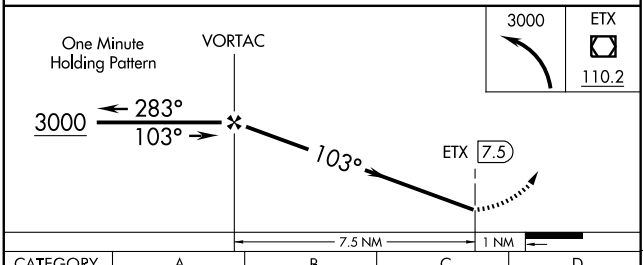
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ mile. Circling NA south of Rwys 7 and 25.

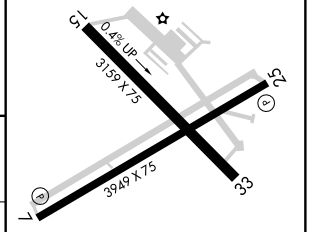
NA

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

AWOS-3	LEHIGH VALLEY ASOS	ALLENTOWN APP CON	CLNC DEL	UNICOM
127.875	126.975	119.65 397.9	118.9	122.7 (CTAF) L







MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

CATEGORY	A	B	C	D
CIRCLING	1200-1½ 801 (900-1½)		1200-2¼ 801 (900-2¼)	NA

FAF to MAP 7.5 NM

Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

NE-4. 14 JAN 2010 to 11 FEB 2010

LOC I-AOO	APP CRS	Rwy Idg	5465
111.1	206°	TDZE	1487
		Apt Elev	1504

ILS or LOC RWY 21

ALTOONA-BLAIR COUNTY (AOO)

MALSR

MISSED APPROACH: Climb to 2200 via AOO R-213, then climbing right turn to 4300 direct AOO VOR and hold.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF
127.125	121.2 299.2	123.6	123.6

TYRONE 114.9 TON Chan 96

(IAF) STNLY INT

4500 172° (9.4)

026°

(IAF) HUDON

4300 NoPT 254° (10.2)

4500 093° (21.6)

R-093

R-106

4300 NoPT 172° (5.4)

026° 1 min 206°

REVLOC 110.6 REC Chan 43

2850

2798

(IF/IAF) KEWER INT

3500 206° (6.1)

R-172

R-074

2019±

ALTOONA 108.8 AOO

ALTOO OM

3135

3054

3216

3095±

2284

MSA AOO 25 NM

180°

4400

3900

360°

113.0 JST Chan 77

3180±

3113

2200

2502

4300 to KEWER INT 022° (10.6)

2498

1759±

033°

213°

3164

2365

10 NM

ELEV 1504

206° 6 NM from FAF

21

TDZE 1487

0.6% UP

1469

1517

1551

3668 X 75

1573

5465 X 100

1580

3

2290

LOCALIZER 111.1 I-AOO

2350

2595

4300

2550 026° (12.6)

R-213

TATES

HIRL Rwy 3-21

MIRL Rwy 12-30

REIL Rwys 3, 12 and 30

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

2200 AOO R-213

4300

AOO 108.8

One Minute Holding Pattern

KEWER INT

ALTOO OM

3479

206°

026°

206°

4300

GS 3.00°

TCH 52

3500

6 NM

6.1 NM

CATEGORY	A	B	C	D
S-ILS 21	1687-½ 200 (200-½)			
S-LOC 21	2020-½ 533 (600-½)		2020-1 533 (600-1)	2020-1¼ 533 (600-1¼)
CIRCLING	2020-1 516 (600-1)	2060-1 556 (600-1)	2060-1½ 556 (600-1½)	2520-3 1016 (1100-3)

NE-4, 14 JAN 2010 to 11 FEB 2010

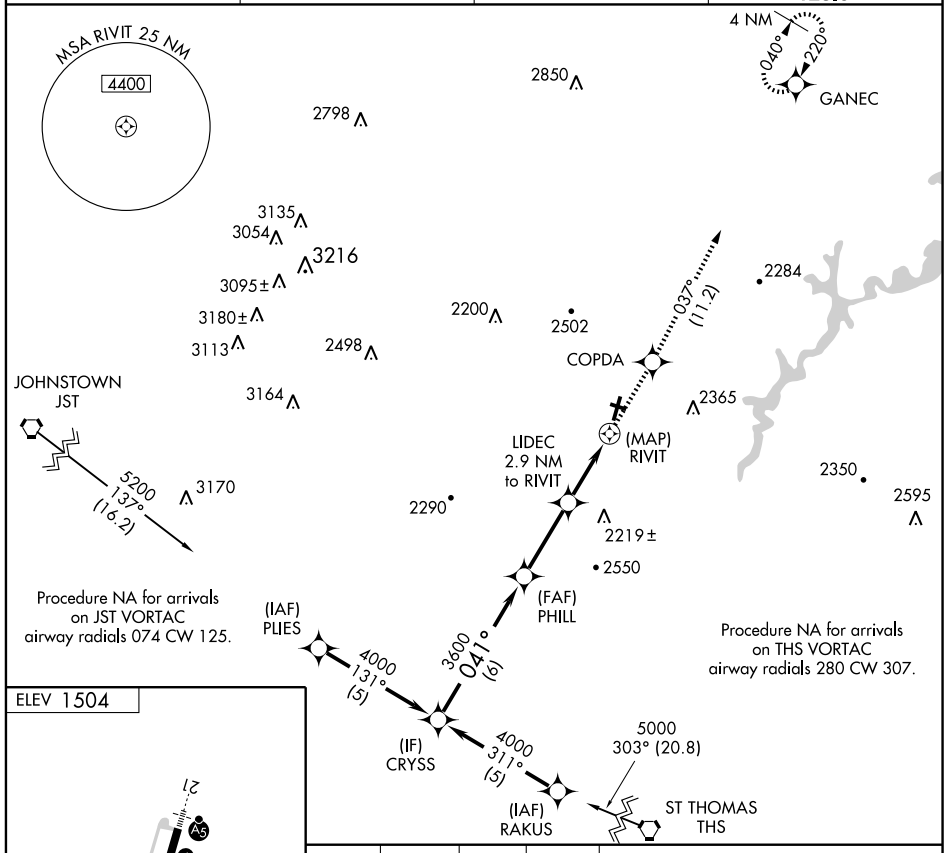
APP CRS	Rwy Idg	5465
041°	TDZE	1504
	Apt Elev	1504

RNAV (GPS) RWY 3
ALTOONA-BLAIR COUNTY (AOO)

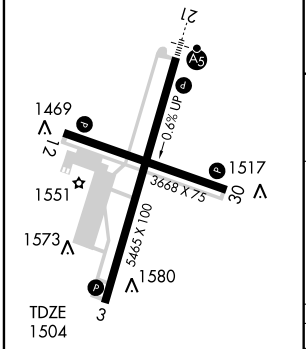
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct COPDA and via 037° track to GANEC and hold.

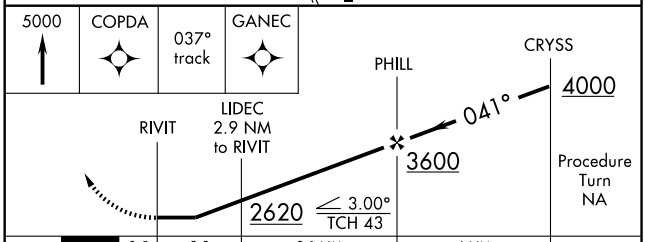
ASOS	CLEVELAND CENTER		ALTOONA RADIO	CTAF
127.125	121.2	299.2	123.6	123.6



ELEV 1504



HIRL Rwy 3-21 (L)
MIRL Rwy 12-30 (L)
REIL Rwys 3, 12, and 30 (L)



CATEGORY	A	B	C	D
LNAV MDA	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2340-2¾ 836 (900-2¾)
CIRCLING	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2620-3 1116 (1200-3)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5465
220°	TDZE	1487
	Apt Elev	1504

RNAV (GPS) Y RWY 21

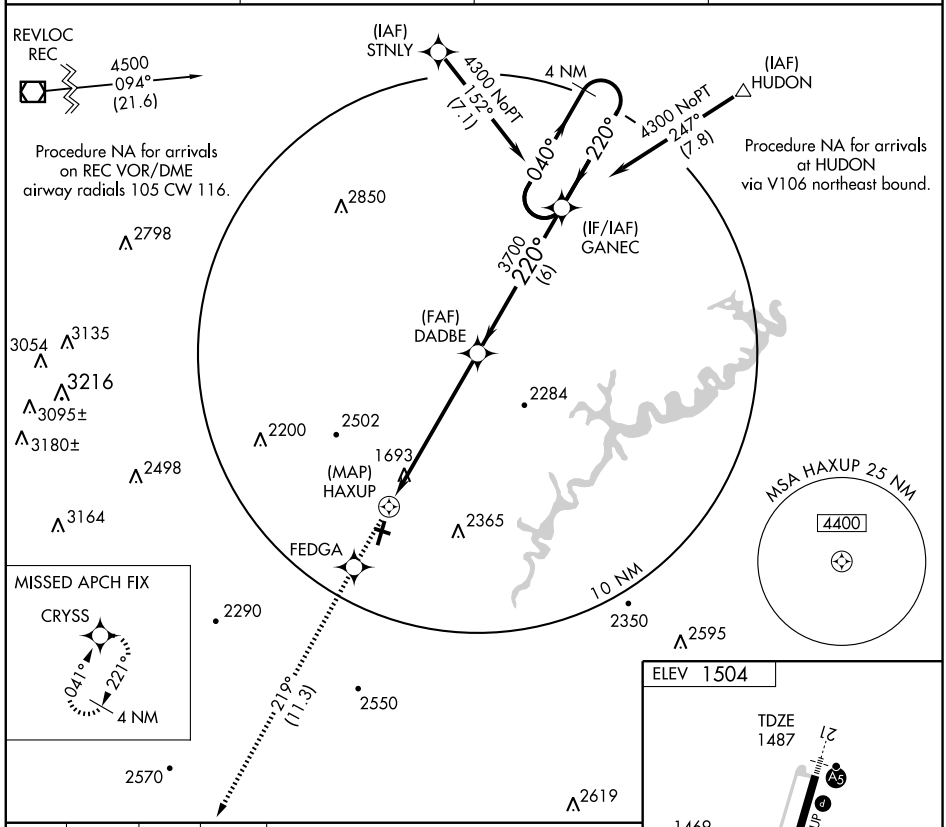
ALTOONA-BLAIR COUNTY (AOO)

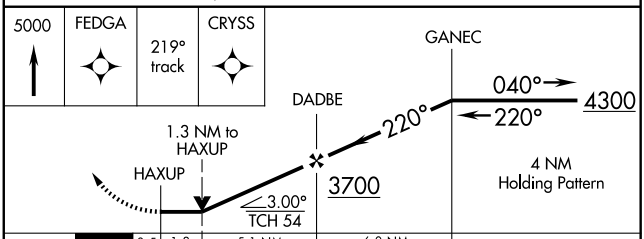
DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile.

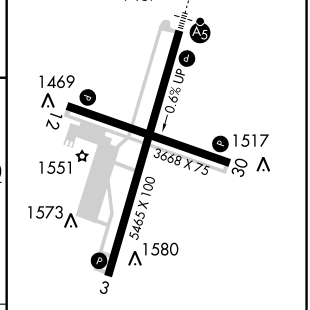
MALSR

MISSED APPROACH: Climb to 5000 direct FEDGA and via 219° track to CRYSS and hold, continue climb-in-hold to 5000.

ASOS	CLEVELAND CENTER		ALTOONA RADIO	CTAF
127.125	121.2	299.2	123.6	123.6







CATEGORY	A	B	C	D
LNAV MDA	2080-¾ 593 (600-¾)		2080-1 593 (600-1)	2080-1¼ 593 (600-1¼)
CIRCLING	2080-1 576 (600-1)		2080-1½ 576 (600-1½)	2620-3 1116 (1200-3)

HIRL Rwy 3-21 (L)
MIRL Rwy 12-30 (L)
REIL Rwys 3, 12, and 30 (L)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 90105 W21A	APP CRS 206°	Rwy Idg 5465 TDZE 1487 Apt Elev 1504

RNAV (GPS) Z RWY 21

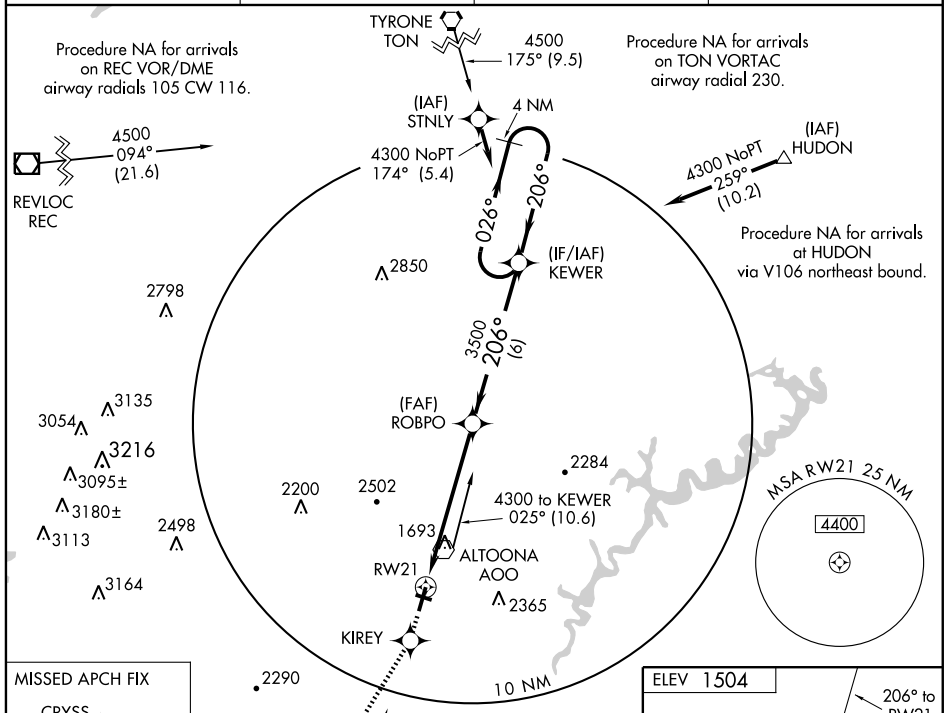
ALTOONA-BLAIR COUNTY (AOO)

V NA DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat A-D visibility to 1¼ mile.

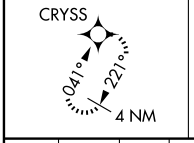
MALSR

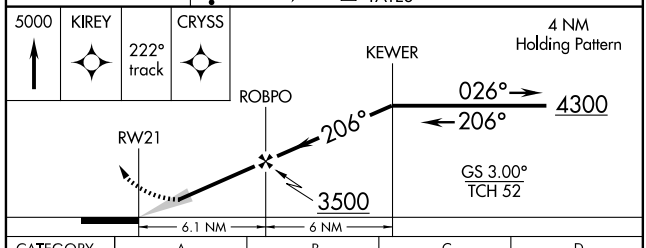
MISSED APPROACH: Climb to 5000 direct KIREY and via 222° track to CRYSS and hold, continue climb-in-hold to 5000.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF L
127.125	121.2 299.2	123.6	123.6



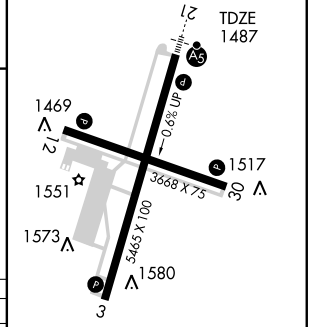
MISSED APCH FIX





CATEGORY	A	B	C	D
LPV DA	1800-¾ 313 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	NA			

ELEV 1504

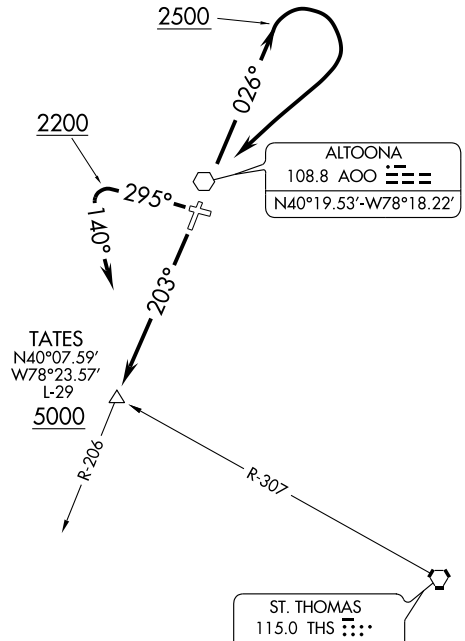


HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L

NE-4, 14 JAN 2010 to 11 FEB 2010

TATES THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6



TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD.
Rwy 21, STANDARD with minimum climb of 350 feet per NM to 5000.
Rwy 30, STANDARD with the following minimum climb requirements: Obstacle climb of 210 feet per NM to 2500; ATC climb of 250 feet per NM to 5000.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.
Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.
Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.
Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR, then via AOO R-026 to 2500, then climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 21: Climb via heading 203° and AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 30: Climb via heading 295° to 2200, then climbing left turn heading 140° to intercept AOO R-206 to TATES INT....

....Cross TATES INT at or above 5000. Then via (assigned route).

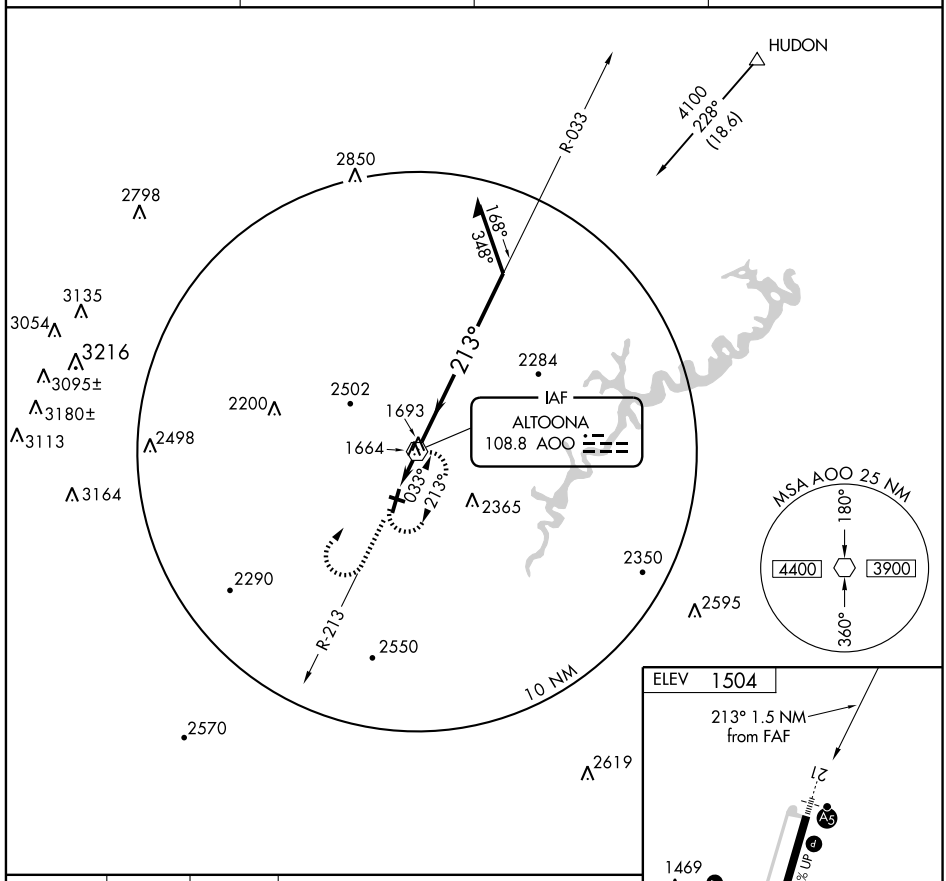
VOR AOO 108.8	APP CRS 213°	Rwy Idg N/A TDZE N/A Apt Elev 1504

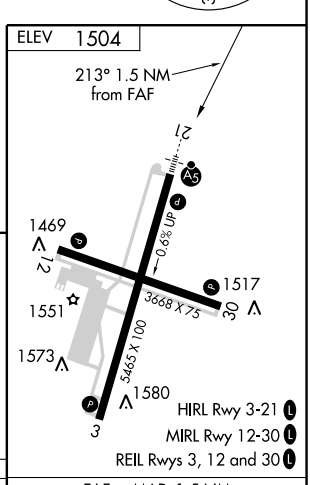
VOR-A

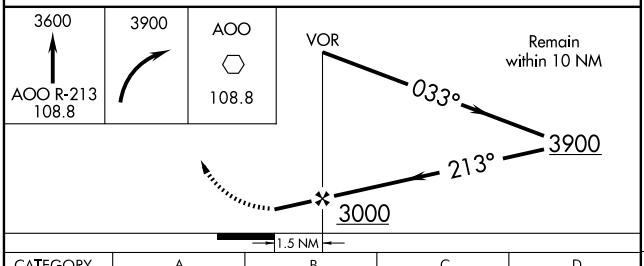
ALTOONA-BLAIR COUNTY (AOO)

MISSED APPROACH: Climb to 3600 via AOO R-213, then climbing right turn to 3900 direct AOO VOR and hold.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF (L)
127.125	121.2 299.2	123.6	123.6







CATEGORY	A	B	C	D
CIRCLING	2420-1¼ 916 (1000-1¼)		2420-2¾ 916 (1000-2¾)	2620-3 1116 (1200-3)

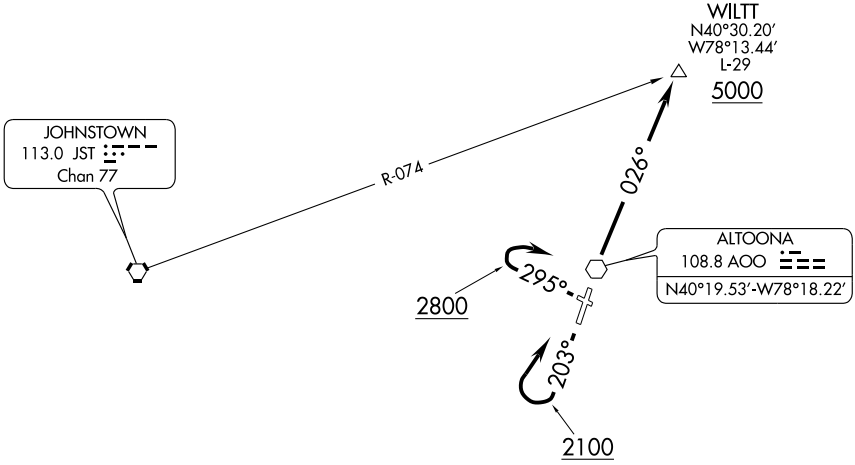
FAF to MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

NE-4, 14 JAN 2010 to 11 FEB 2010

WILTT THREE DEPARTURE

ALTOONA-BLAIR COUNTY (AOO)
ALTOONA, PENNSYLVANIA

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6



TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD with minimum climb of 280 feet per NM to 5000 (ATC).
Rwy 21, STANDARD with minimum climb of 300 feet per NM to 2300.
Rwy 30, STANDARD with minimum climb of 275 feet per NM to 2800.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537′ from DER, 904′ left of centerline, 100′ AGL/1554′ MSL.
Numerous trees 5759′ from DER, 1600′ right of centerline, 100′ AGL/1642′ MSL.
Rwy 21: Numerous trees 2541′ from DER, 369′ left of centerline, 100′ AGL/1583′ MSL.
Numerous trees 1080′ from DER, 511′ right of centerline, 100′ AGL/1550′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR. Then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 21: Fly heading 203° to 2100, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 30: Fly heading 295° to 2800, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....

....Cross WILLT INT at or above 5000. Then via (assigned route).

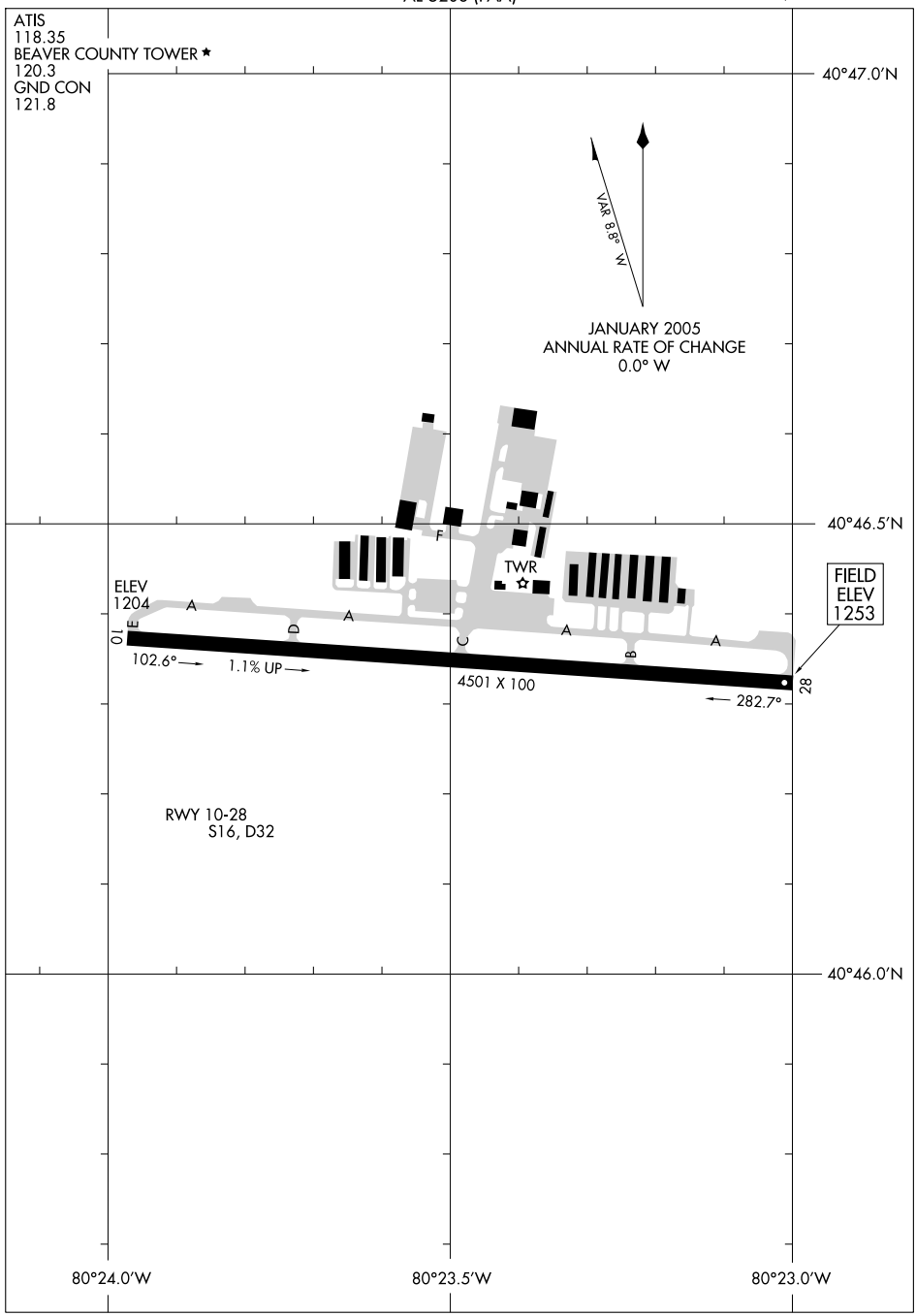
09295

AIRPORT DIAGRAM

AL-5206 (FAA)

BEAVER FALLS/ BEAVER COUNTY (BVI)

BEAVER FALLS, PENNSYLVANIA



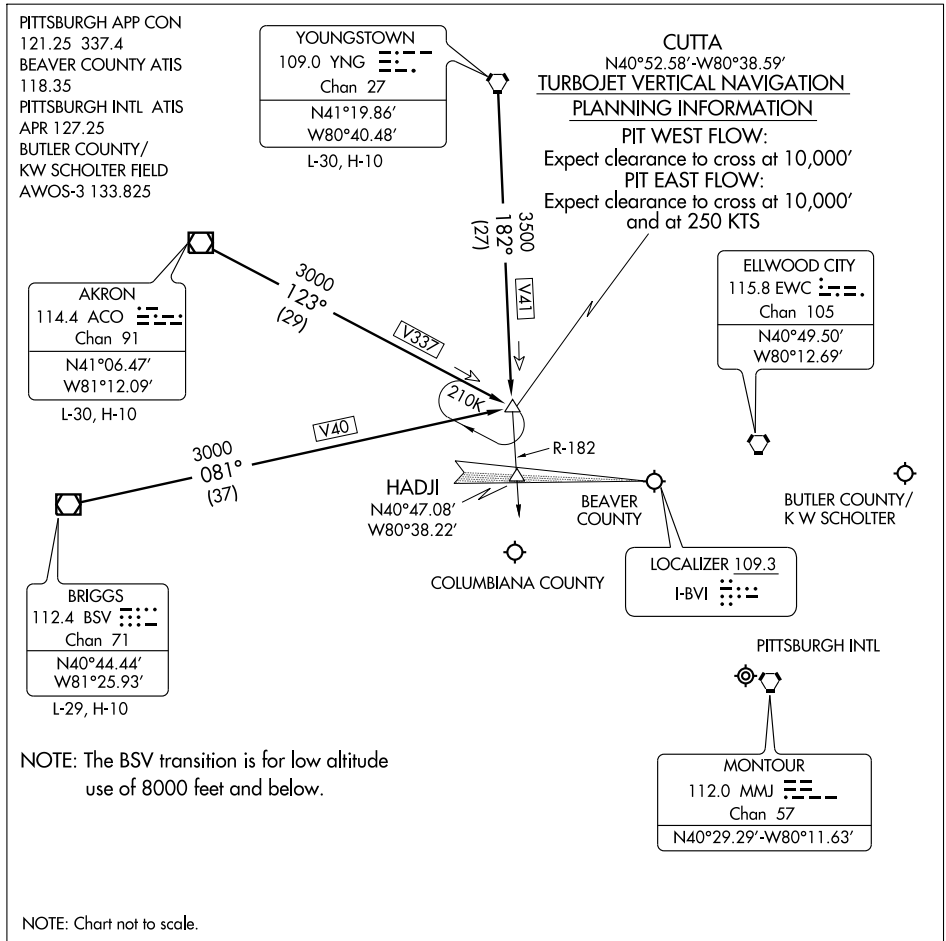
NE-4, 14 JAN 2010 to 11 FEB 2010

(CUTTA.CUTTA2) 09239

CUTTA TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

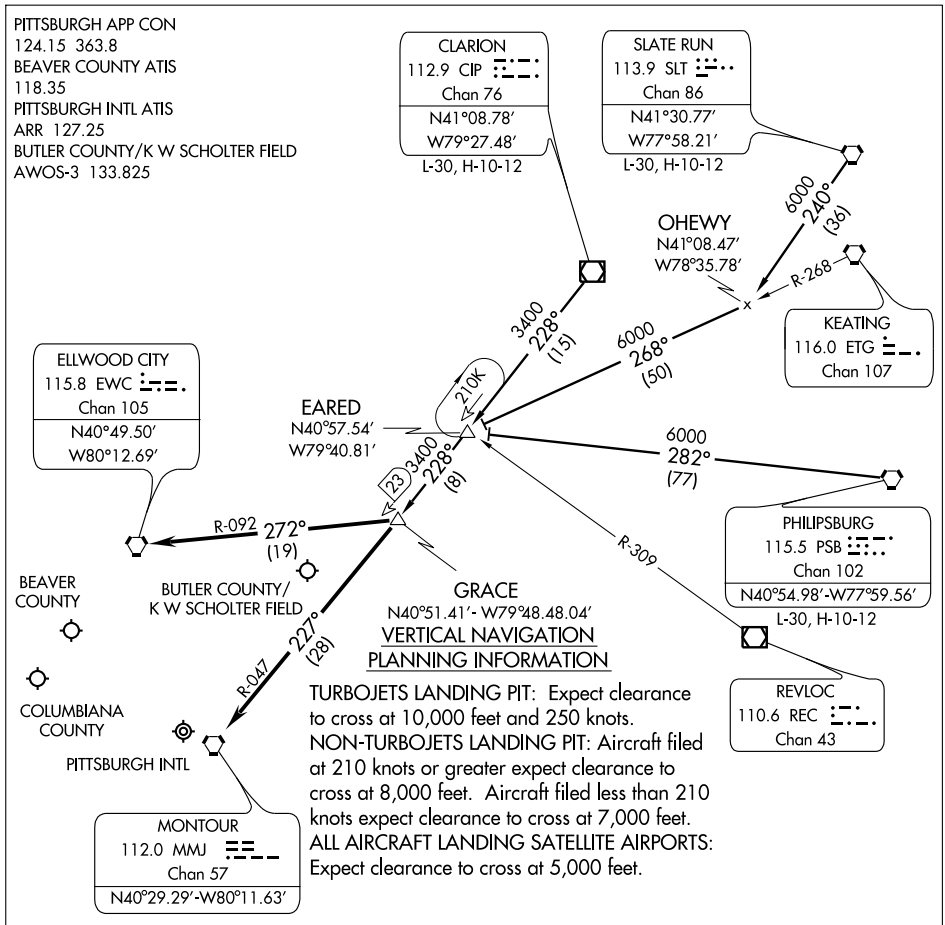
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



TURBOJETS LANDING PIT: Expect clearance to cross at 10,000 feet and 250 knots.
NON-TURBOJETS LANDING PIT: Aircraft filed at 210 knots or greater expect clearance to cross at 8,000 feet. Aircraft filed less than 210 knots expect clearance to cross at 7,000 feet.
ALL AIRCRAFT LANDING SATELLITE AIRPORTS: Expect clearance to cross at 5,000 feet.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K W Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-BVI	APP CRS	Rwy Idg	4501
109.3	101°	TDZE	1238
		Apt Elev	1253

LOC RWY 10

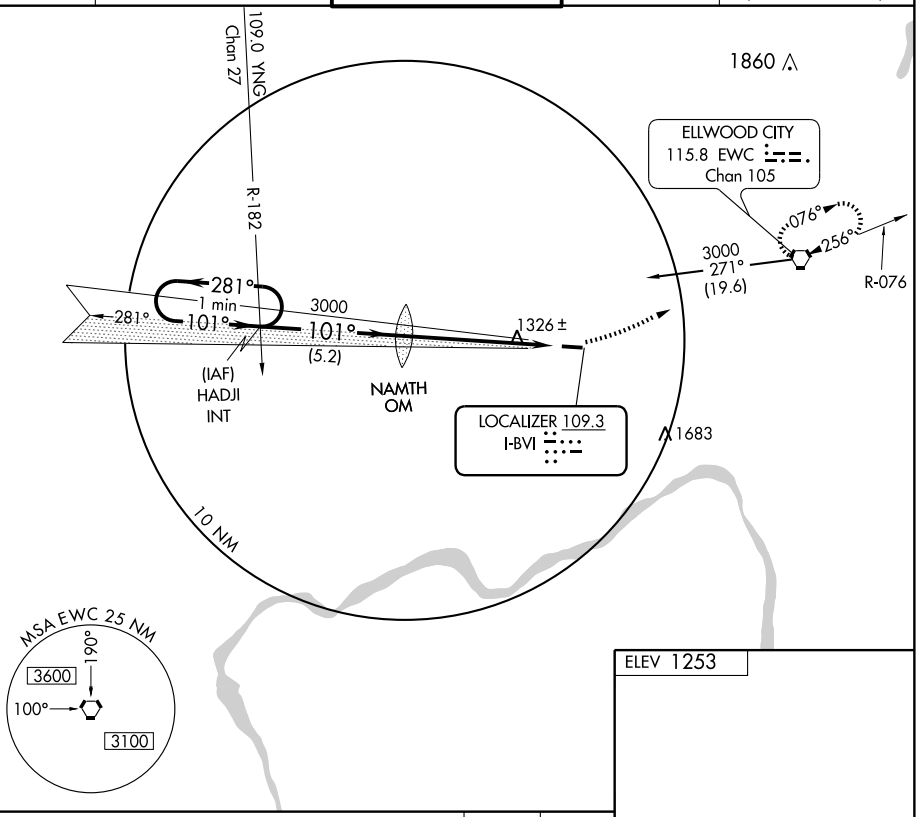
BEAVER FALLS/BEAVER COUNTY (BVI)

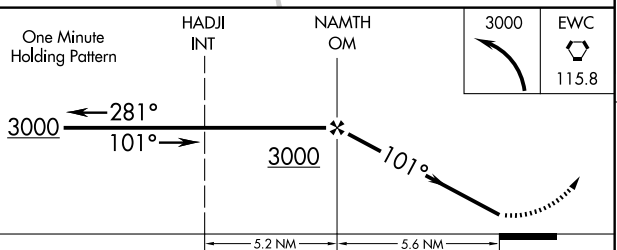
When local altimeter setting not received, use Greater Pittsburgh altimeter setting and increase all MDAs 60 feet.

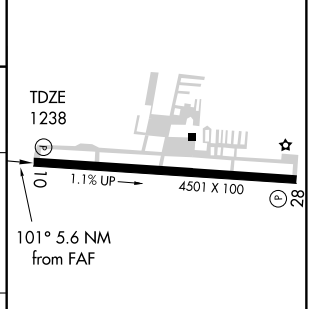
NA

MISSED APPROACH: Climbing left turn to 3000 direct EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON	CLNC DEL
118.35	124.75 338.2	120.3 (CTAF) L	121.8	124.85 (when tower closed)







CATEGORY	A	B	C	D
S-10	1580-1 342 (400-1)			1580-1¼ 342 (400-1¼)
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

MIRL Rwy 10-28 L

REIL Rwys 10 and 28 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC EWC	APP CRS	Rwy Idg	4501
115.8	256°	TDZE	1253
Chan 105		Apt Elev	1253

VOR or GPS RWY 28

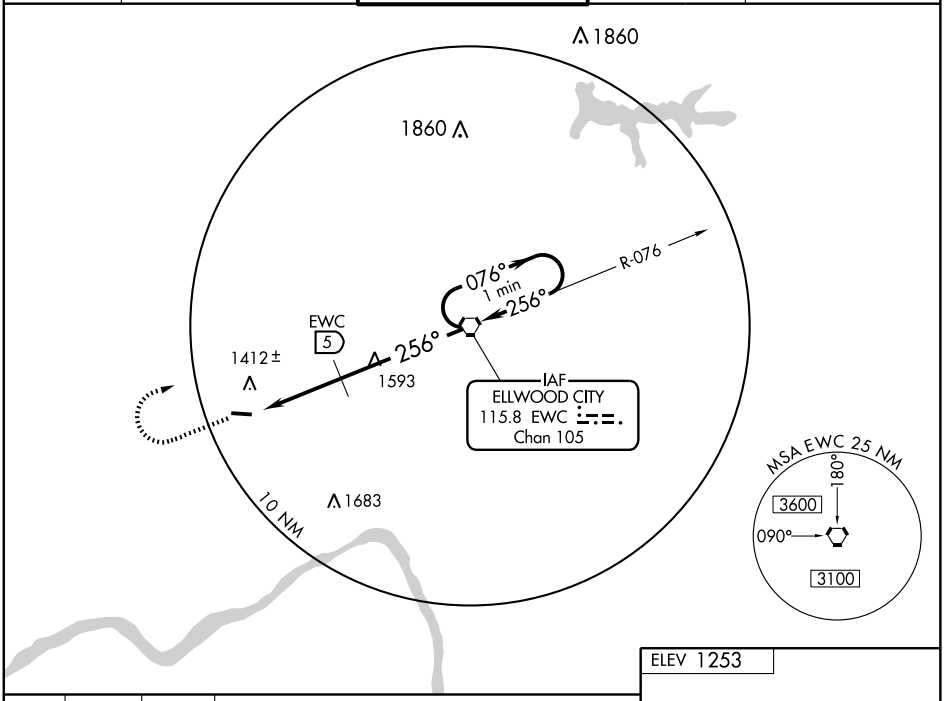
BEAVER FALLS /BEAVER COUNTY (BVI)

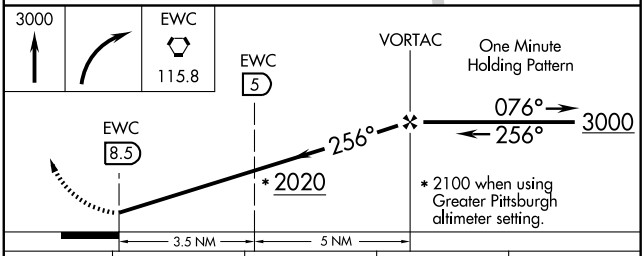
When local altimeter setting not received, use Greater Pittsburgh altimeter setting, and increase all MDAs 80 feet and visibility CAT C and D ¼ mile.

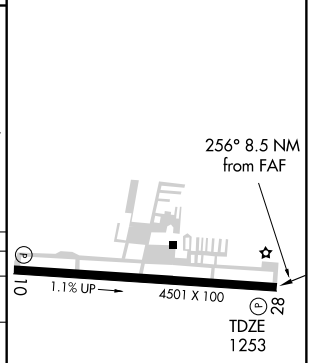
NA

MISSED APPROACH: Climb to 3000, then right turn direct EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON	CLNC DEL
118.35	124.75 338.2	120.3 (CTAF) L	121.8	124.85 (when tower closed)







CATEGORY	A	B	C	D
S-28	2020-1 767 (800-1)	2020-1¼ 767 (800-1¼)	2020-2¼ 767 (800-2¼)	2020-2½ 767 (800-2½)
CIRCLING	2020-1 767 (800-1)	2020-1¼ 767 (800-1¼)	2020-2¼ 767 (800-2¼)	2020-2½ 767 (800-2½)
	DME MINIMUMS			
S-28	1680-1 427 (500-1)		1680-1¼ 427 (500-1¼)	1680-1½ 427 (500-1½)
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

MIRL Rwy 10-28 L

REIL Rwys 10 and 28 L

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5005
137°	TDZE	1163
	Apt Elev	1163

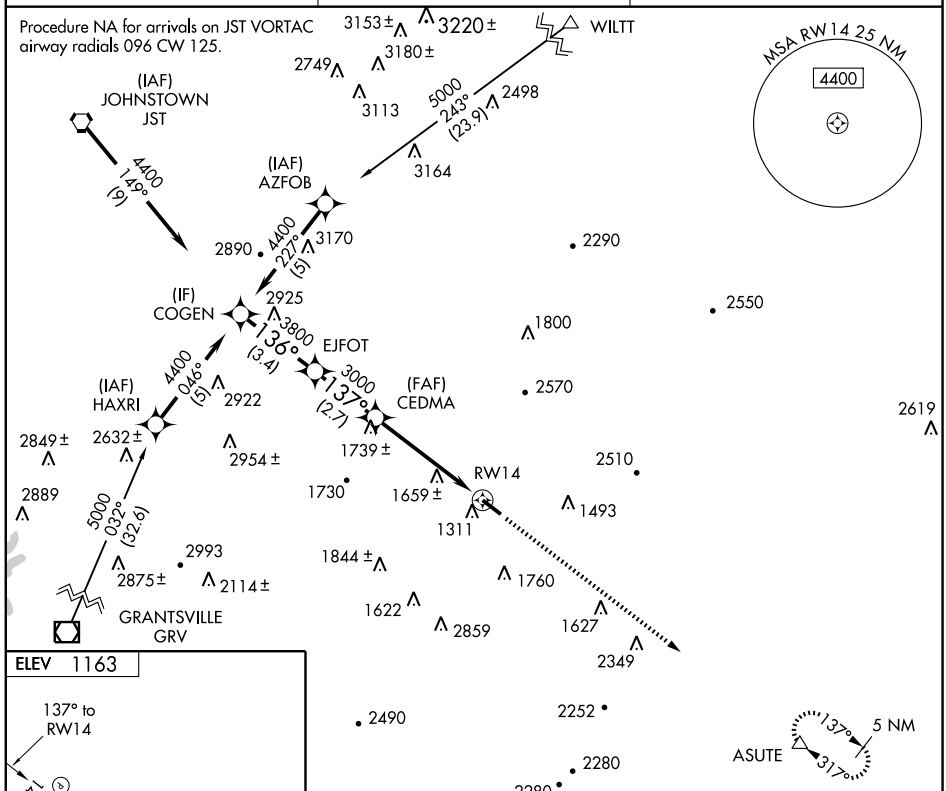
RNAV (GPS) RWY 14
BEDFORD COUNTY (HMZ)

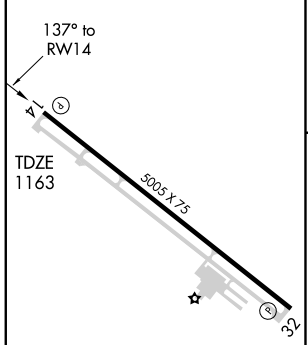
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, LNAV visibility Cats C and D ¼ mile and Circling Cat C ½ mile.

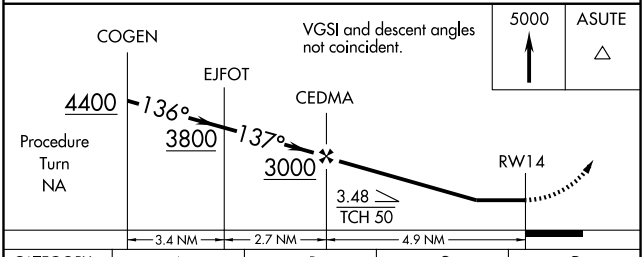
MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L

Procedure NA for arrivals on JST VORTAC airway radials 096 CW 125.







CATEGORY	A	B	C	D
LNAV MDA	1940-1 777 (800-1)	1940-1¼ 777 (800-1¼)	1940-2¼ 777 (800-2¼)	1940-2½ 777 (800-2½)
CIRCLING	1940-1 777 (800-1)	1960-1¼ 797 (800-1¼)	1960-2¼ 797 (800-2¼)	2120-3 957 (1000-3)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5005
317°	TDZE	1161
	Apt Elev	1163

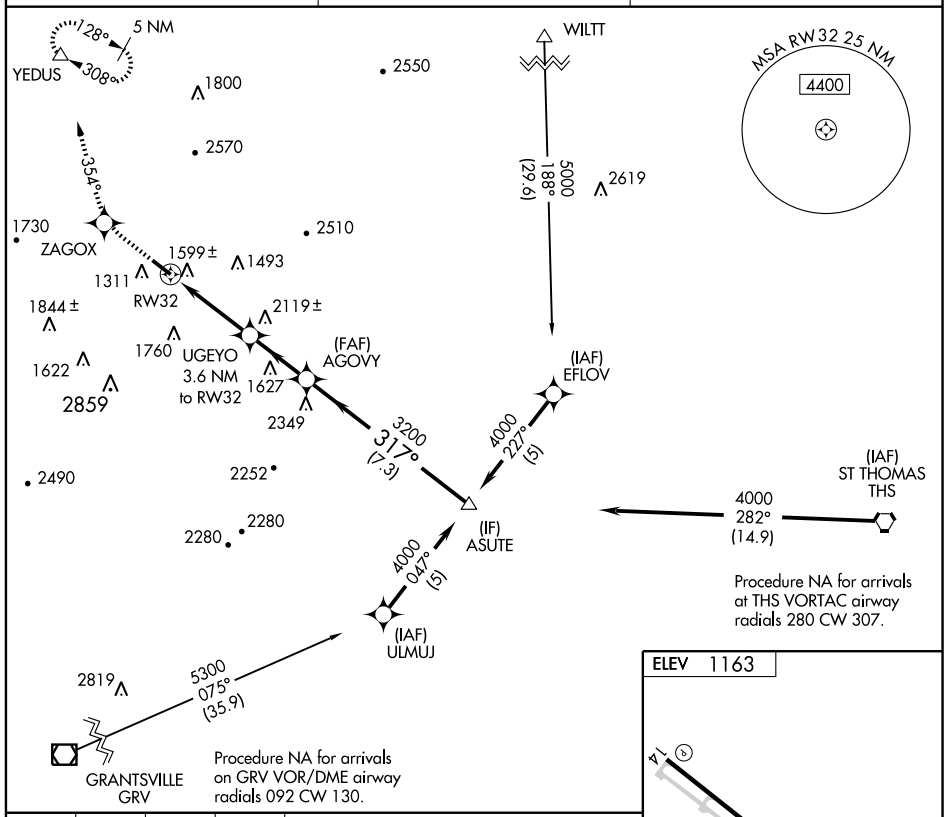
RNAV (GPS) RWY 32

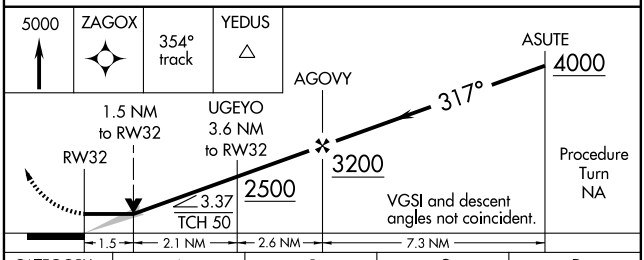
BEDFORD COUNTY (HMZ)

DME/DME RNP-0.3 NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, LNAV visibility Cats B/C/D ¼ mile and Circling Cat C ½ mile.

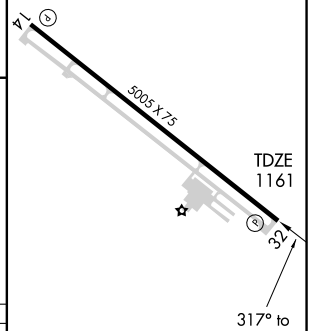
MISSED APPROACH: Climb to 5000 direct ZAGOX and via 354° track to YEDUS and hold, continue climb-in-hold to 5000.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1860-1	699 (700-1)	1860-2 699 (700-2)	1860-2¼ 699 (700-2¼)
CIRCLING	1900-1 737 (800-1)	1960-1¼ 797 (800-1¼)	1960-2¼ 797 (800-2¼)	2120-3 957 (1000-3)



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC THS	APP CRS	Rwy Idg	N/A
115.0	296°	TDZE	N/A
Chan 97		Apt Elev	1163

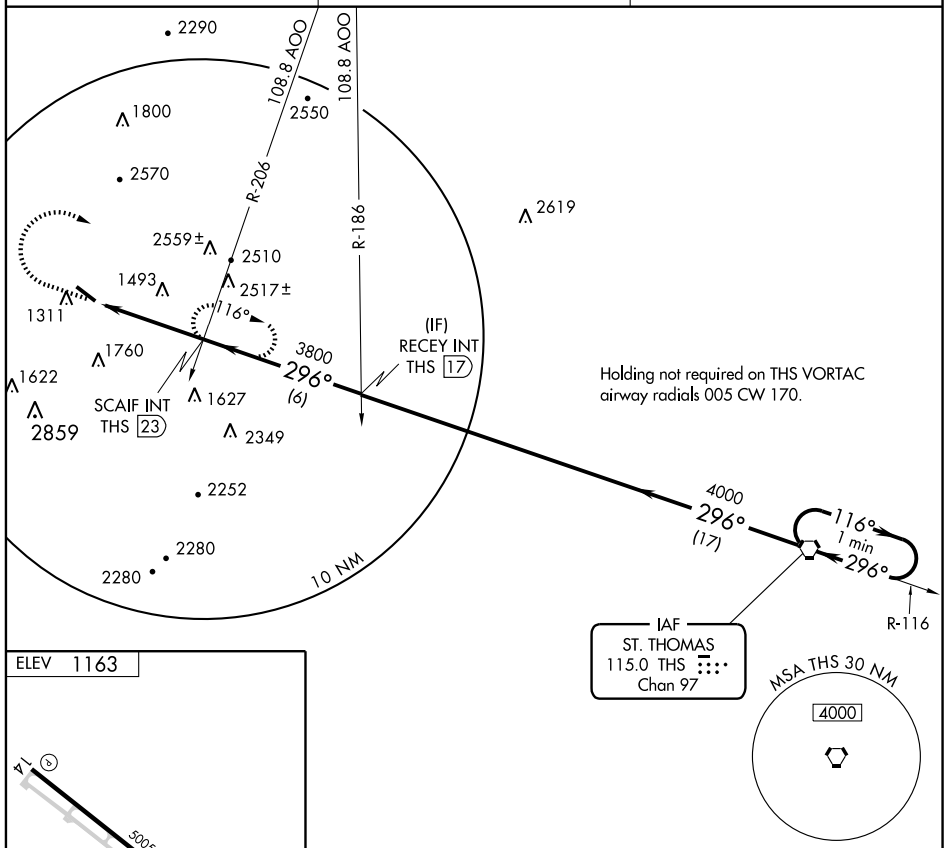
VOR-A

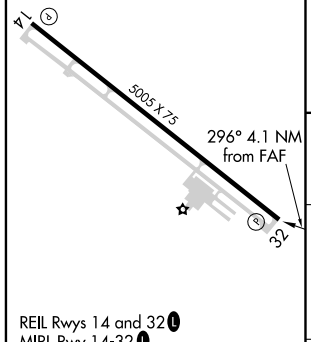
BEDFORD COUNTY (HMZ)

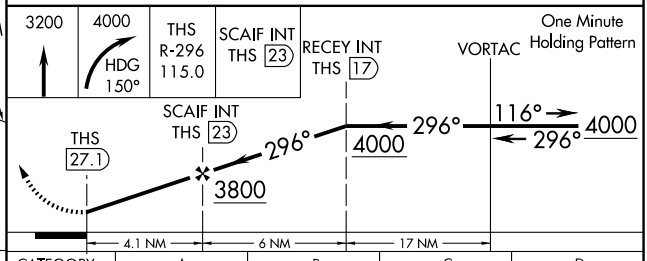
When local altimeter setting not received, use Altoona altimeter setting and increase MDA 100 feet.

MISSED APPROACH: Climb to 3200 then climbing right turn to 4000 via heading 150° and THS VORTAC R-296 to SCAIF INT/ 23 DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF)







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 1417 (1500-1¼)	2580-1½ 1417 (1500-1½)	2580-3 1417 (1500-3)	

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC PSB 115.5 Chan 102	APP CRS 113°	Rwy Idg N/A TDZE N/A Apt Elev 1080

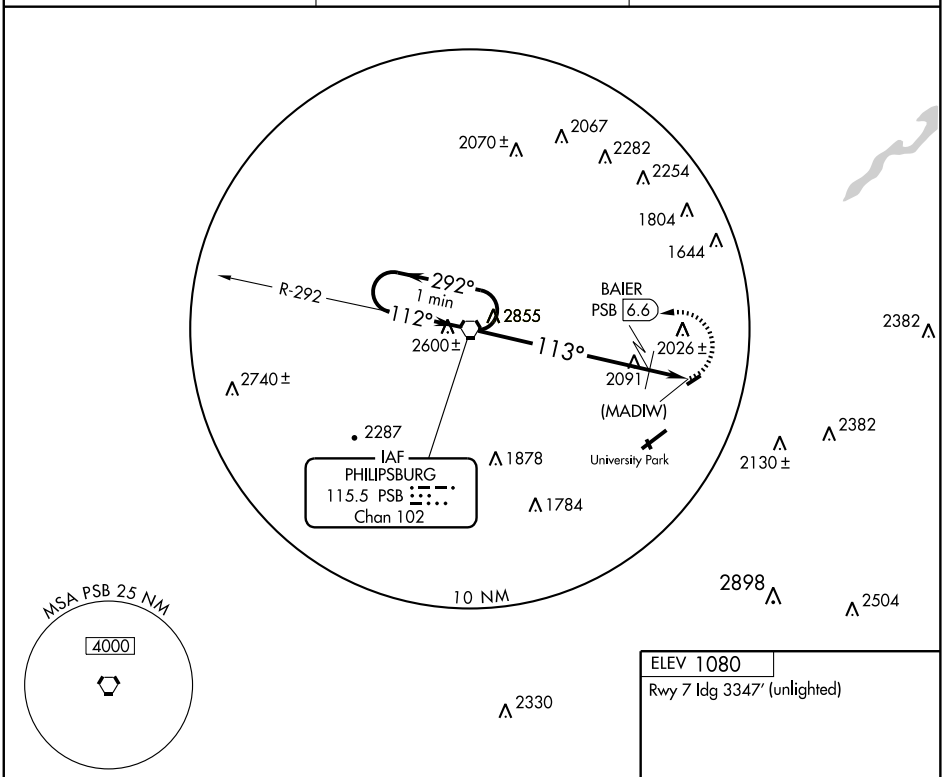
VOR or GPS-A

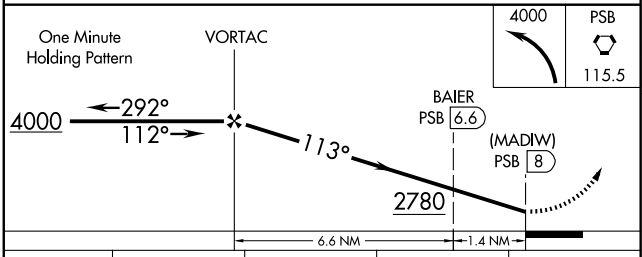
BELLEFONTE (N96)

▼ Use University Park altimeter setting; when not received procedure not authorized.
▲ NA Circling NA southeast of Rwy 7-25.

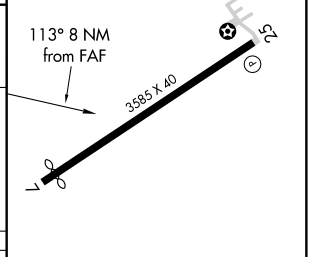
MISSED APPROACH: Climbing left turn to 4000 direct PSB VORTAC and hold.

NEW YORK CENTER	UNICOM	
134.8 338.3	122.8 (CTAF)	122.7 L





CATEGORY	A	B	C	D
CIRCLING	2780-1¼ 1700 (1700-1¼)	2780-1½ 1700 (1700-1½)	NA	
DME MINIMUMS				
CIRCLING	2200-1¼ 1120 (1200-1¼)	2240-1½ 1160 (1200-1½)	NA	



LIRL Rwy 7-25 L

FAF to MAP 8 NM

Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
070°	TDZE	N/A
	Apt Elev	481

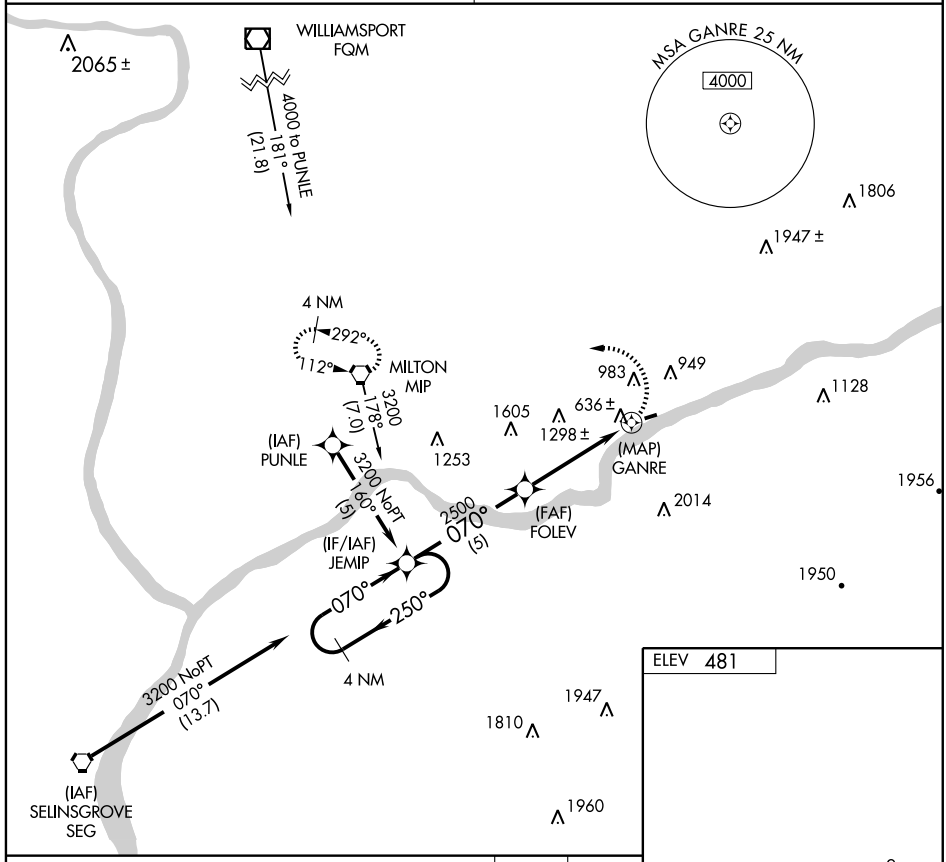
RNAV (GPS)-B
BLOOMSBURG MUNI (N13)

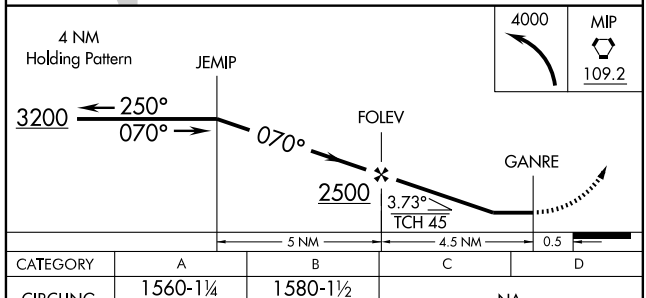
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Williamsport altimeter setting.
NA

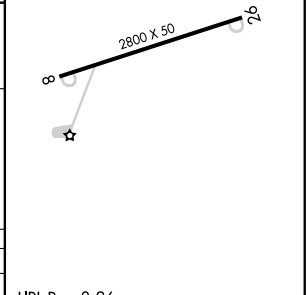
MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON
126.3 256.7

UNICOM
122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1560-1¼ 1079 (1100-1¼)	1580-1½ 1099 (1100-1½)	NA	

LIRL Rwy 8-26

NE-4. 14 JAN 2010 to 11 FEB 2010

VORTAC MIP 109.2 Chan 29	APP CRS 108°	Rwy Idg N/A TDZE N/A Apt Elev 481

VOR-A

BLOOMSBURG MUNI (N13)

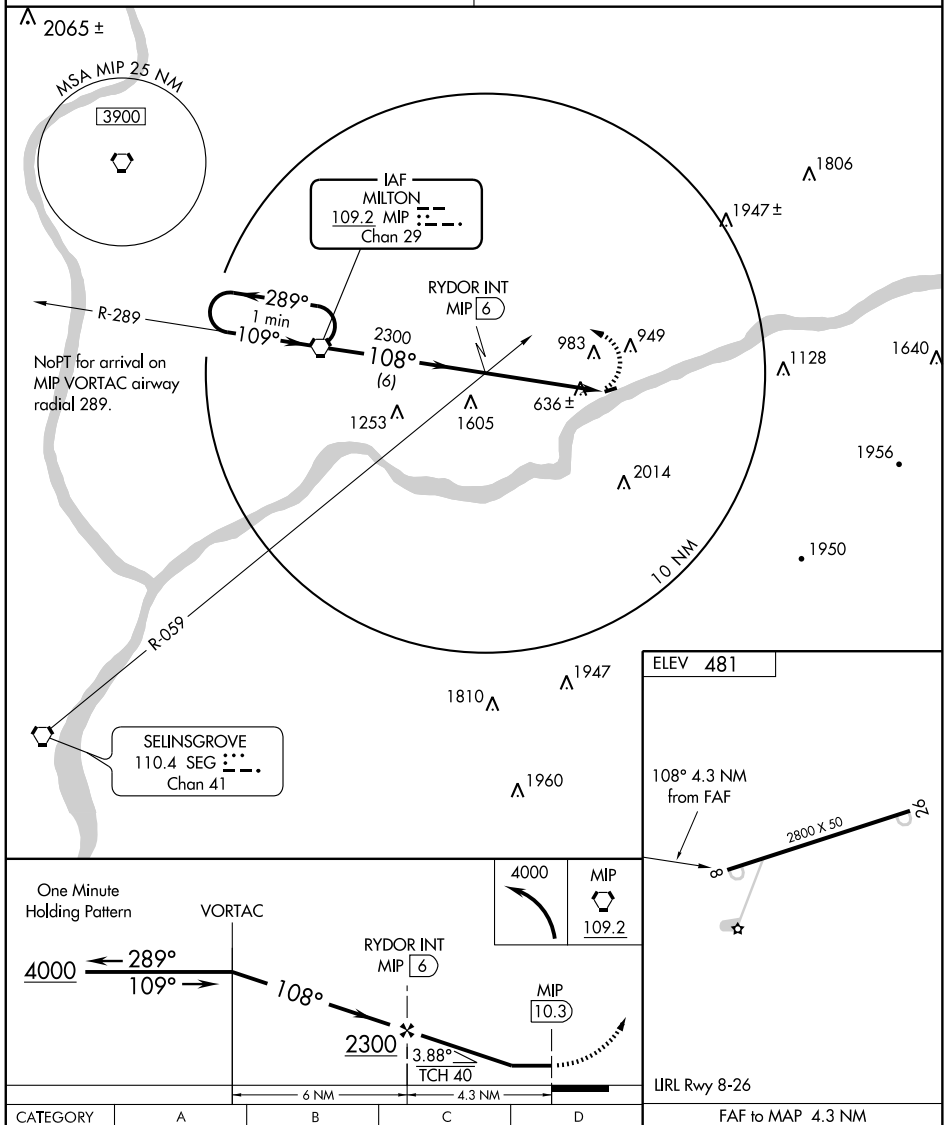
NA

Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON
126.3 256.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1459 (1500-1¼)	1940-1½ 1459 (1500-1½)	NA	

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-BFD	APP CRS	Rwy Idg	6309
108.3	322°	TDZE	2120
		Apt Elev	2143

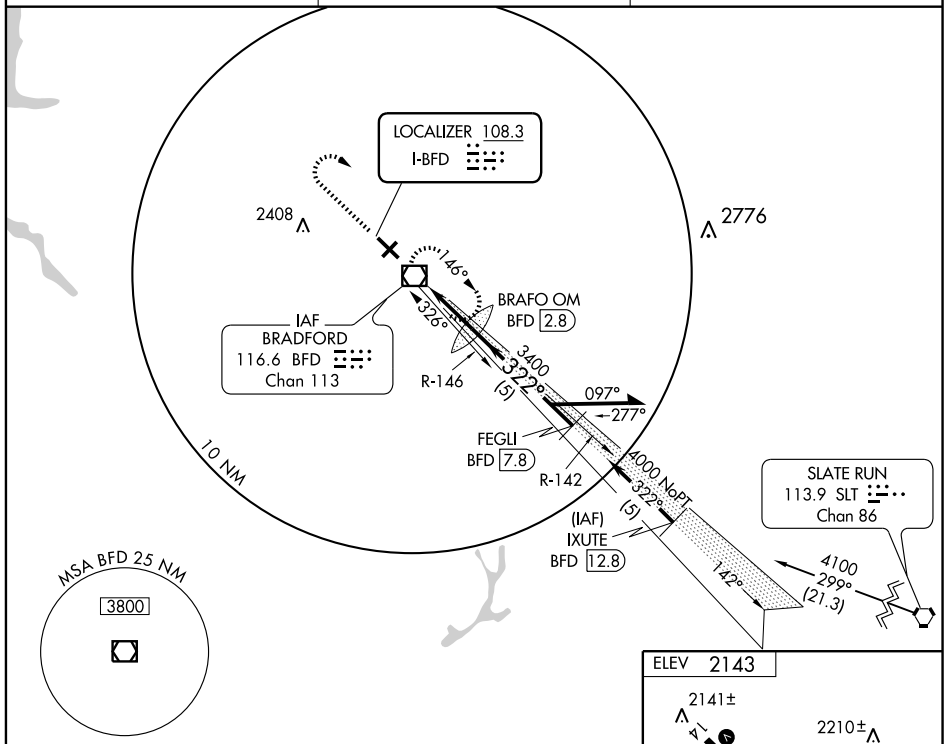
ILS RWY 32
BRADFORD RGNL (BFD)

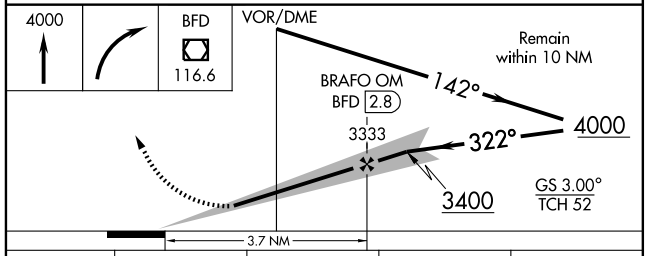
For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1 mile.

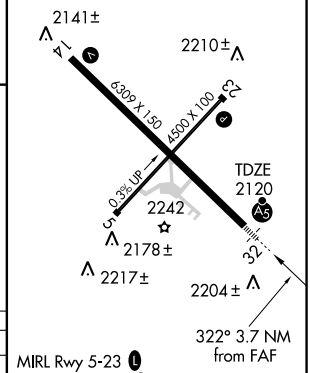
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 32	2320-½ 200 (200-½)			
S-LOC 32	2460-½ 340 (400-½)			2460- ¾ 340 (400-¾)
CIRCLING	2620-1 477 (500-1)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 5, 14 and 23 L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6309
322°	TDZE	2120
	Apt Elev	2143

RNAV (GPS) RWY 32

BRADFORD RGNL (BFD)

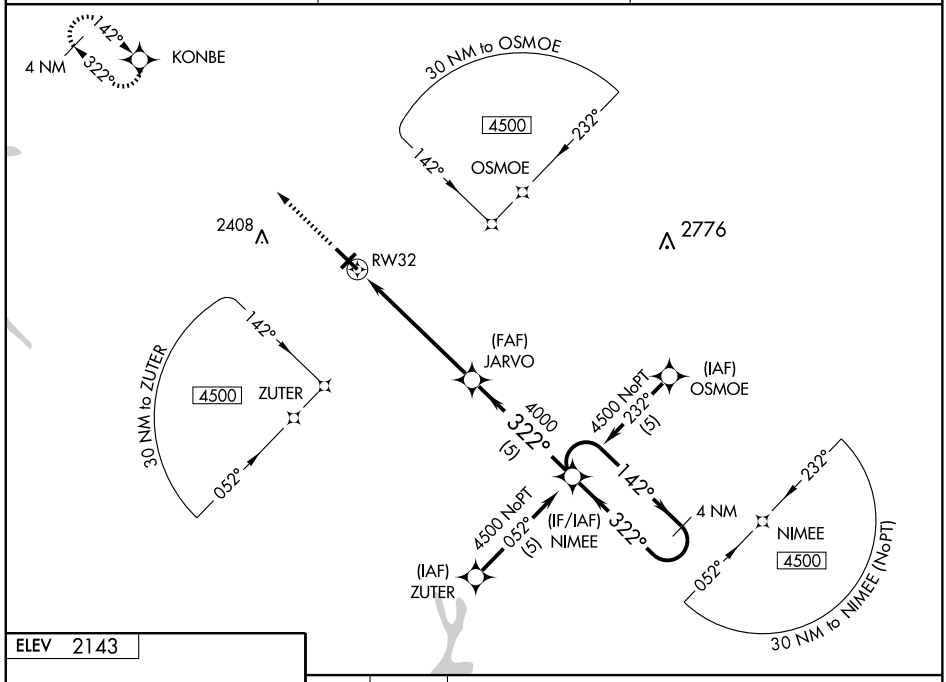
T
NA
W

BARO-VNAV NA below -19°C (-2°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ .

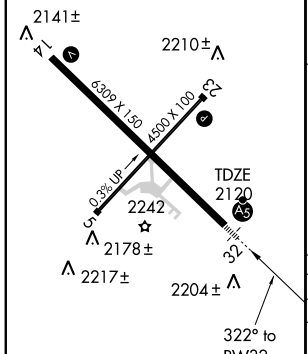
MALSR

MISSED APPROACH: Climb to 4500 direct KONBE WP and hold.

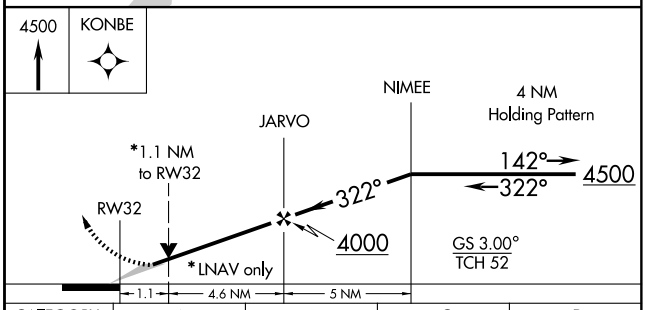
ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L



ELEV 2143



MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2460-¾ 340 (400-¾)			
LNAV MDA	2500-½ 380 (400-½)			2500-1 380 (400-1)
CIRCLING	2620-1¼ 477 (500-1¼)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6309
142°	TDZE	2118
	Apt Elev	2143

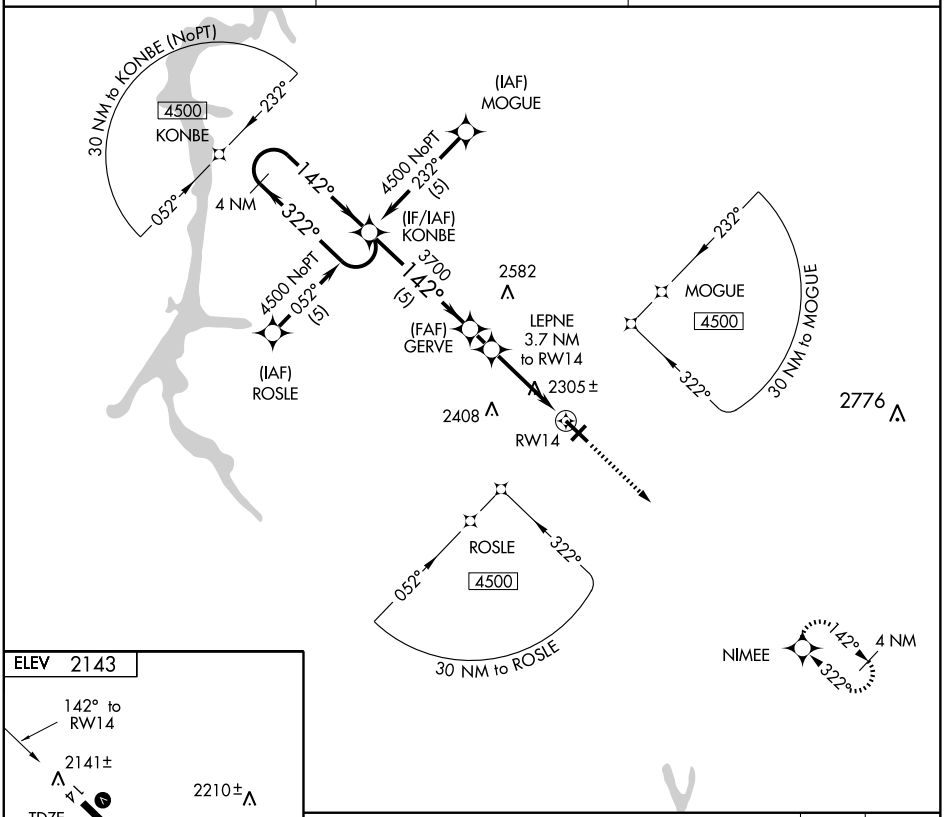
RNAV (GPS) Y RWY 14
BRADFORD RGNL (BFD)

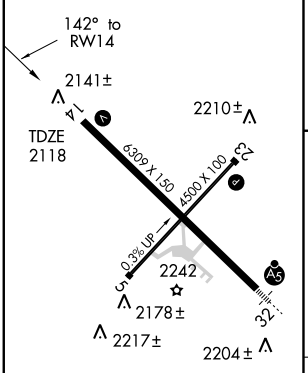
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

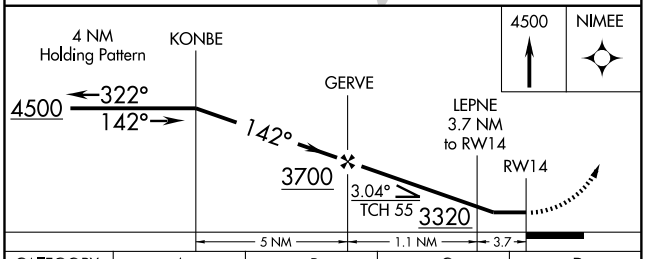
MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L





MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L



CATEGORY	A	B	C	D
LNAV MDA	2560-1	442 (500-1)	2560-1¼ 442 (500-1¼)	2560-1½ 442 (500-1½)
CIRCLING	2620-1	477 (500-1)	2620-1½ 477 (500-1½)	2700-2 557 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6309
142°	TDZE	2118
	Apt Elev	2143

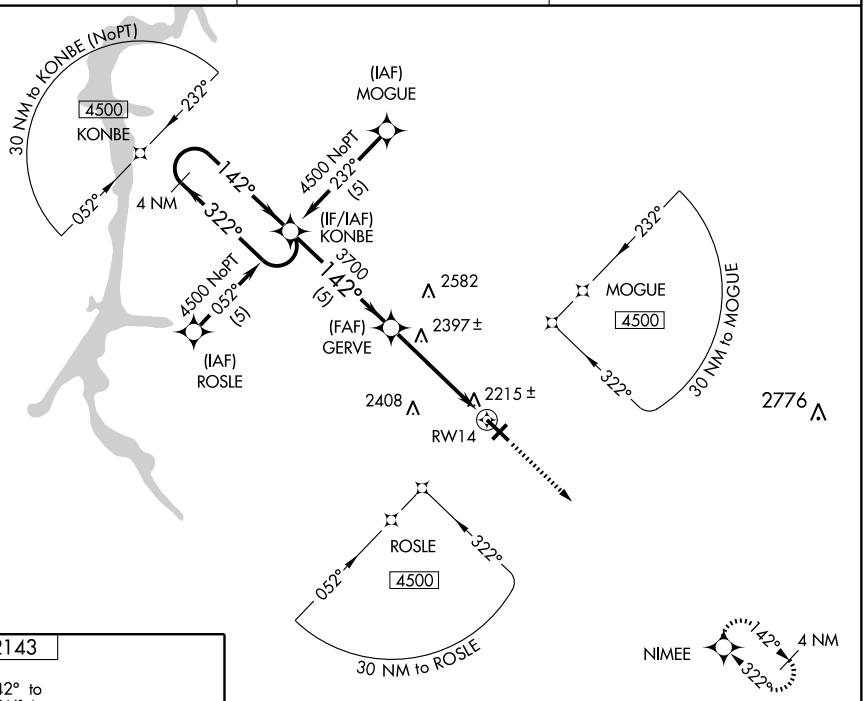
RNAV (GPS) Z RWY 14
BRADFORD RGNL (BFD)

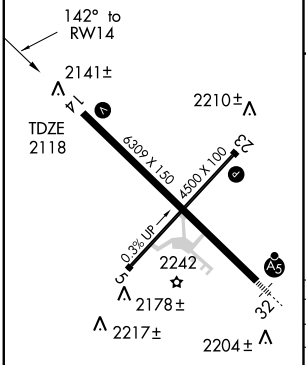
T
A NA
W

BARO-VNAV NA below -19°C (-2°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

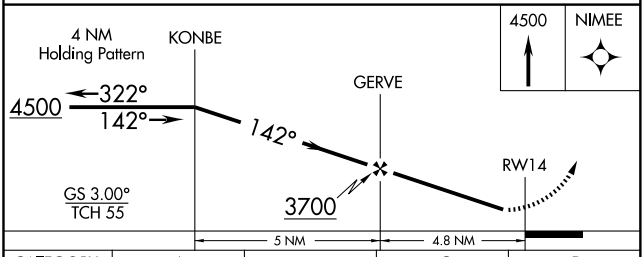
MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L





MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2480-1¼ 362 (400-1¼)			
LNAV MDA	2660-1 542 (600-1)		2660-1½ 542 (600-1½)	2660-1¾ 542 (600-1¾)
CIRCLING	2660-1¼ 517 (600-1¼)		2660-1½ 517 (600-1½)	2700-2 557 (600-2)

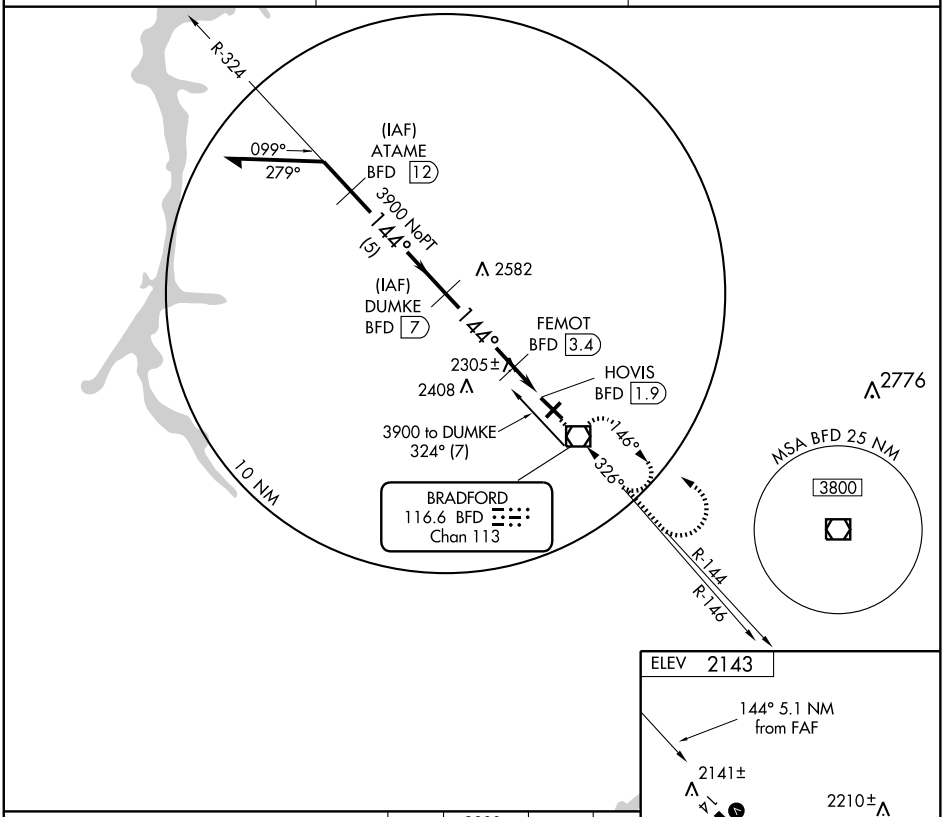
NE-4, 14 JAN 2010 to 11 FEB 2010

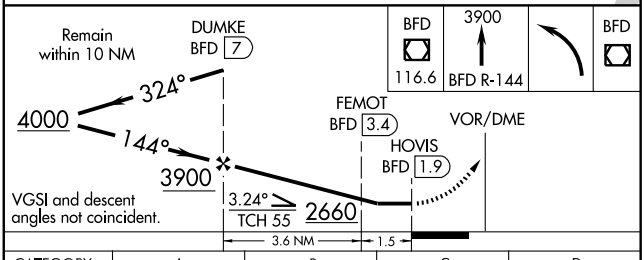
VOR/DME BFD	APP CRS	Rwy Idg	6309
116.6	144°	TDZE	2118
Chan 113		Apt Elev	2143

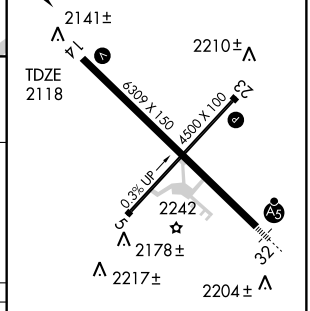
VOR/DME RWY 14
BRADFORD RGNL (BFD)

MISSED APPROACH: Climb direct BFD VOR/DME, continue climb to 3900 on R-144, then left turn direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-14	2560-1	442 (500-1)	2560-1¼ 442 (500-1¼)	2560-1½ 442 (500-1½)
CIRCLING	2620-1	477 (500-1)	2620-1½ 477 (500-1½)	2700-2 557 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

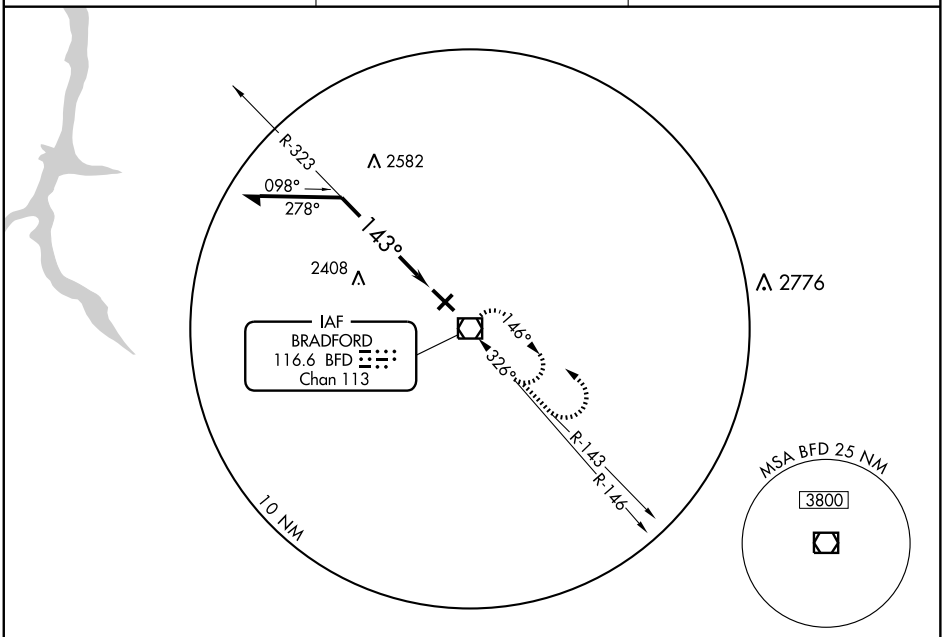
NE-4. 14 JAN 2010 to 11 FEB 2010

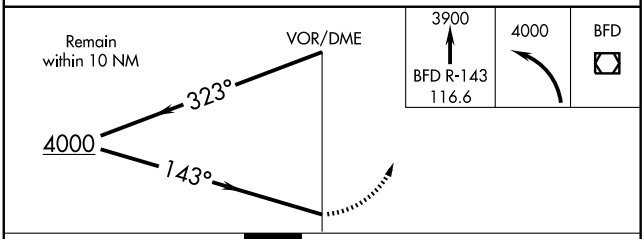
VOR/DME BFD 116.6 Chan 113	APP CRS 143°	Rwy Idg 6309 TDZE 2118 Apt Elev 2143

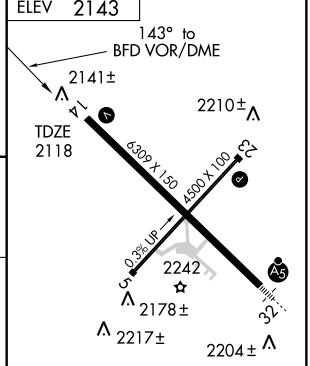
VOR RWY 14
BRADFORD RGNL (BFD)

MISSED APPROACH: Climb to 3900 on R-143, then climbing left turn to 4000 direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-14	2940-1 822 (800-1)	2940-1¼ 822 (800-1¼)	2940-2½ 822 (800-2½)	2940-2¾ 822 (800-2¾)
CIRCLING	2940-1 797 (800-1)	2940-1¼ 797 (800-1¼)	2940-2½ 797 (800-2½)	2940-2¾ 797 (800-2¾)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

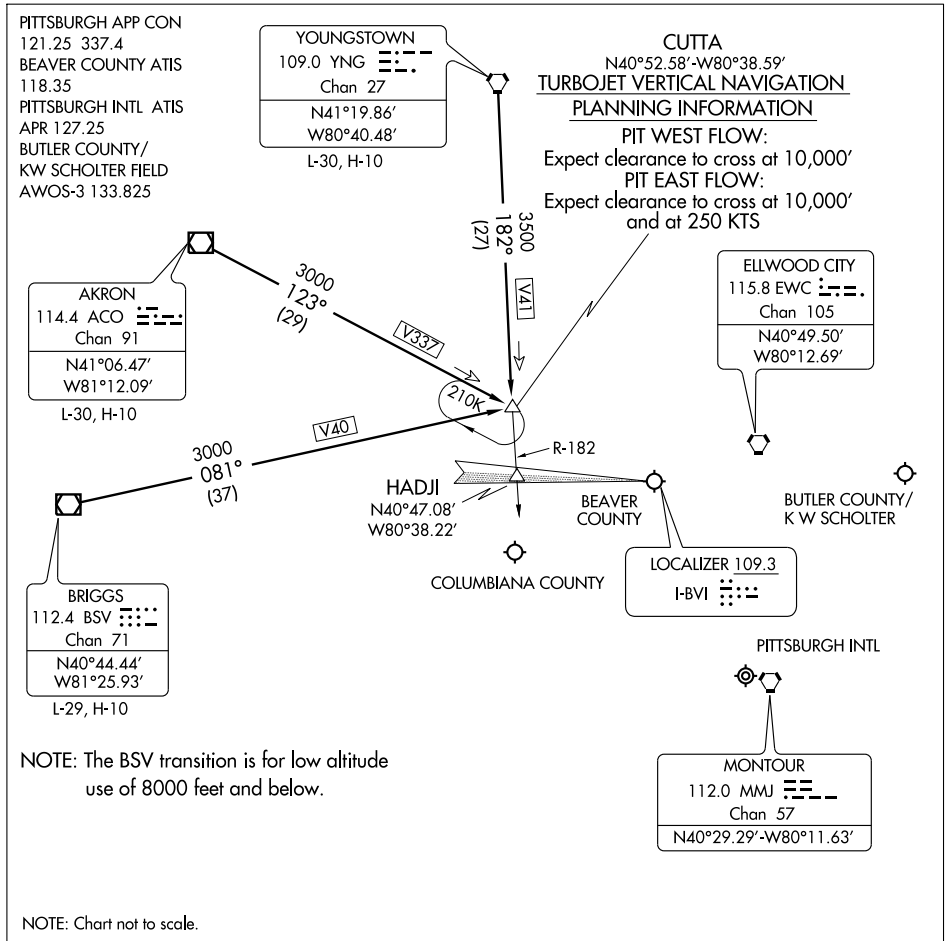
NE-4. 14 JAN 2010 to 11 FEB 2010

(CUTTA.CUTTA2) 09239

CUTTA TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

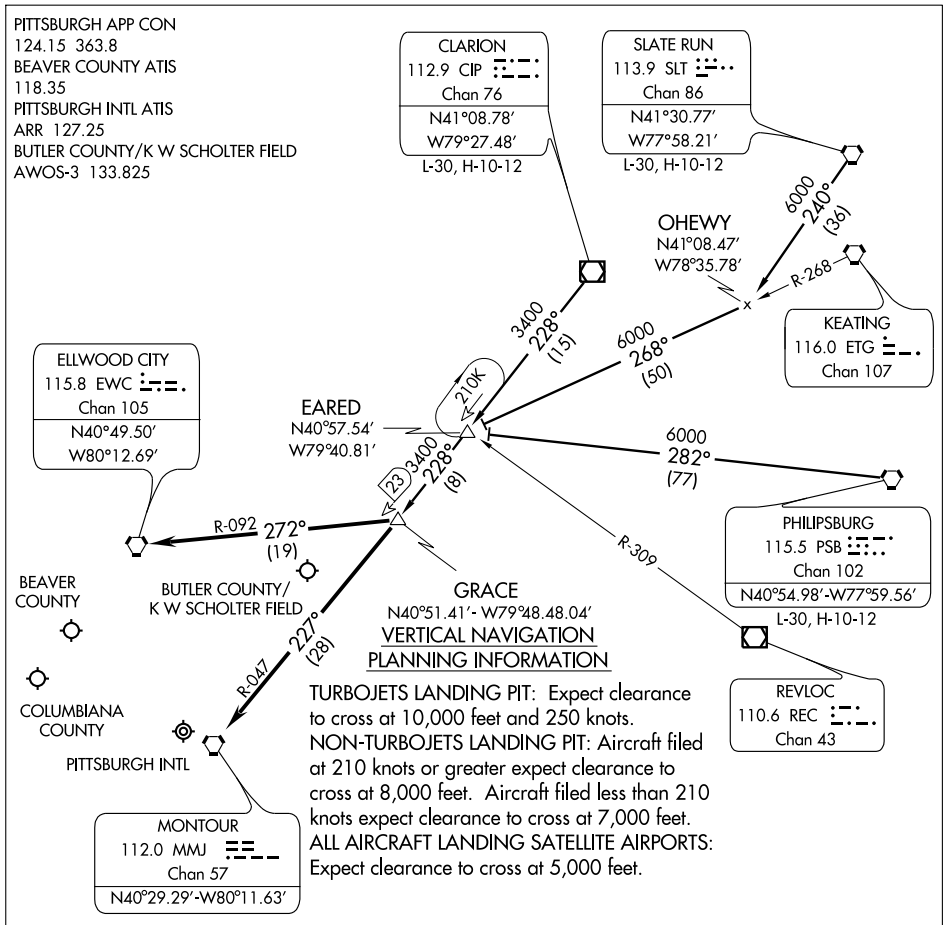
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



TURBOJETS LANDING PIT: Expect clearance to cross at 10,000 feet and 250 knots.
NON-TURBOJETS LANDING PIT: Aircraft filed at 210 knots or greater expect clearance to cross at 8,000 feet. Aircraft filed less than 210 knots expect clearance to cross at 7,000 feet.
ALL AIRCRAFT LANDING SATELLITE AIRPORTS: Expect clearance to cross at 5,000 feet.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

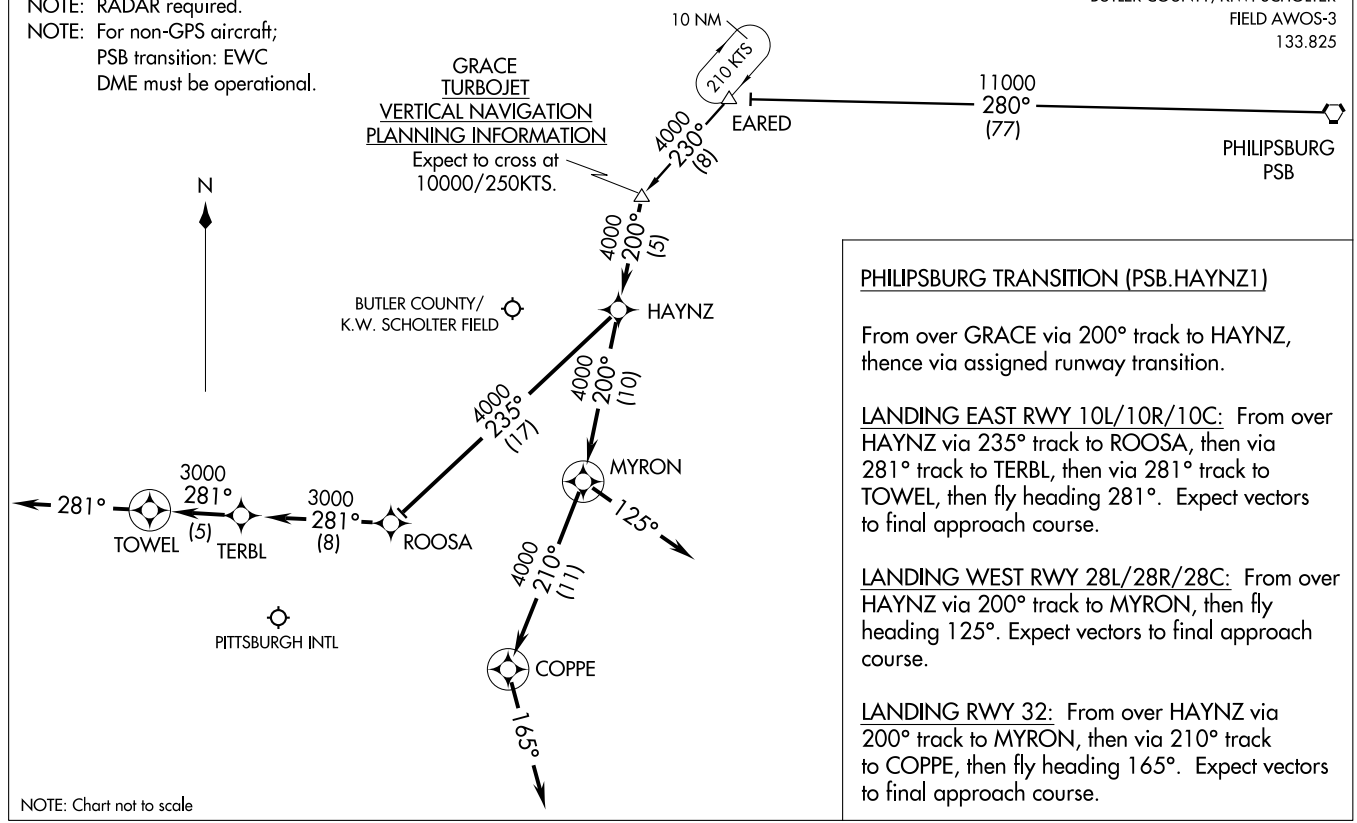
....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K W Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 14 JAN 2010 to 11 FEB 2010

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: For non-GPS aircraft; PSB transition: EWC DME must be operational.

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER FIELD AWOS-3
133.825



NOTE: Chart not to scale

PHILIPSBURG TRANSITION (PSB.HAYNZ1)

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

LOC I-BTP	APP CRS	Rwy Idg	4801
111.5	080°	TDZE	1246
		Apt Elev	1248

ILS or LOC RWY 8

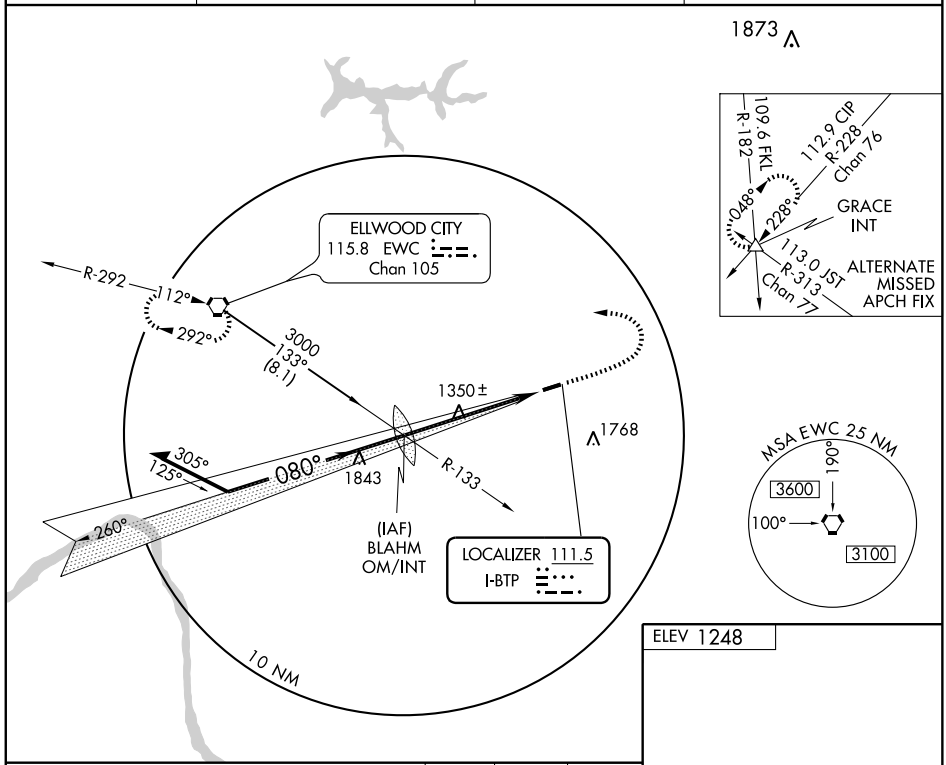
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

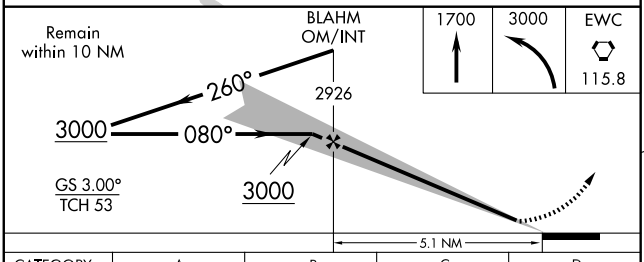
Visibility reduction by helicopters NA. Inoperative table does not apply. For inoperative MALSR, increase S-LOC-8 CAT D visibility to 1¼ mile. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase DA to 1552 feet; increase all MDAs 60 feet.

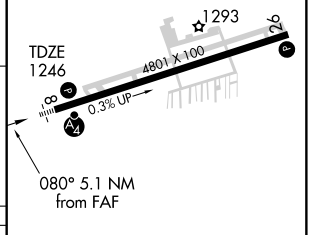
MALSF

MISSED APPROACH: Climb to 1700, then climbing left turn to 3000 direct EWC VORTAC and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
133.825	124.75 338.2	128.7	122.8 (CTAF) L







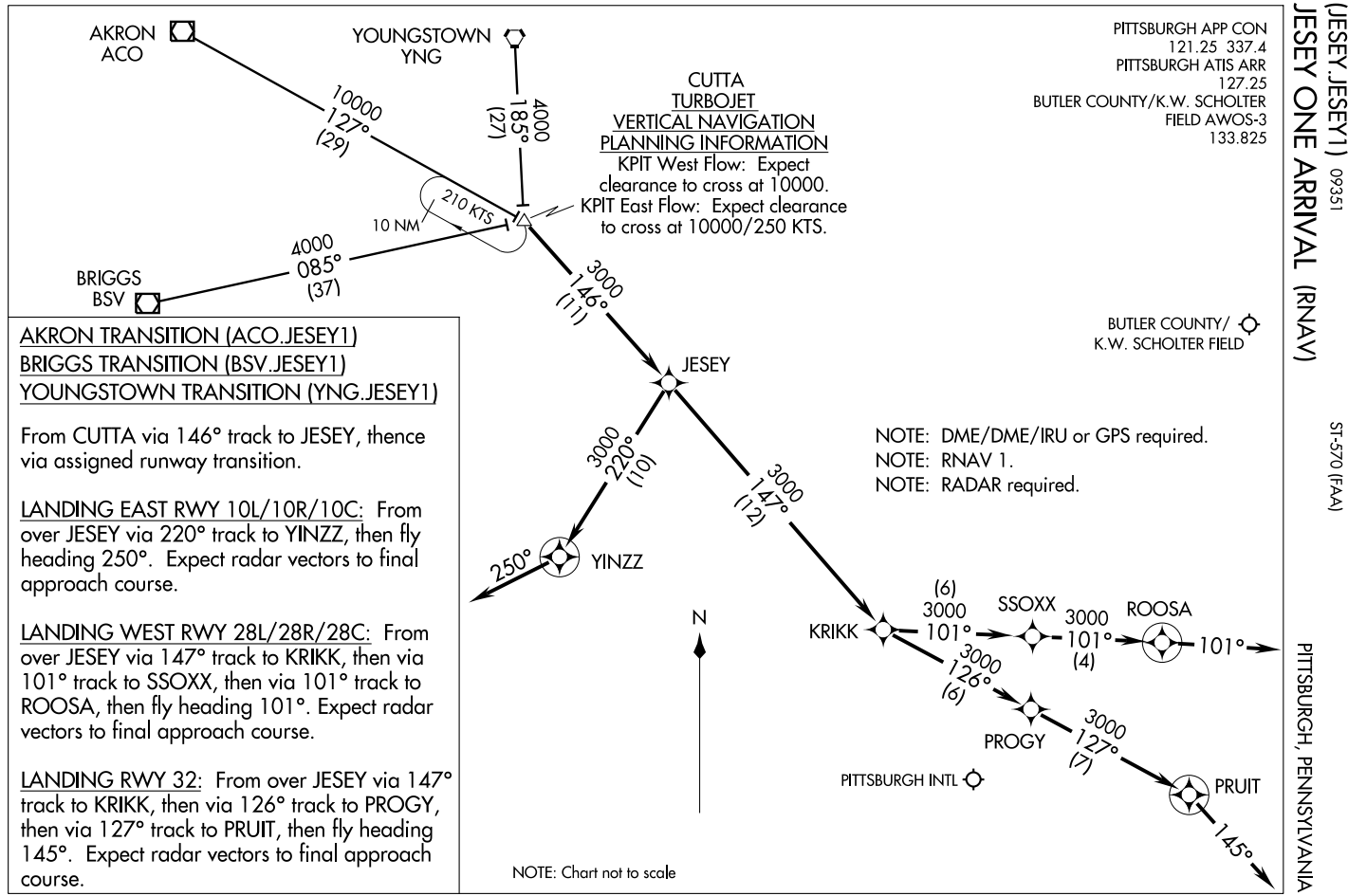
CATEGORY	A	B	C	D
S-ILS 8	1496-1 250 (300-1)			
S-LOC 8	1600-1 354 (400-1)			1600-1¼ 354 (400-1¼)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4, 14 JAN 2010 to 11 FEB 2010


AKRON
ACO
YOUNGSTOWN
YNG
10000
127°
(29)
4000
185°
(27)
CUTTA
TURBOJET
VERTICAL NAVIGATION
PLANNING INFORMATION
KPIT West Flow: Expect clearance to cross at 10000.
KPIT East Flow: Expect clearance to cross at 10000/250 KTS.
210 KTS
10 NM
4000
085°
(37)
BRIGGS
BSV
3000
146°
(11)
PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825
BUTLER COUNTY/
K.W. SCHOLTER FIELD
JESEY
AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)
From CUTTA via 146° track to JESEY, thence via assigned runway transition.
LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.
LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.
LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.
3000
220°
(10)
3000
147°
(12)
250°
YINZZ
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
N
KRIKK
(6)
3000
101°
SSOXX
3000
101°
(4)
ROOSA
101°
3000
126°
(6)
PROGY
3000
127°
(7)
PRUIT
145°
PITTSBURGH INTL
NOTE: Chart not to scale
JESEY ONE ARRIVAL (RNAV) (JESEY.JESEY1) 09351
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

WAAS CH 56502 W08A	APP CRS 080°	Rwy Idg 4801 TDZE 1246 Apt Elev 1248

RNAV (GPS) RWY 8

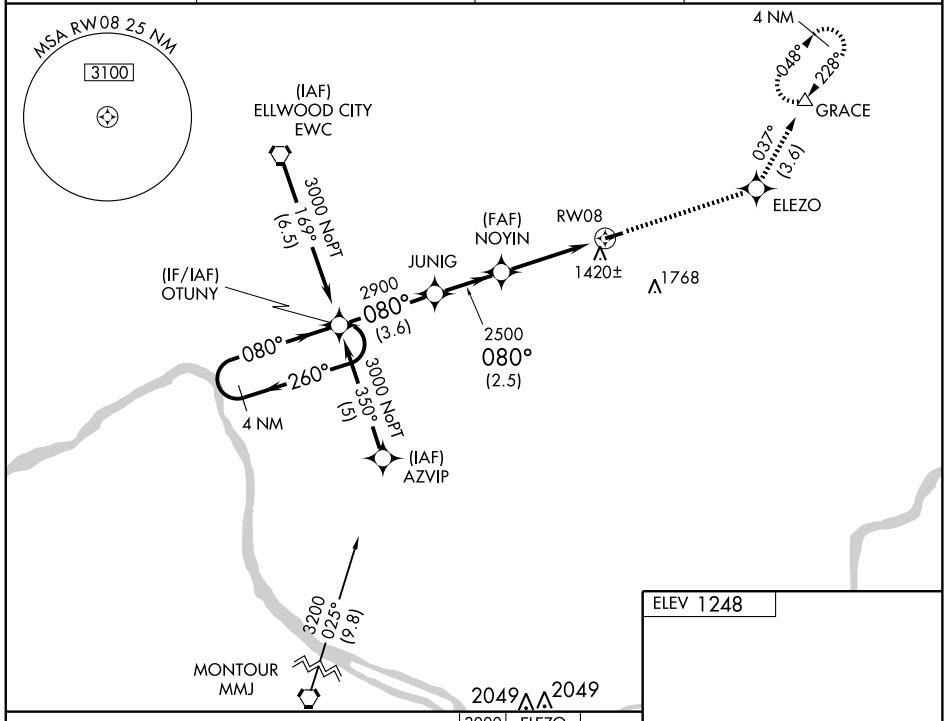
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

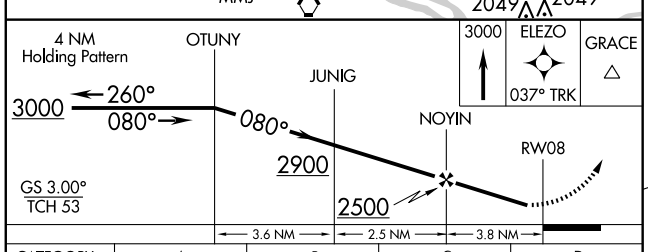
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Pittsburgh Intl altimeter setting. Inoperative table does not apply. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase LPV DA to 1603 feet, LNAV/VNAV DA to 1699 feet, and all MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).

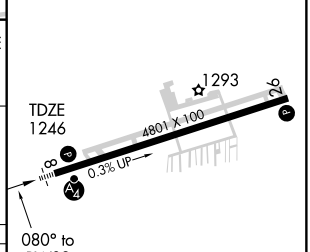
MALSF

MISSED APPROACH: Climb to 3000 direct ELEZO and via 037° track to GRACE and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
133.825	124.75 338.2	128.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		1547-1 301 (400-1)		
LNAV/VNAV DA		1643-1½ 397 (400-1½)		
LNAV MDA	1680-1 434 (500-1)		1680-1¼ 434 (500-1¼)	1680-1½ 434 (500-1½)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
260°	4801	1248	1248

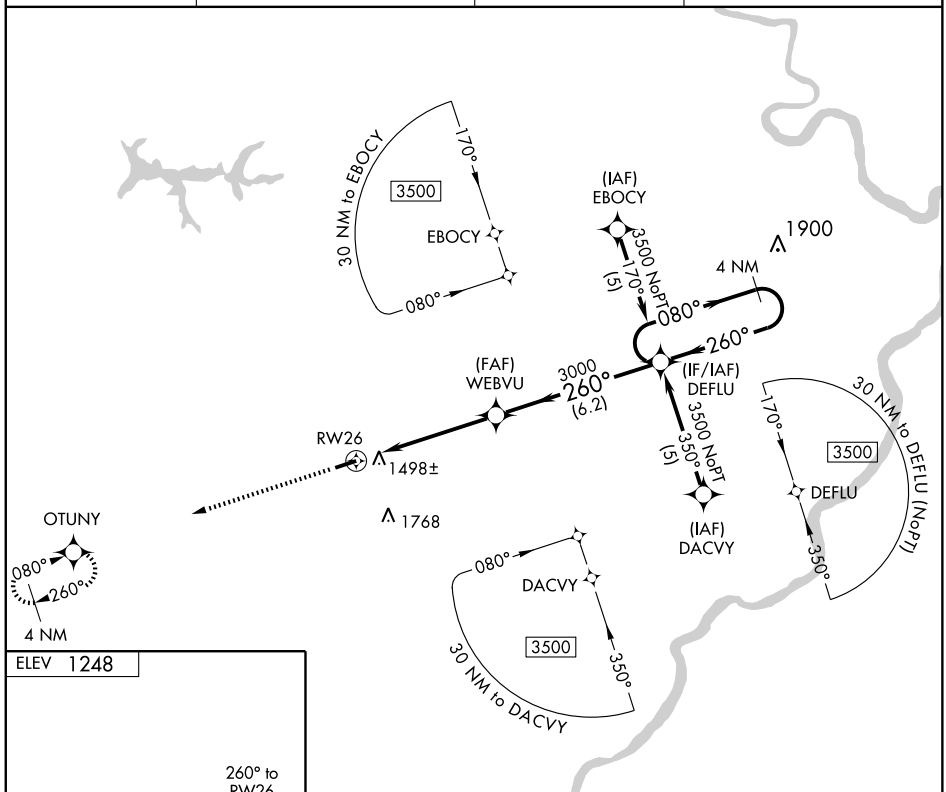
RNAV (GPS) RWY 26

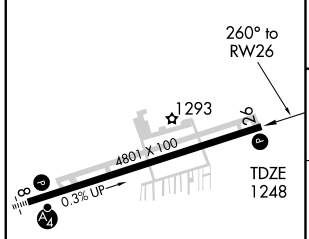
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

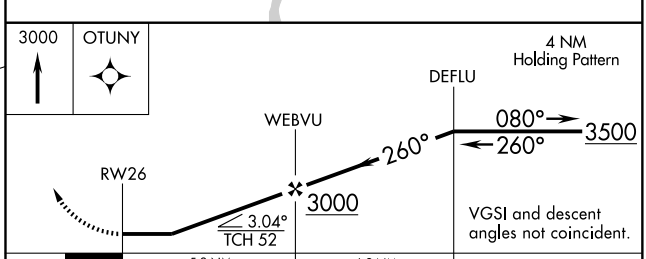
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OTUNY and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
133.825	124.75 338.2	128.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1760-1 512 (600-1)		1760-1½ 512 (600-1½)	1760-1¾ 512 (600-1¾)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

LOM CX	APP CRS	Rwy Idg	N/A
219	285°	TDZE	N/A
		Apt Elev	510

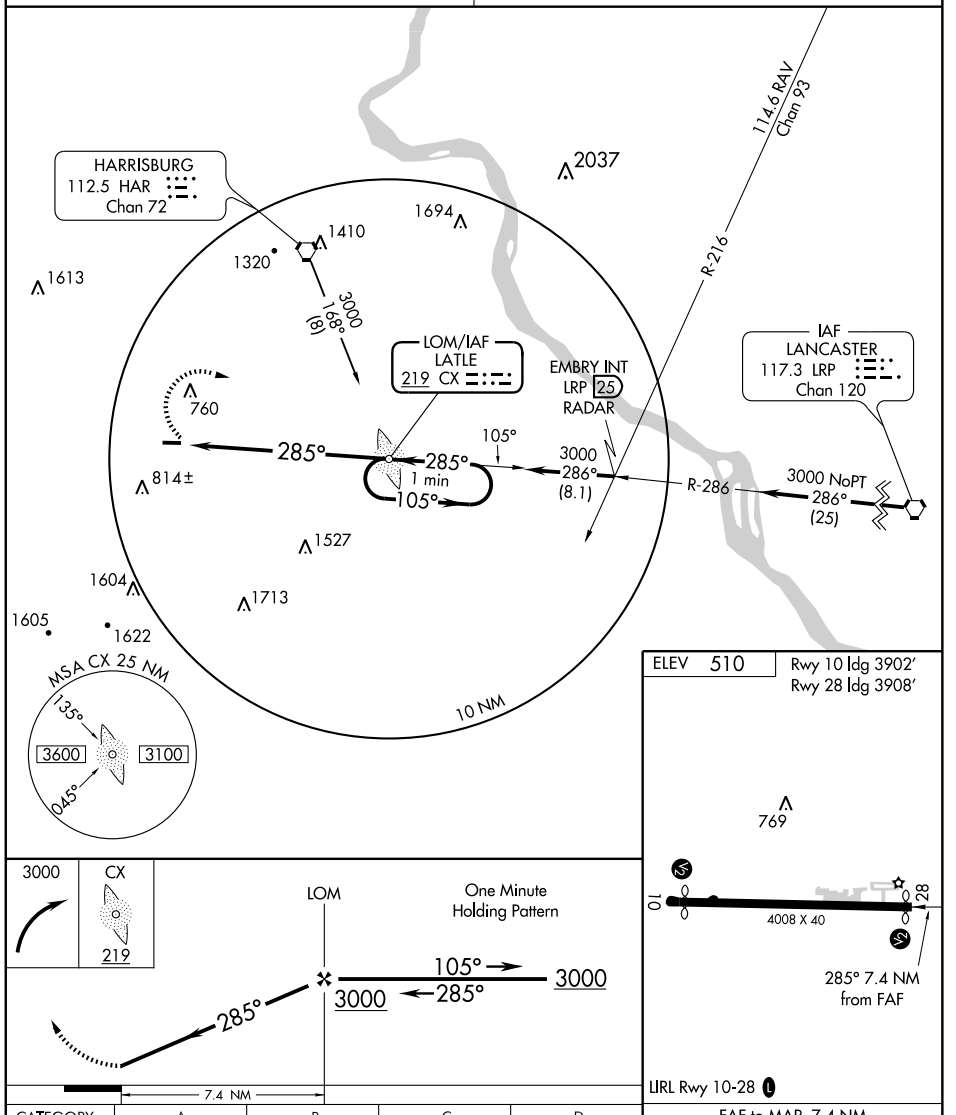
NDB-B
CARLISLE (N94)

T
NA

Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CX LOM and hold.

HARRISBURG APP CON	UNICOM
124.1 273.525	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1260-1 750 (800-1)	1260-1¼ 750 (800-1¼)	1260-2¼ 750 (800-2¼)	NA

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

NE-4, 14 JAN 2010 to 11 FEB 2010

CARLISLE, PENNSYLVANIA AL-6883 (FAA)

VORTAC HAR	APP CRS	Rwy Idg	N/A
112.5	225°	TDZE	N/A
Chan 72		Apt Elev	510

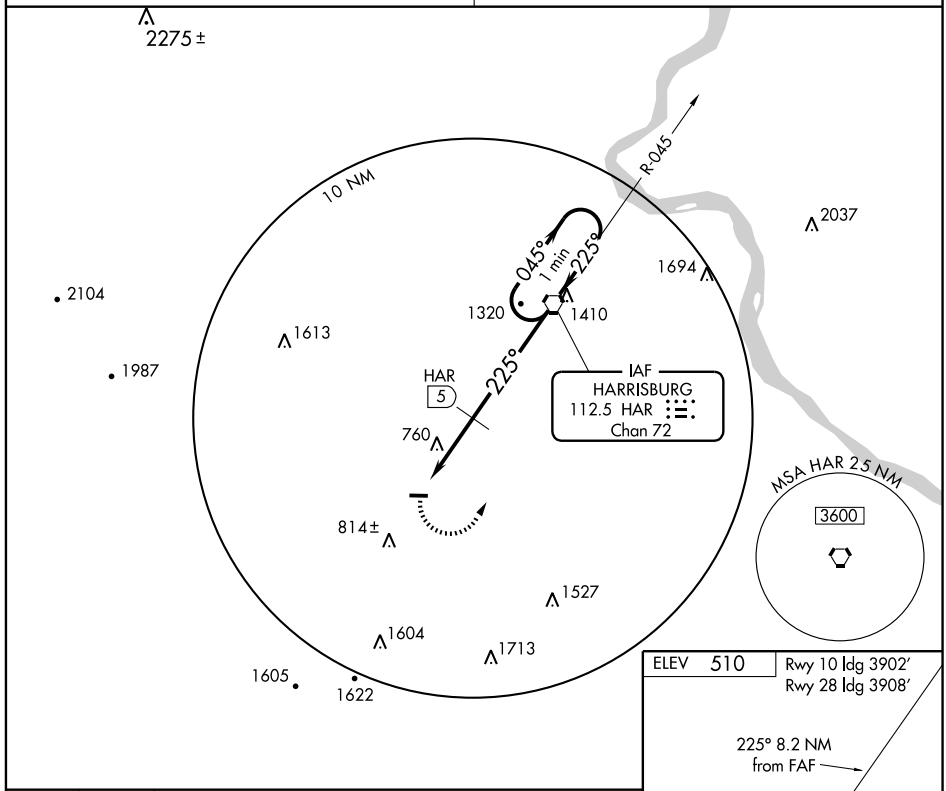
VOR-A
CARLISLE (N94)

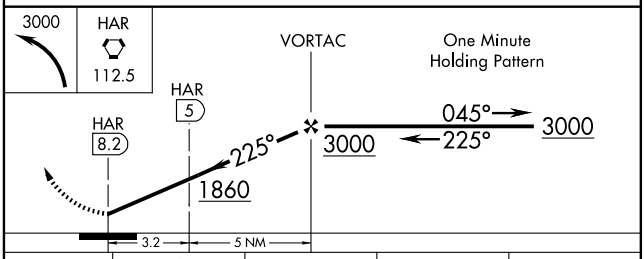
NA

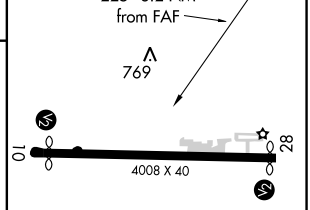
Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct HAR VORTAC and hold.

HARRISBURG APP CON	UNICOM
124.1 273.525	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1860-1¼ 1350 (1400-1¼)	1860-1½ 1350 (1400-1½)	1860-3 1350 (1400-3)	NA

LIRL Rwy 10-28 L

DME MINIMUMS			
CIRCLING	1200-1 690 (700-1)	1200-2 690 (700-2)	NA

FAF to MAP 8.2 NM

Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3300
059°	TDZE	683
	Apt Elev	697

RNAV (GPS) RWY 6

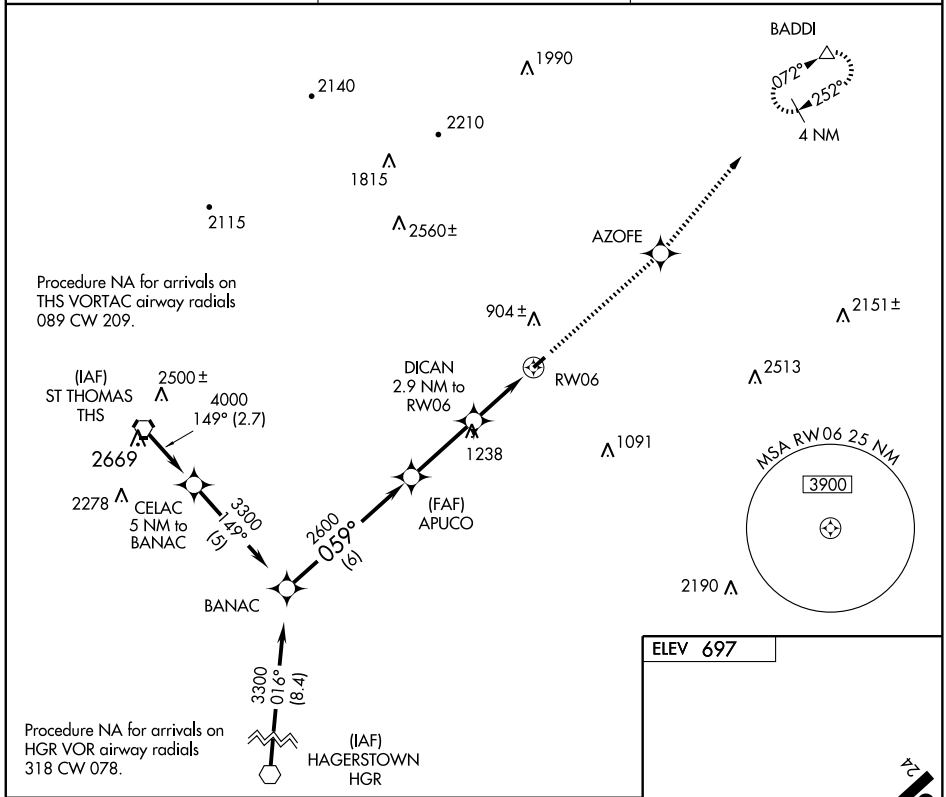
CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

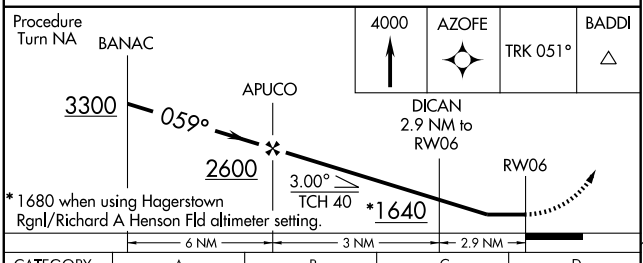
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

NA

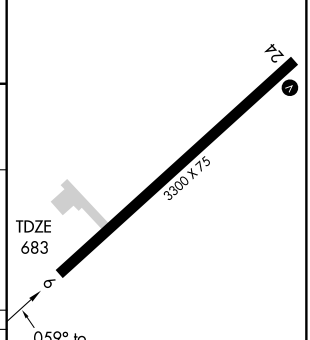
MISSED APPROACH: Climb to 4000 direct AZOFE WP and via 051° track to BADDI WP and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1	457 (500-1)	1140-1¼ 457 (500-1¼)	NA
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA



NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3300
239°	TDZE	683
	Apt Elev	697

RNAV (GPS) RWY 24

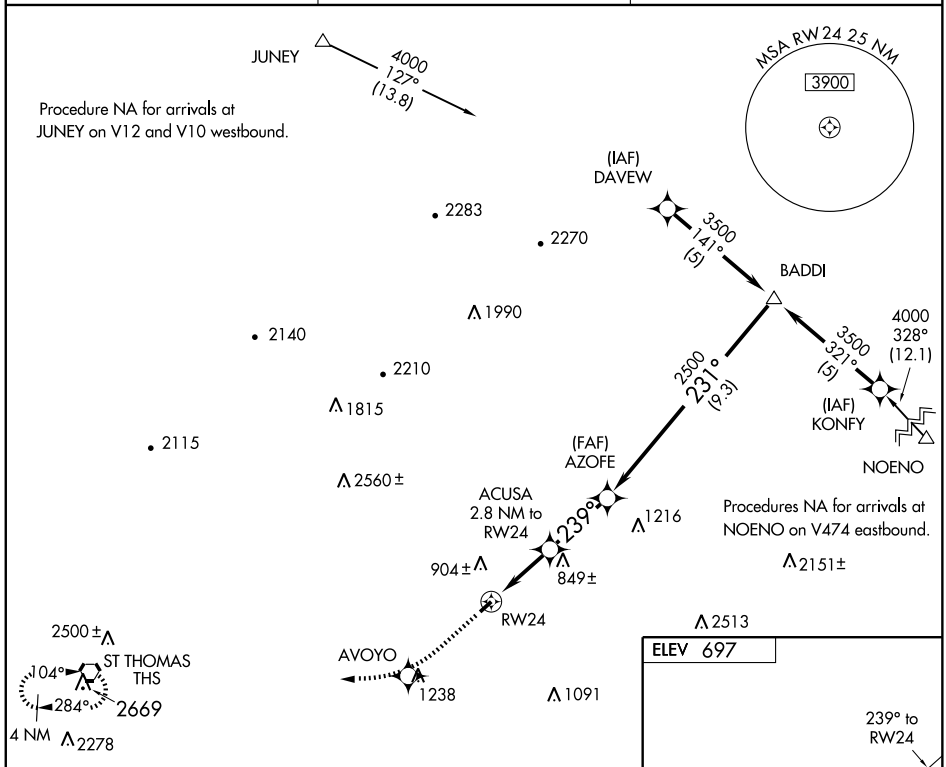
CHAMBERSBURG/ FRANKLIN COUNTY RGNL (N68)

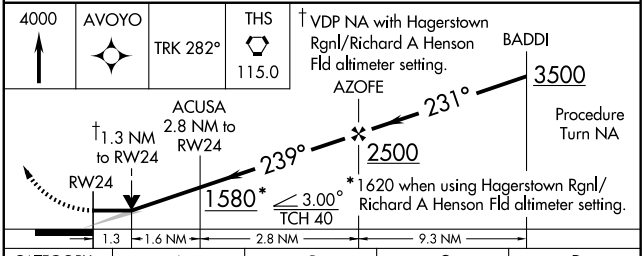
NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 4000 direct AVOYO WP and via 282° track to THS VORTAC and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1120-1	437 (500-1)	1120-1¼ 437 (500-1¼)	NA
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA

LIRL Rwy 6-24 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC THS	APP CRS	Rwy Idg	N/A
115.0	088°	TDZE	N/A
Chan 97		Apt Elev	697

VOR/DME-B

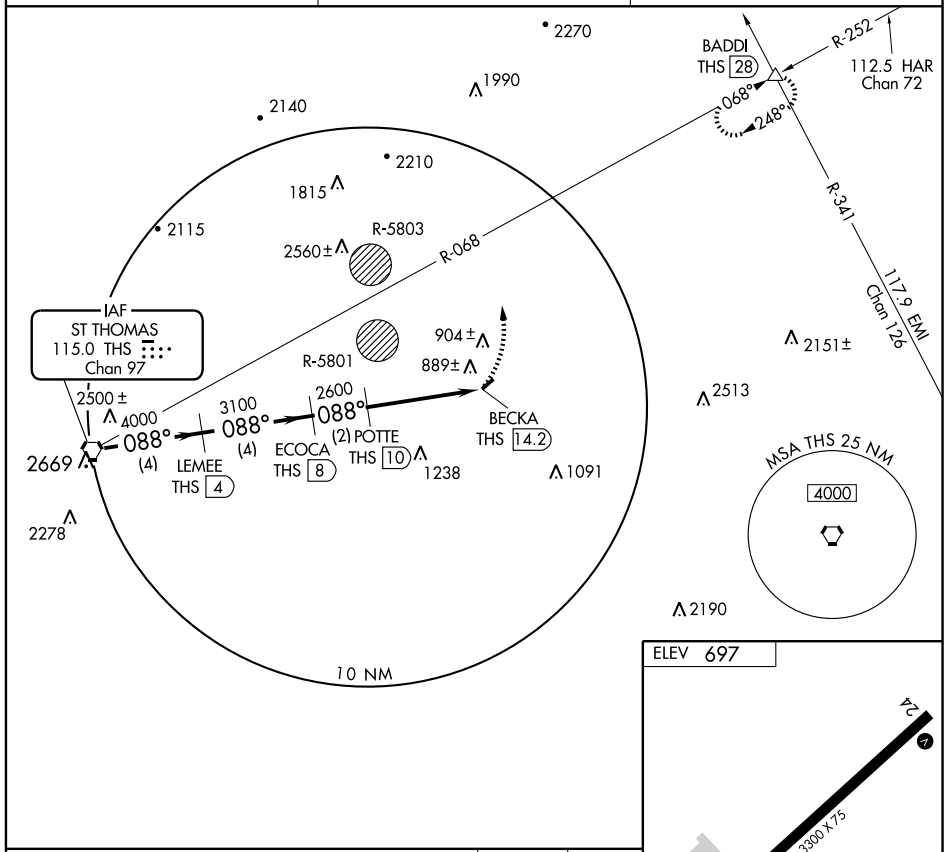
CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

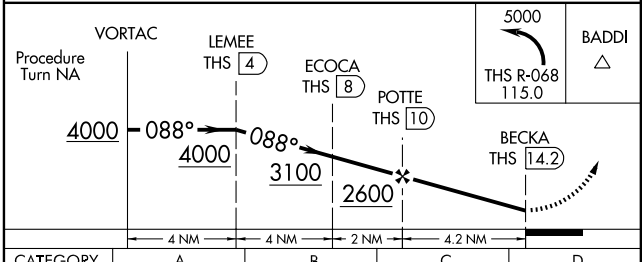
Obtain local altimeter setting on CTAF. When not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and raise all MDAs 40 feet. Procedure not authorized when R-5801 is in use.

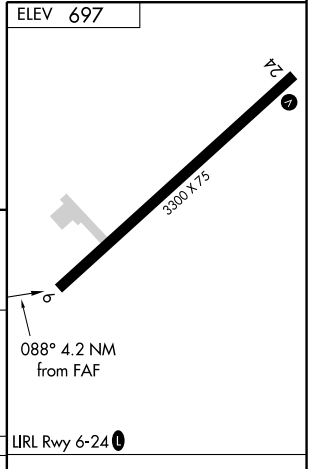
NA

MISSED APPROACH: Climbing left turn to 5000 via THS R-068 to BADDI Int/28 DME and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1200-1 503 (600-1)		1200-1½ 503 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NE-4, 14 JAN 2010 to 11 FEB 2010

CLARION, PENNSYLVANIA AL-6527 (FAA)

WAAS	APP CRS	Rwy Idg	5003
CH 70606	055°	TDZE	1451
W06A		Apt Elev	1458

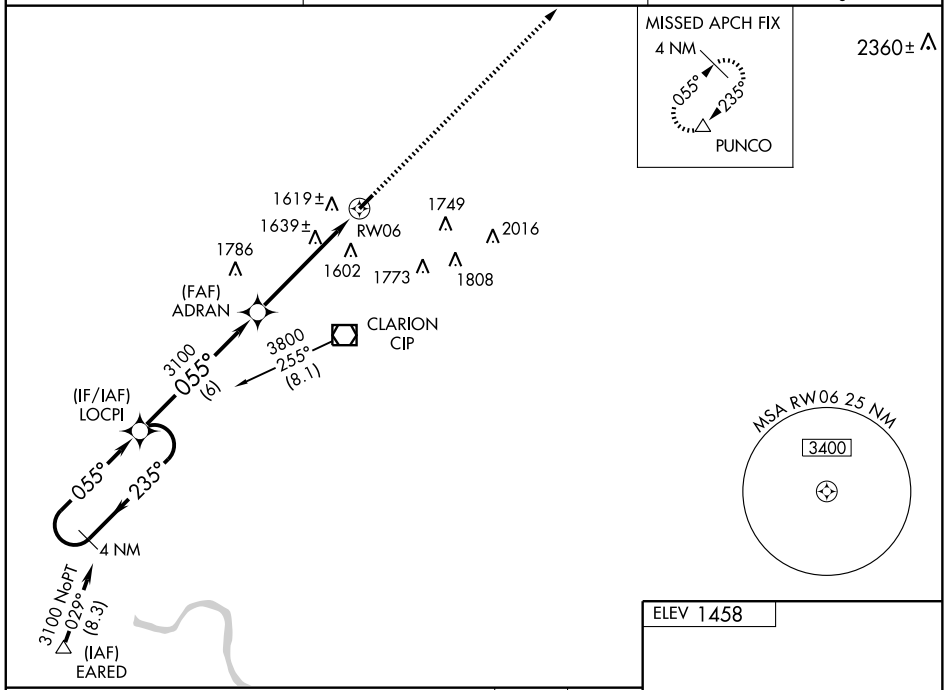
RNAV (GPS) RWY 6
CLARION COUNTY (AXQ)

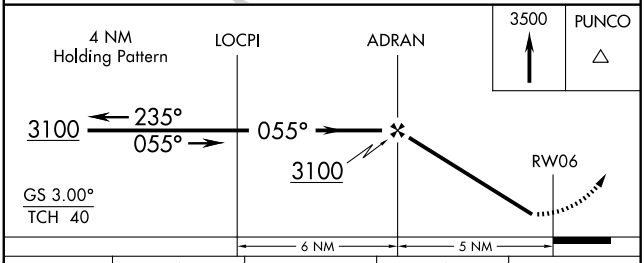
Baro-VNAV NA when using Du Bois altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all DAs 108 feet, all MDAs 120 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats Increase LNAV and Circling Cats C and D visibility ¼ mile.

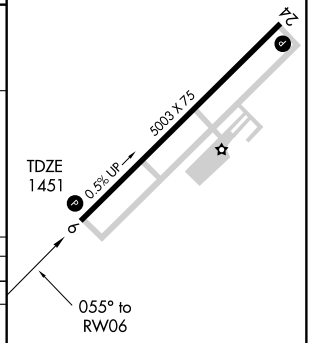
NA

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1701-1 250 (300-1)			
LNAV/ VNAV DA	1985-2 534 (600-2)			
LNAV MDA	1920-1 469 (500-1)		1920-1¼ 469 (500-1¼)	1920-1½ 469 (500-1½)
CIRCLING	1980-1 522 (600-1)		1980-1½ 522 (600-1½)	2060-2 602 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 14 JAN 2010 to 11 FEB 2010

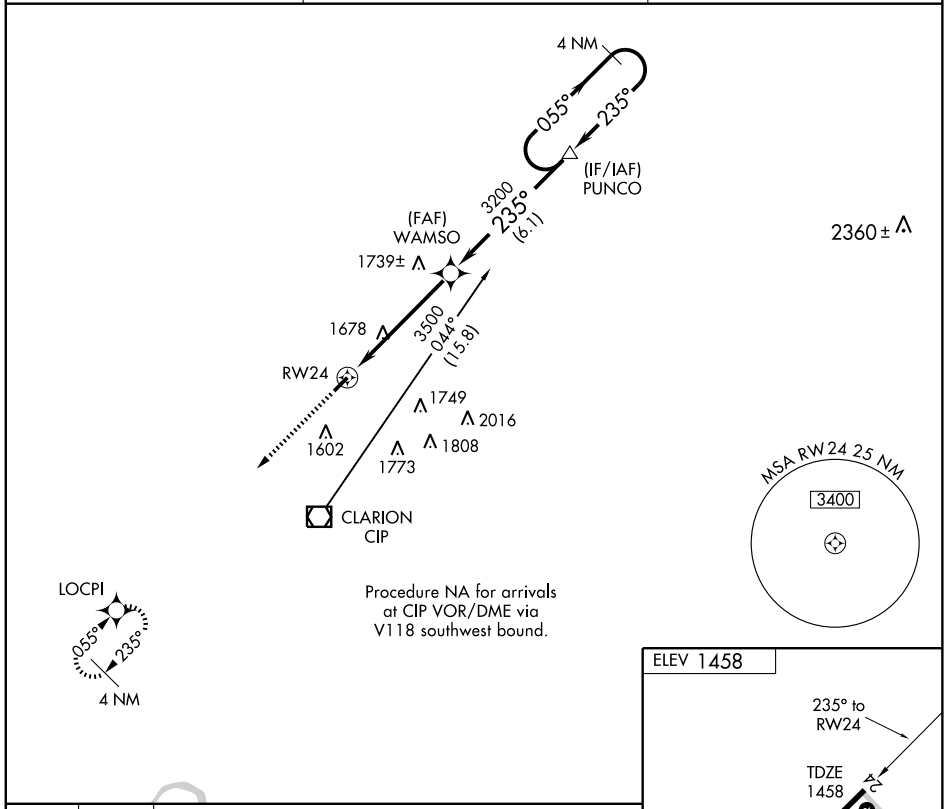
APP CRS		
235°	Rwy Idg	5003
	TDZE	1458
	Apt Elev	1458

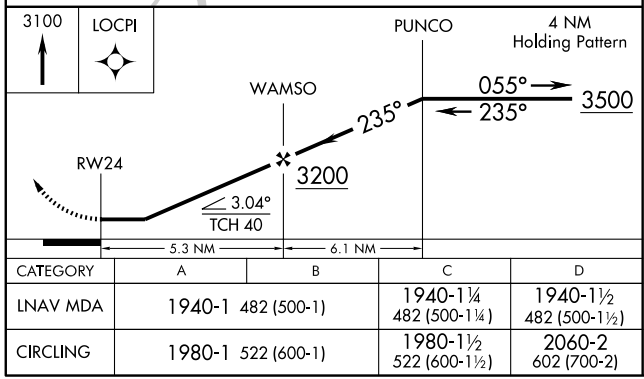
RNAV (GPS) RWY 24
CLARION COUNTY (AXQ)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all MDAs 120 feet and LNAV/Circling Cat C and D visibility ¼ mile.

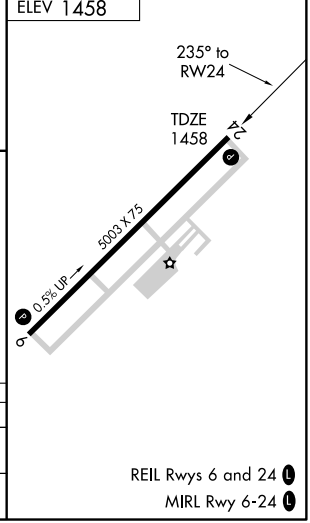
MISSED APPROACH: Climb to 3100 direct LOCPI and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1940-1 482 (500-1)		1940-1¼ 482 (500-1¼)	1940-1½ 482 (500-1½)
CIRCLING	1980-1 522 (600-1)		1980-1½ 522 (600-1½)	2060-2 602 (700-2)



REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME CIP	APP CRS	Rwy Idg	N/A
112.9	015°	TDZE	N/A
Chan 76		Apt Elev	1458

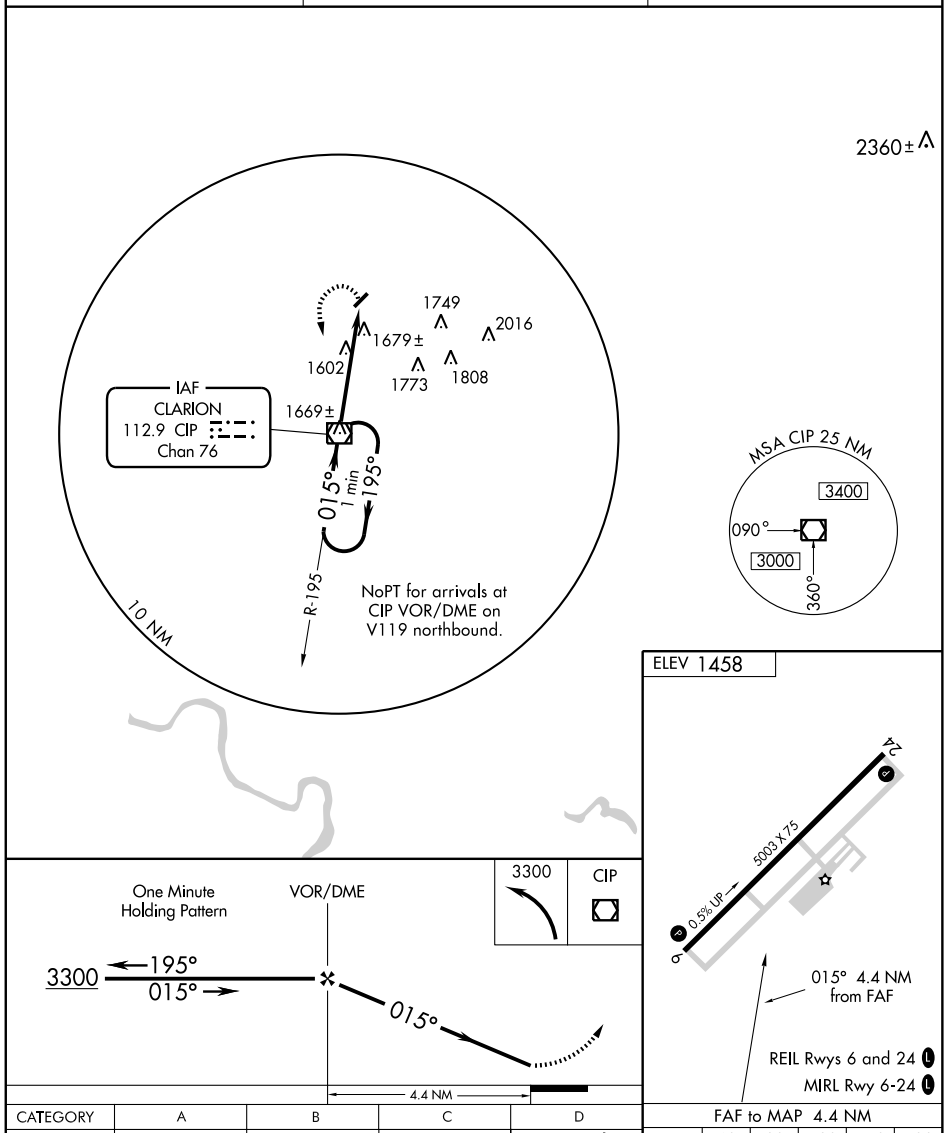
VOR-A
CLARION COUNTY (AXQ)

When local altimeter setting not received, use Du Bois altimeter setting and increase all MDAs 120 feet and Cat A visibility ¼ mile, Cats C/D visibility ½ mile.

NA

MISSED APPROACH: Climbing left turn to 3300 direct CIP VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2220-1 762 (800-1)	2220-1¼ 762 (800-1¼)	2220-2¼ 762 (800-2¼)	2220-2½ 762 (800-2½)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-4, 14 JAN 2010 to 11 FEB 2010

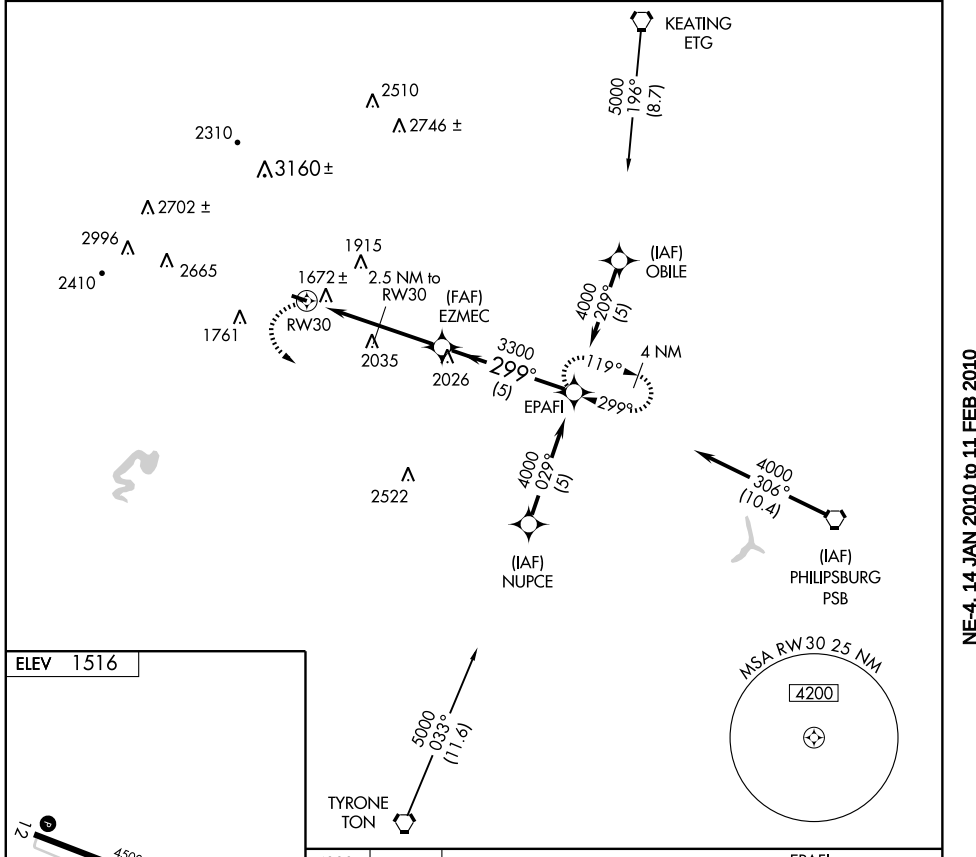
APP CRS	Rwy Idg	4500
299°	TDZE	1516
	Apt Elev	1516

RNAV (GPS) RWY 30
CLEARFIELD-LAWRENCE (FIG)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 4000 direct EPAFI WP and hold.

ASOS	NEW YORK CENTER	UNICOM
119.275	134.8 338.3	122.725 (CTAF) L



ELEV 1516

CATEGORY	A	B	C	D
LNAV MDA	1940-1 424 (500-1)		1940-1¼ 424 (500-1¼)	
CIRCLING	2000-1 484 (500-1)	2180-1 664 (700-1)	2180-1¾ 664 (700-1¾)	2280-2½ 764 (800-2½)

MIRL Rwy 12-30 L
REIL Rwy 30 L

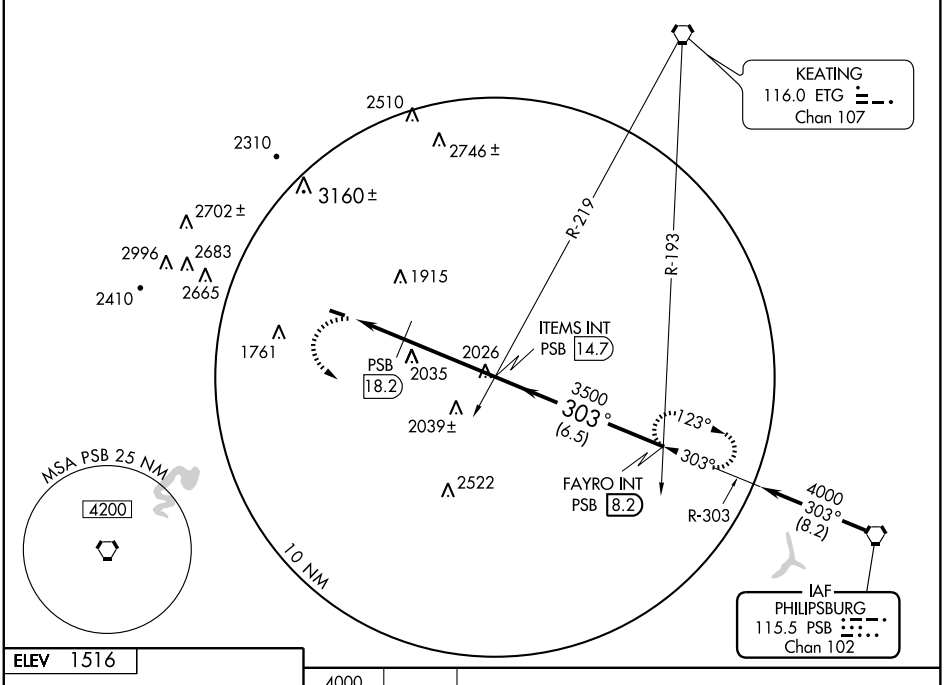
VORTAC PSB 115.5 Chan 102	APP CRS 303°	Rwy Idg 4500 TDZE 1516 Apt Elev 1516

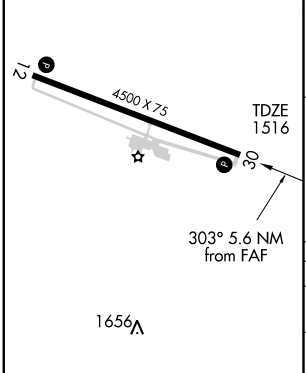
VOR RWY 30
CLEARFIELD-LAWRENCE (FIG)

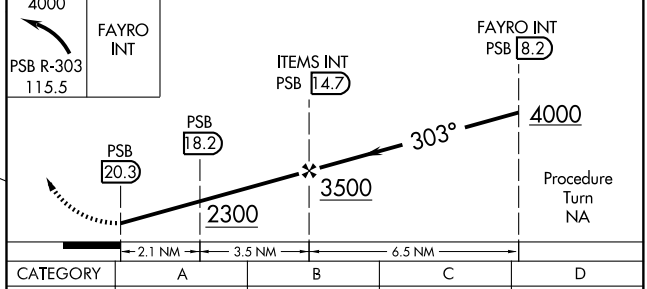
NA

MISSED APPROACH: Climbing left turn to 4000 via PSB R-303 to FAYRO Int and hold.

ASOS	NEW YORK CENTER	UNICOM
119.275	134.8 338.3	122.725 (CTAF) L







MIRL Rwy 12-30 L
REIL Rwy 30 L

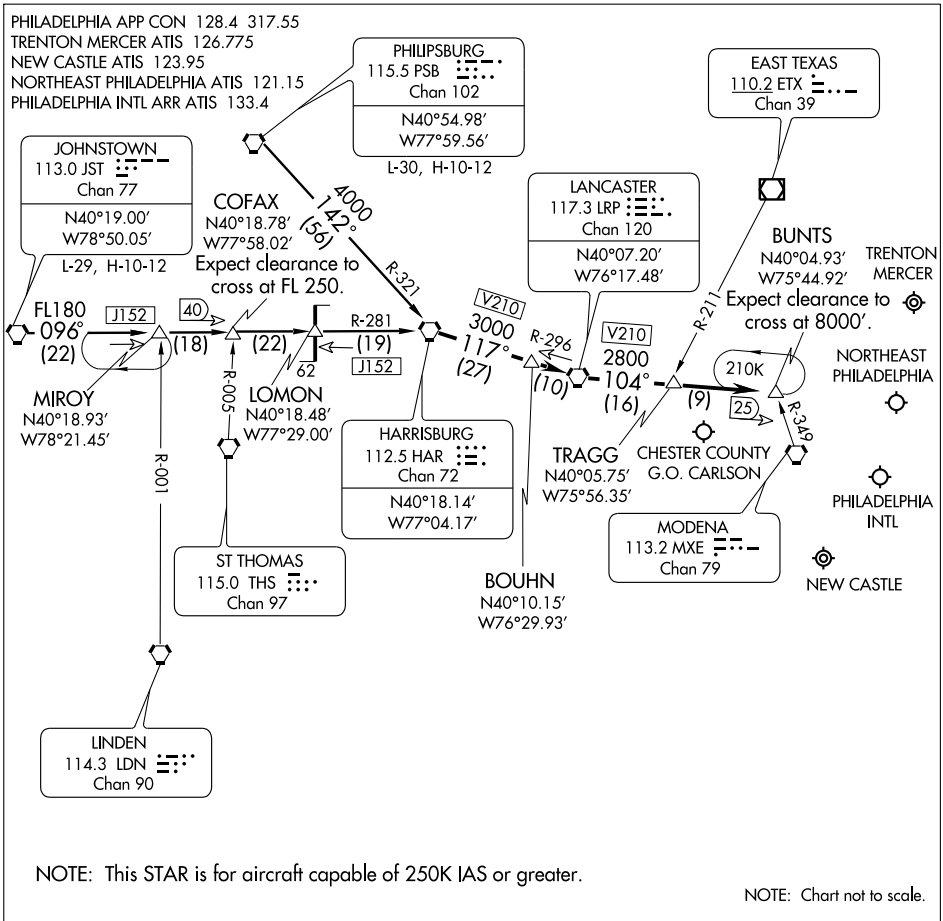
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-30	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
CIRCLING	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
DME MINIMUMS				
S-30	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2220-2¼ 704 (800-2¼)
CIRCLING	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2280-2¾ 764 (800-2¾)

NE-4, 14 JAN 2010 to 11 FEB 2010

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

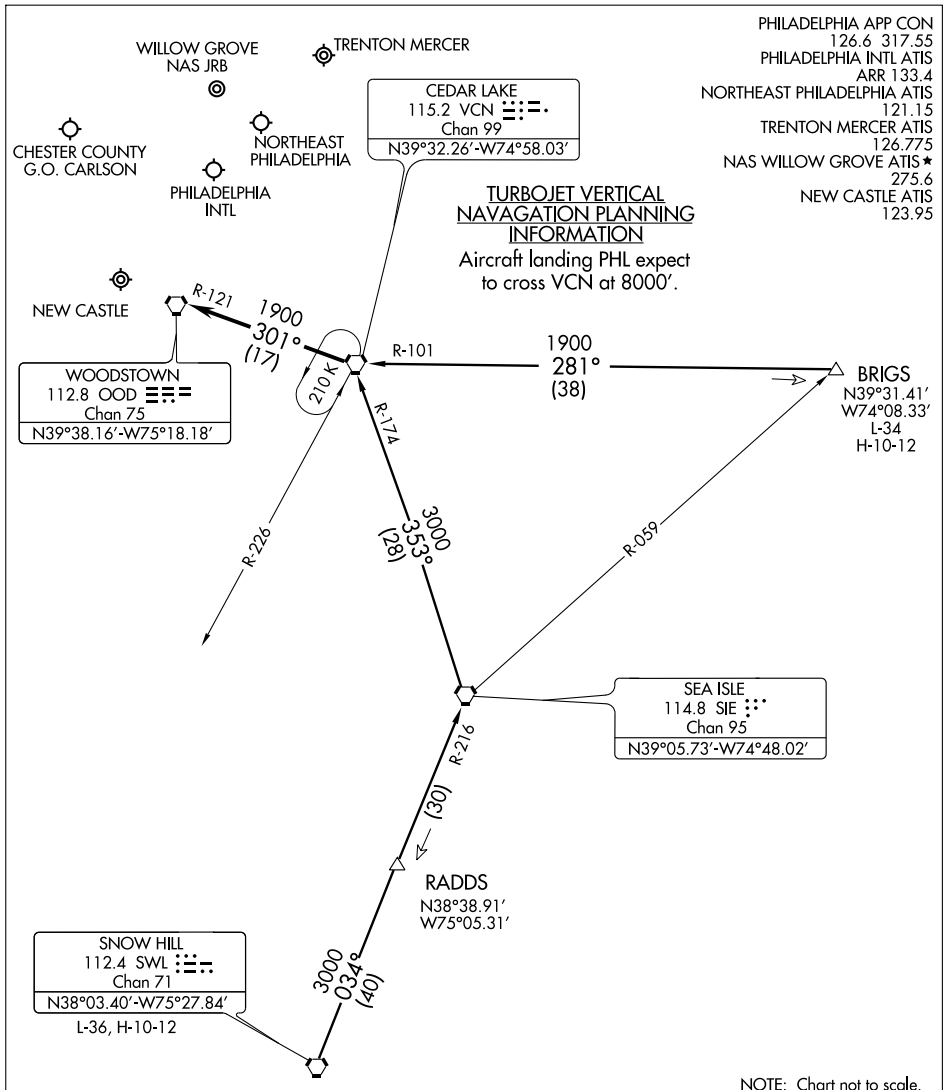
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 14 JAN 2010 to 11 FEB 2010

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

CEDAR LAKE
115.2 VCN
Chan 99

PHILADELPHIA INTL

R-195
14
R-270

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

210K
R-346
14

ATLANTIC CITY
108.6 ACY
Chan 23

BALTIMORE
115.1 BAL
Chan 98

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

015° (23)
R-226
13

SMYRNA
111.4 ENO
Chan 51

CANNY
N39°03.67′
W75°40.68′

R-246
R-276
R-133

HEDGE
N38°53.54′
W75°50.24′

25
046° (13)
R-265

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

(9)
45
(15)
R-289

SEA ISLE
114.8 SIE
Chan 95

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

085° (35)
R-248
R-226
R-234
18,000
064° (78)

82

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

WATERLOO
112.6 ATR
Chan 73

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

18,000
042° (87)

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

4000
046° (30)

R-334

SNOW HILL
112.4 SWL
Chan 71

N

NOTE: Chart not to scale.

PHILADELPHIA, PENNSYLVANIA

ST-320 (FAA)

LOC I-MQS	APP CRS	Rwy Idg	5400
108.5	293°	TDZE	660
		Apt Elev	660

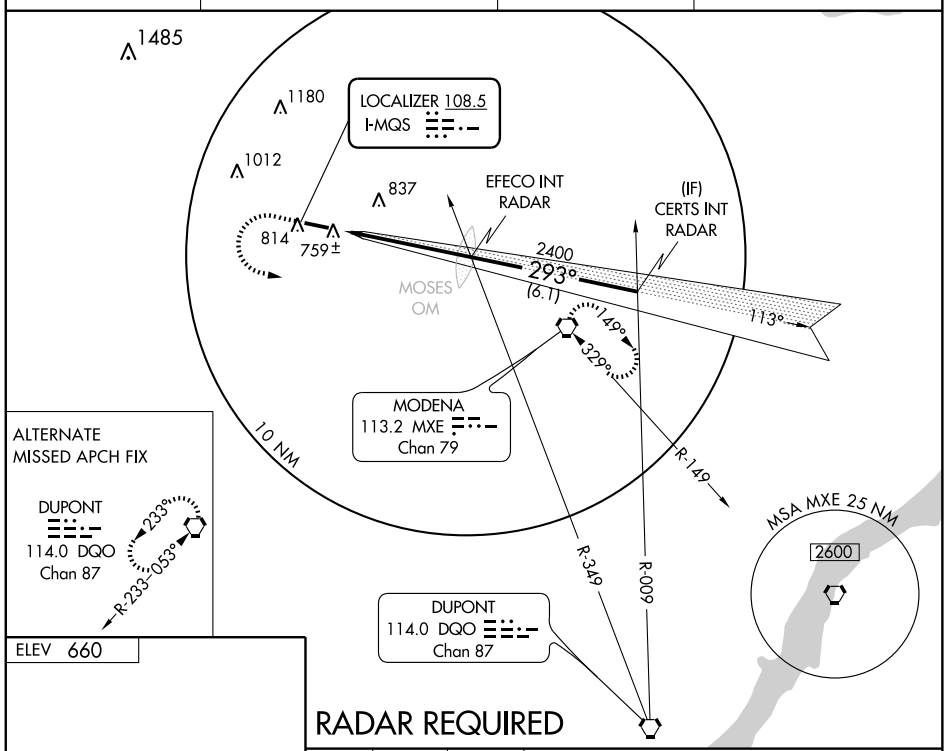
ILS or LOC RWY 29

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

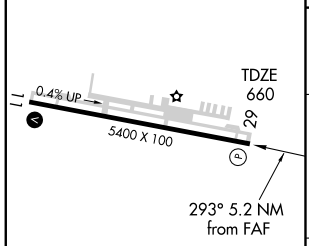
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility ¼ mile all Cats, S-LOC 29 visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

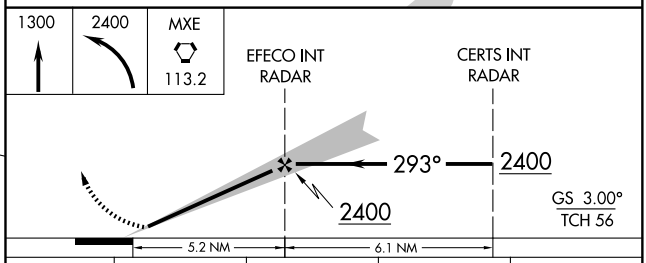
MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.25	124.35 319.15	125.6	122.7 (CTAF)



RADAR REQUIRED





HIRL Rwy 11-29
REIL Rwy 11-29

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 29	919-1 259 (300-1)			
S-LOC 29	1040-1 380 (400-1)			1040-1¼ 380 (400-1¼)
CIRCLING	1120-1 460 (500-1)		1220-1½ 560 (600-1½)	1240-2 580 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5400
CH 63006	113°	TDZE	644
W11A		Apt Elev	660

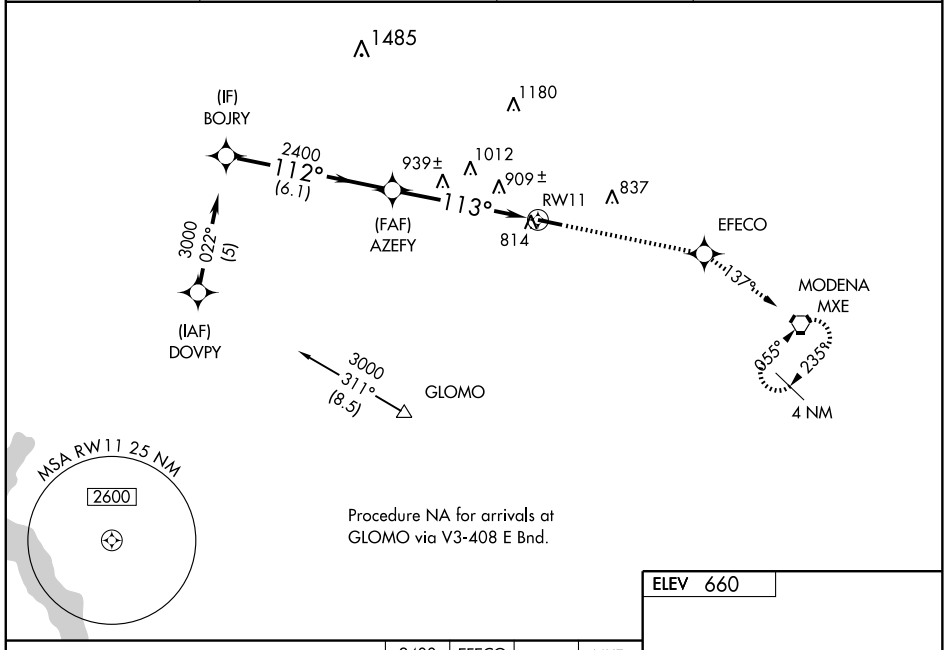
RNAV (GPS) RWY 11

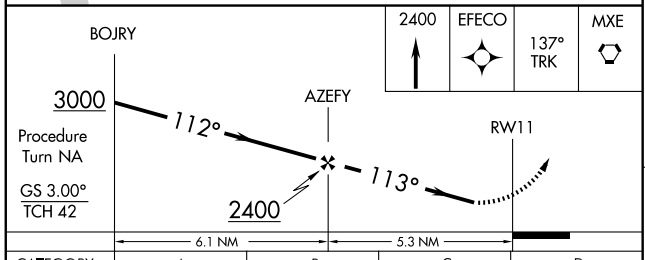
COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

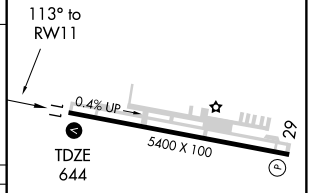
Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2400 direct EFECO and via 137° track to MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.25	124.35 319.15	125.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		955-1	311 (300-1)	
LNAV/VNAV DA		1274-2¼	630 (700-2¼)	
LNAV MDA	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)
CIRCLING	1200-1 540 (600-1)		1220-1½ 560 (600-1½)	1240-2 580 (600-2)

HIRL Rwy 11-29 L
REIL Rwy 11-29 L

COATESVILLE, PENNSYLVANIA

AL-5134 (FAA)

WAAS	APP CRS	Rwy Idg	5400
CH 82506	293°	TDZE	660
W29A		Apt Elev	660

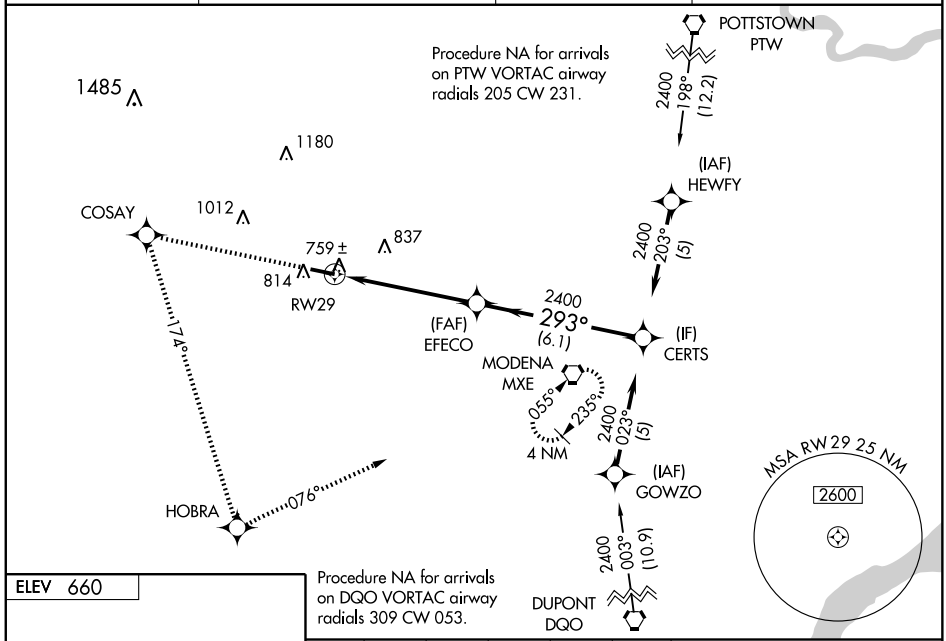
RNAV (GPS) RWY 29

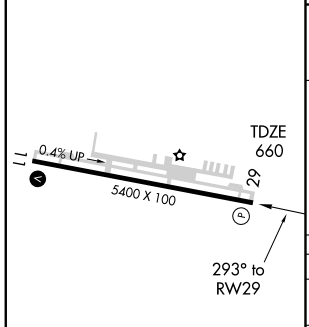
COATESVILLE/ CHESTER COUNTY G.O. CARLSON (MQS)

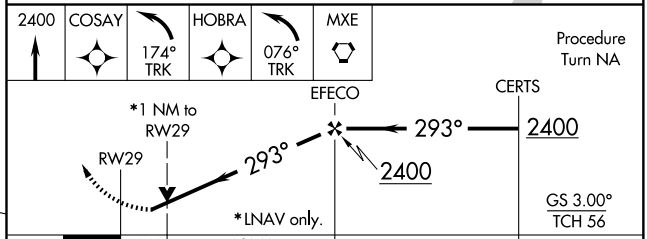
Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile. VDP NA when using Heritage Field altimeter setting.

MISSED APPROACH: Climb to 2400 direct COSAY and left turn via 174° track to HOBRA and left turn via 076° track to MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.25	124.35 319.15	125.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	938-1	278 (300-1)		
LNAV/VNAV DA	1029-1¼	369 (400-1¼)		
LNAV MDA	1020-1	360 (400-1)		1020-1¼ 360 (400-1¼)
CIRCLING	1120-1	460 (500-1)	1220-1½ 560 (600-1½)	1240-2 580 (600-2)

HIRL Rwy 11-29 L

REIL Rwy 11-29 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2460
088°	TDZE	277
	Apt Elev	277

RNAV (GPS) RWY 9

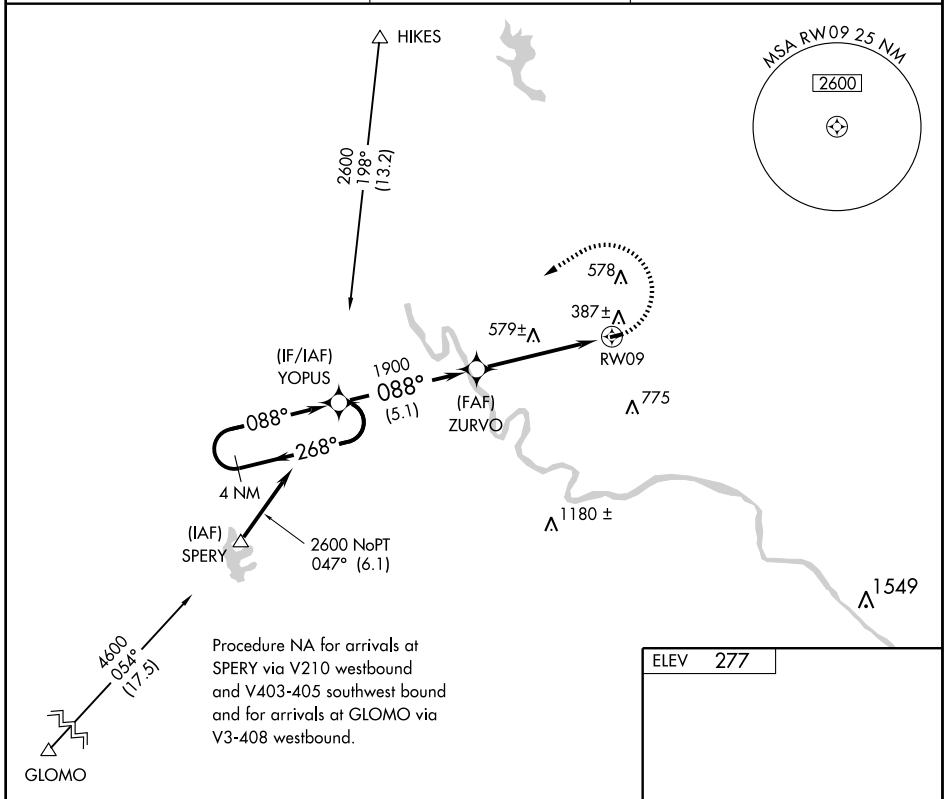
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

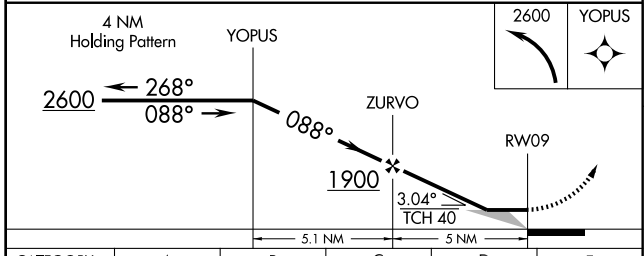
Use Pottstown-Limerick altimeter setting; if not received, use Philadelphia Intl altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

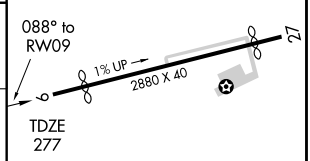
NA

MISSED APPROACH: Climbing left turn to 2600 direct YOPUS and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF) L







ELEV 277

CATEGORY	A	B	C	D	E
LNAV MDA	860 - 1 583 (600-1)	NA			
CIRCLING	860 - 1 583 (600-1)	NA			

LIRL Rwy 9-27 L ★

NE-4, 14 JAN 2010 to 11 FEB 2010

COLLEGEVILLE, PENNSYLVANIA

AL-6284 (FAA)

APP CRS	Rwy Idg	2510
268°	TDZE	277
	Apt Elev	277

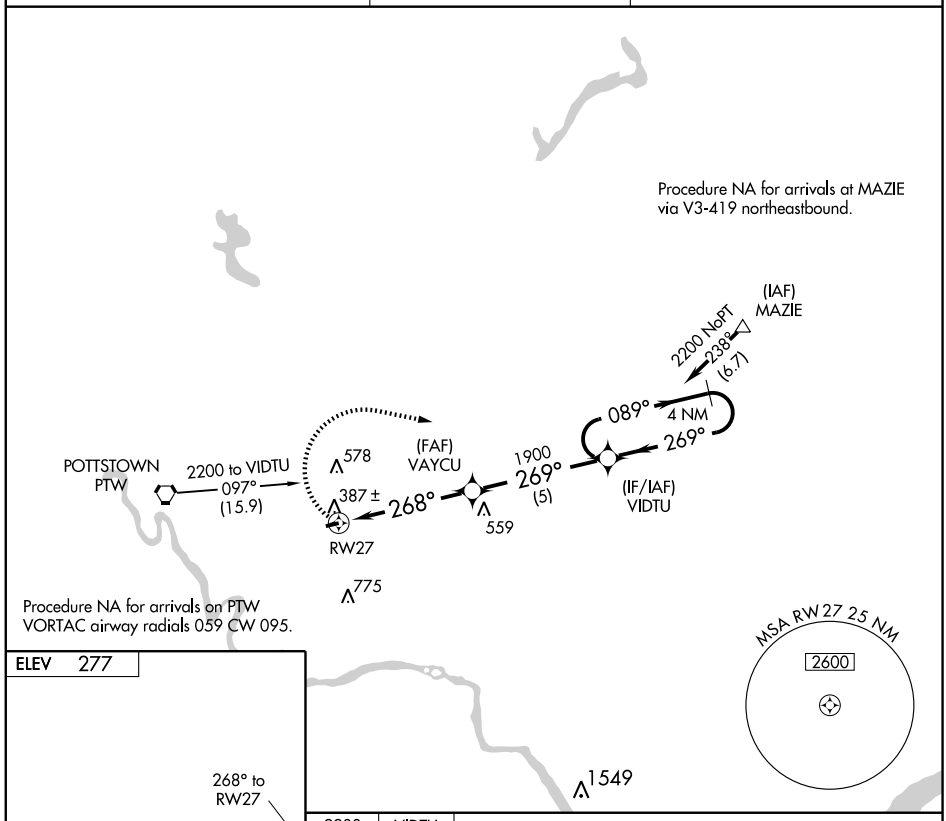
RNAV (GPS) RWY 27

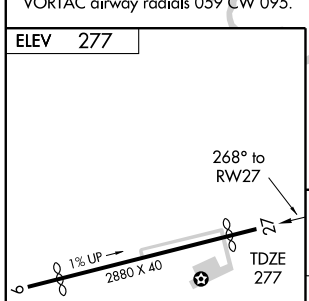
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

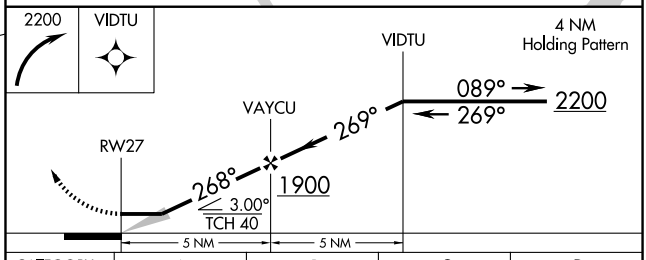
DME/DME RNP-0.3 NA.
Use Philadelphia Intl altimeter setting.
Straight-in minimums NA at night.

MISSED APPROACH: Climbing right turn to 2200 direct VIDTU and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860 - 1 583 (600-1)	NA		
CIRCLING	880 - 1 603 (700-1)	NA		

LIRL Rwy 9-27 L★

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC PTW 116.5 Chan 112	APP CRS 110°	Rwy Idg 2460 TDZE 277 Apt Elev 277

VOR RWY 9

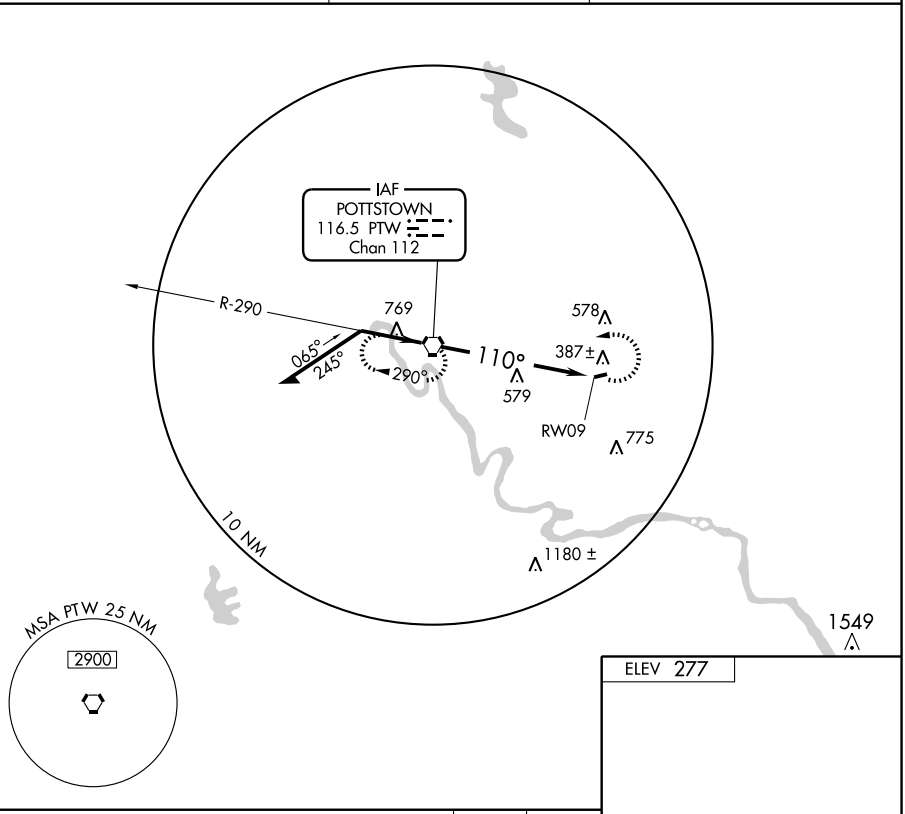
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

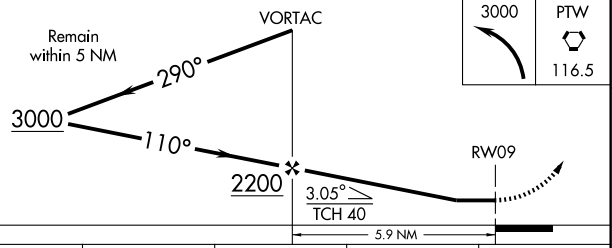
NA

Use Philadelphia Intl altimeter setting.

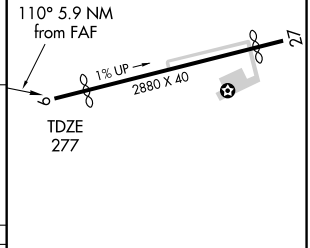
MISSED APPROACH: Climbing left turn to 3000 direct PTW VORTAC and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF) L





3000	PTW 116.5



ELEV 277

LIRL Rwy 9-27 L ★

CATEGORY	A	B	C	D
S-9	920 - 1 643 (700-1)	NA		
CIRCLING	920 - 1 643 (700-1)	NA		

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-VVS	APP CRS	Rwy Idg	3458
110.7	049°	TDZE	1255
		Apt Elev	1267

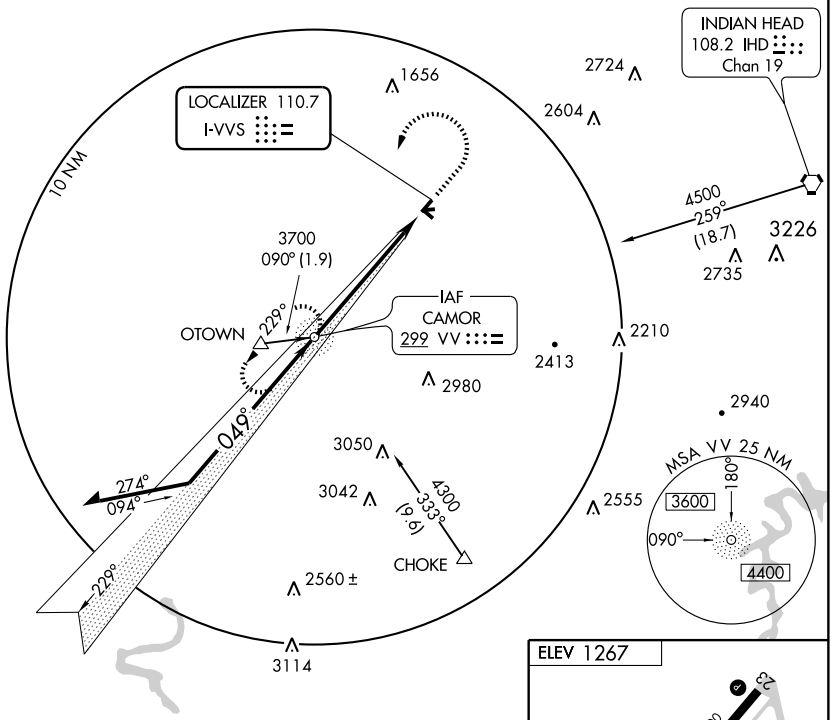
LOC RWY 5

CONNELLSVILLE / JOSEPH A. HARDY CONNELLSVILLE (VVS)

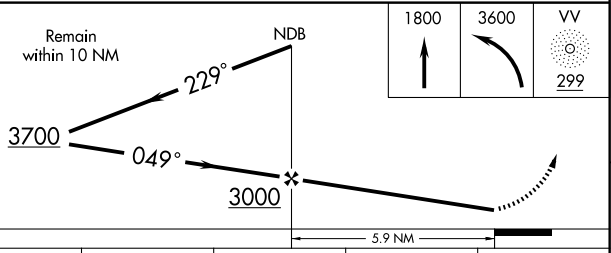
NA

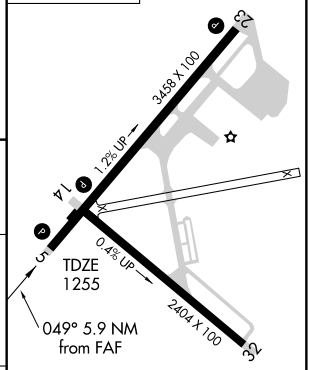
MISSED APPROACH: Climb to 1800 then climbing left turn to 3600 direct CAMOR NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.32	124.4 327.1	122.8 (CTAF) L



ADF REQUIRED





REIL Rwy 5 L
MIRL Rwy 5-23 and 14-32 L

CATEGORY	A	B	C	D
S-5	1620-1 365 (400-1)			NA
CIRCLING	1940-1 673 (700-1)	2120-1¼ 853 (900-1¼)	2180-2¾ 913 (1000-2¾)	NA

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-4, 14 JAN 2010 to 11 FEB 2010

NDB ORJ	APP CRS	Rwy Idg	4100
258	128°	TDZE	1747
		Apt Elev	1766

NDB RWY 14

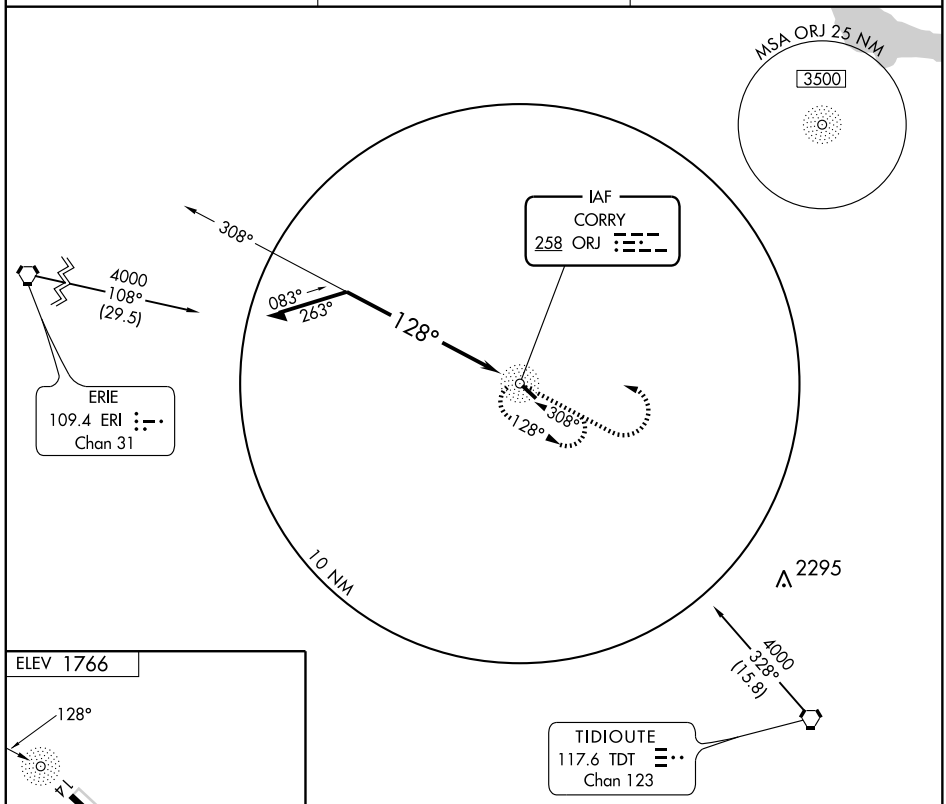
CORRY-LAWRENCE (8G2)

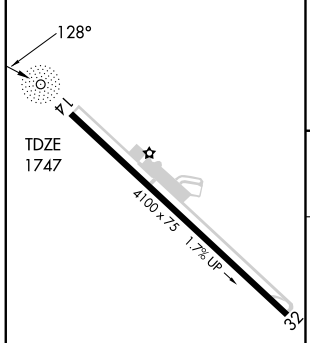
NA

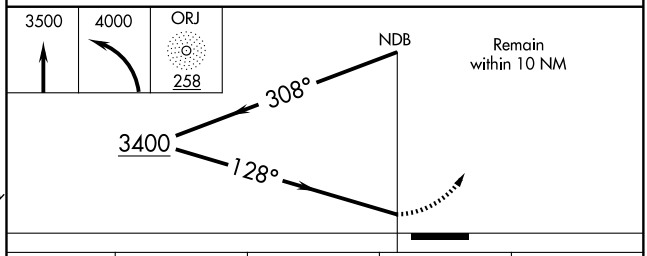
Use Jamestown, NY altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing left turn to 4000 direct ORJ NDB and hold.

JAMESTOWN AWOS-3	ERIE APP CON *	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	2400-1	653 (700-1)	2400-1¾ 653 (700-1¾)	NA
CIRCLING	2400-1	634 (700-1)	2400-1¾ 634 (700-1¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4100
143°	TDZE	1747
	Apt Elev	1766

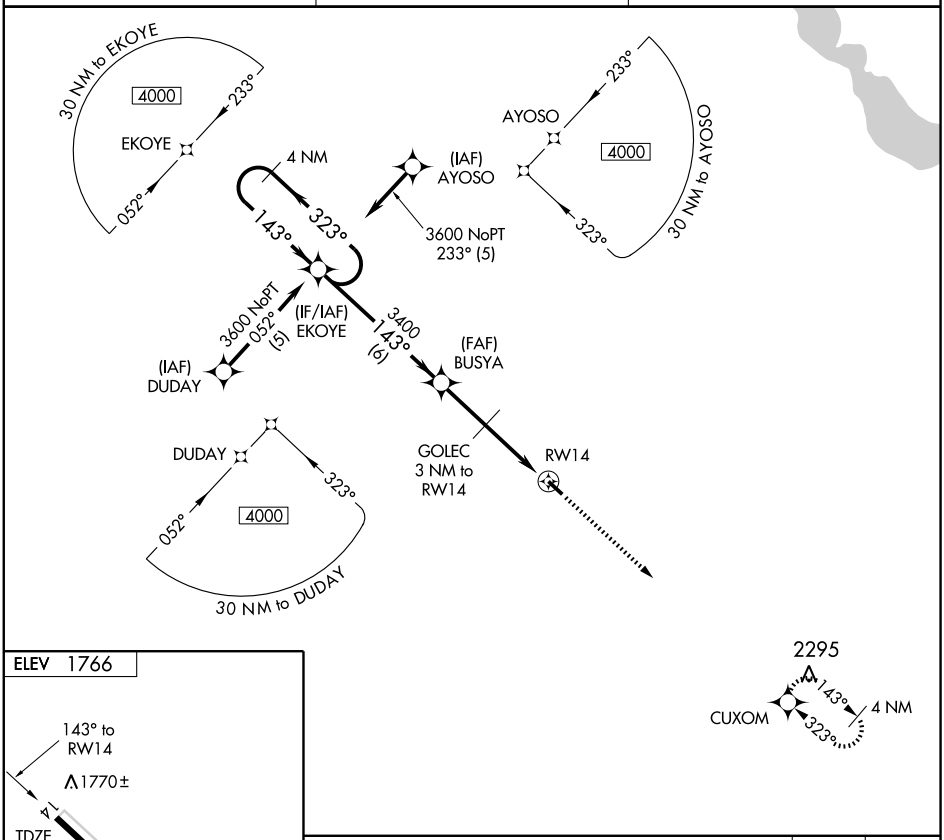
RNAV (GPS) RWY 14
CORRY-LAWRENCE (8G2)

T
NA

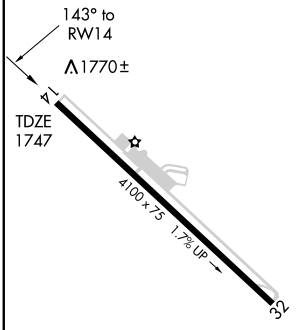
Use Jamestown, NY altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct CUXOM WP and hold.

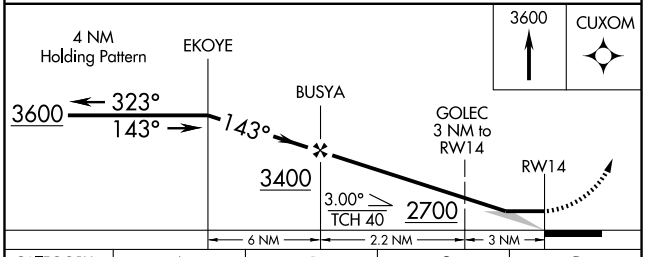
JAMESTOWN AWOS-3	ERIE APP CON *	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L



ELEV 1766



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	2100-1 353 (400-1)			NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4100
323°	TDZE	1766
	Apt Elev	1766

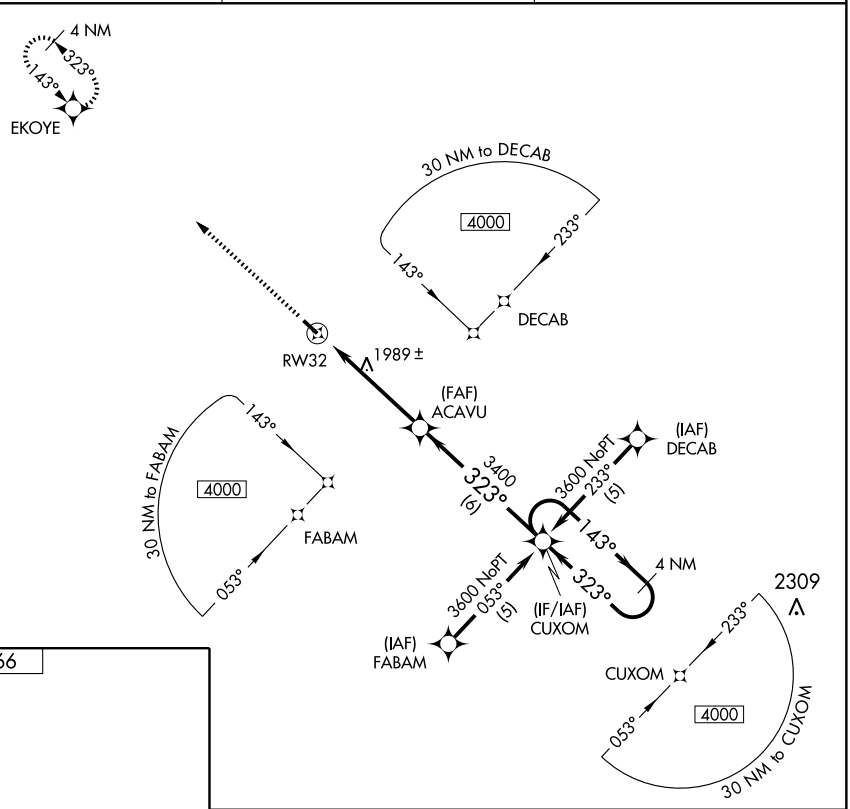
RNAV (GPS) RWY 32
CORRY-LAWRENCE (8G2)

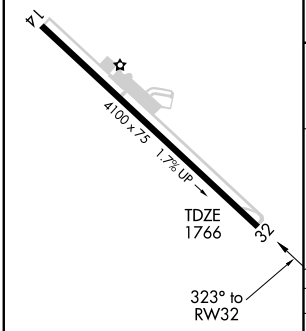
NA

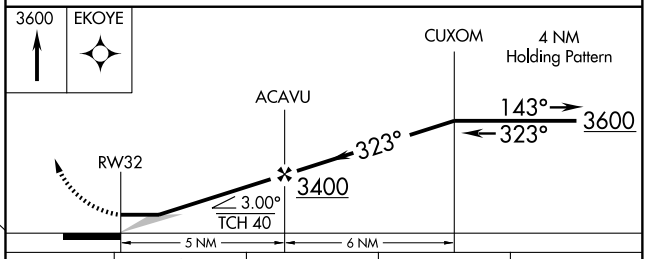
Use Jamestown, NY altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct EYOKE WP and hold.

JAMESTOWN AWOS-3	ERIE APP CON ★	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2300-1 534 (600-1)		2300-1½ 534 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4. 14 JAN 2010 to 11 FEB 2010

CORRY, PENNSYLVANIA

AL-6206 (FAA)

VORTAC TDT	APP CRS	Rwy Idg 4100
117.6	329°	TDZE 1766
Chan 123		Apt Elev 1766

VOR RWY 32

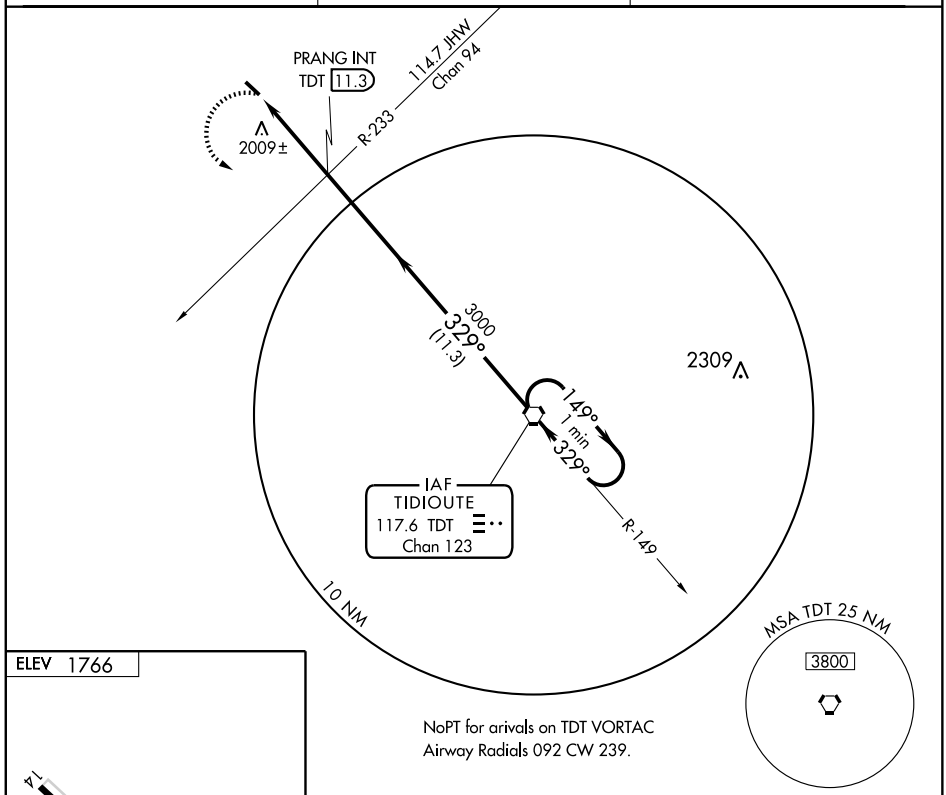
CORRY-LAWRENCE (8G2)

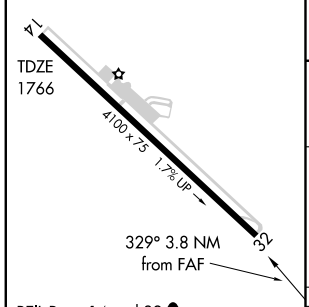
NA

Use Jamestown, NY altimeter setting.

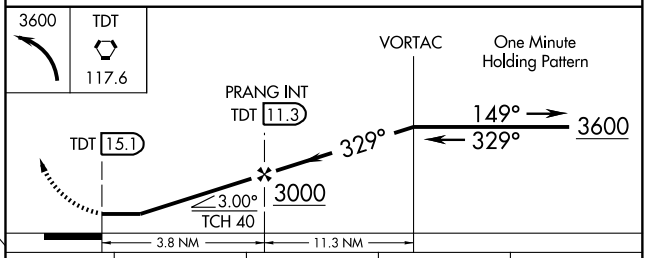
MISSED APPROACH: Climbing left turn to 3600 direct TDT VORTAC and hold.

JAMESTOWN AWOS-3	ERIE APP CON *	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-32	2320-1	554 (600-1)	2320-1½ 554 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

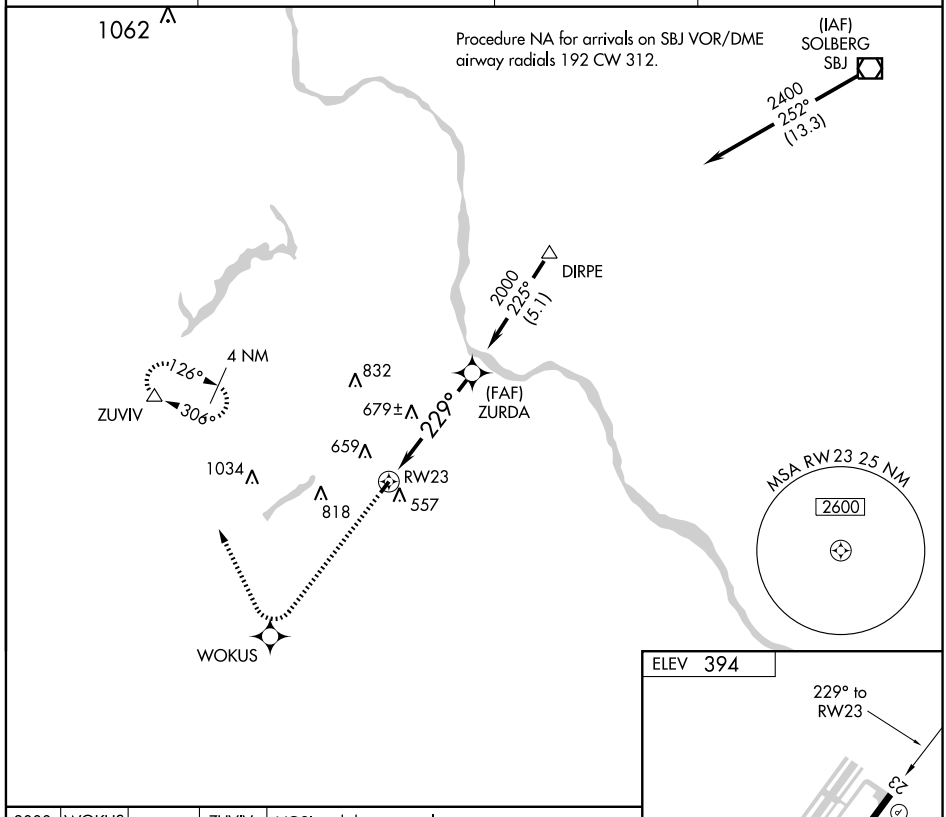
APP CRS	Rwy Idg	3004
229°	TDZE	394
	Apt Elev	394

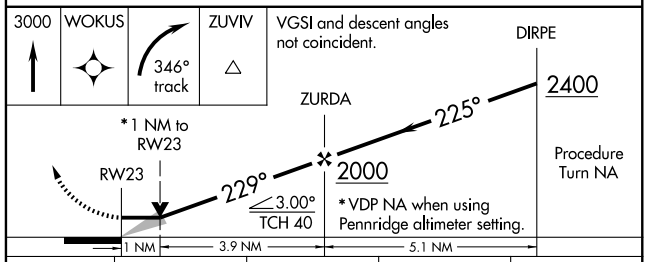
RNAV (GPS) RWY 23
DOYLESTOWN (DYL)

GPS or RNP-0.3 required. If local altimeter setting not received, use Pennridge altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

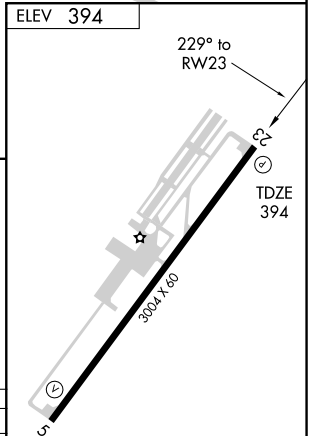
MISSED APPROACH: Climb to 3000 direct WOKUS WP and right turn via 346° track to ZUVIV and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	940-1	546 (600-1)	NA	
CIRCLING	960-1	566 (600-1)	NA	



REIL Rwy 23 L
MIRL Rwy 5-23

NE-4, 14 JAN 2010 to 11 FEB 2010

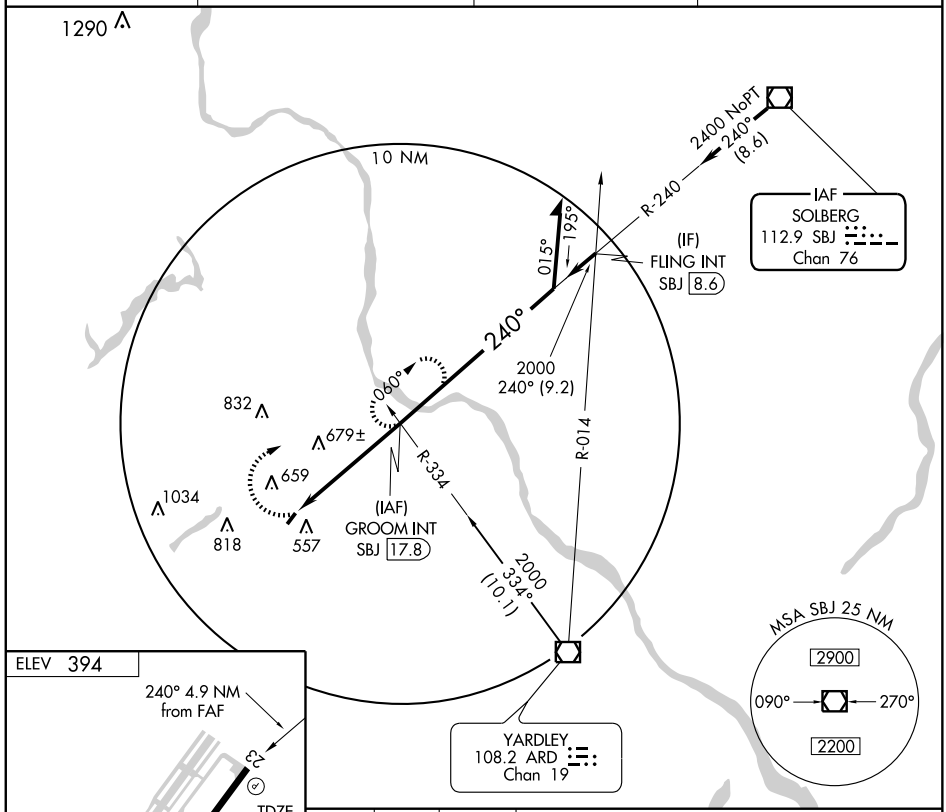
VOR/DME SBJ	APP CRS	Rwy Idg	3004
112.9	240°	TDZE	394
Chan 76		Apt Elev	394

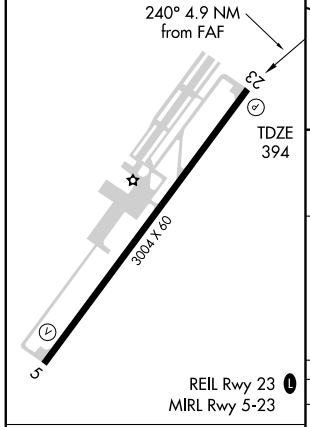
VOR RWY 23
DOYLESTOWN (DYL)

If local altimeter setting not received, use Pennridge altimeter setting.

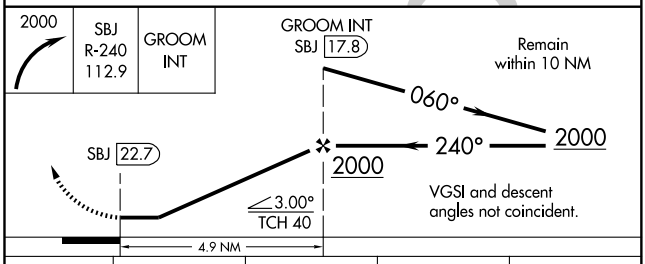
MISSED APPROACH: Climbing right turn to 2000 to intercept the SBJ R-240 to GROOM Int/SBJ 17.8 DME and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF) L





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-23	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	
CIRCLING	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-DUJ	APP CRS	Rwy Idg	5503
109.9	250°	TDZE	1816
		Apt Elev	1817

ILS or LOC RWY 25

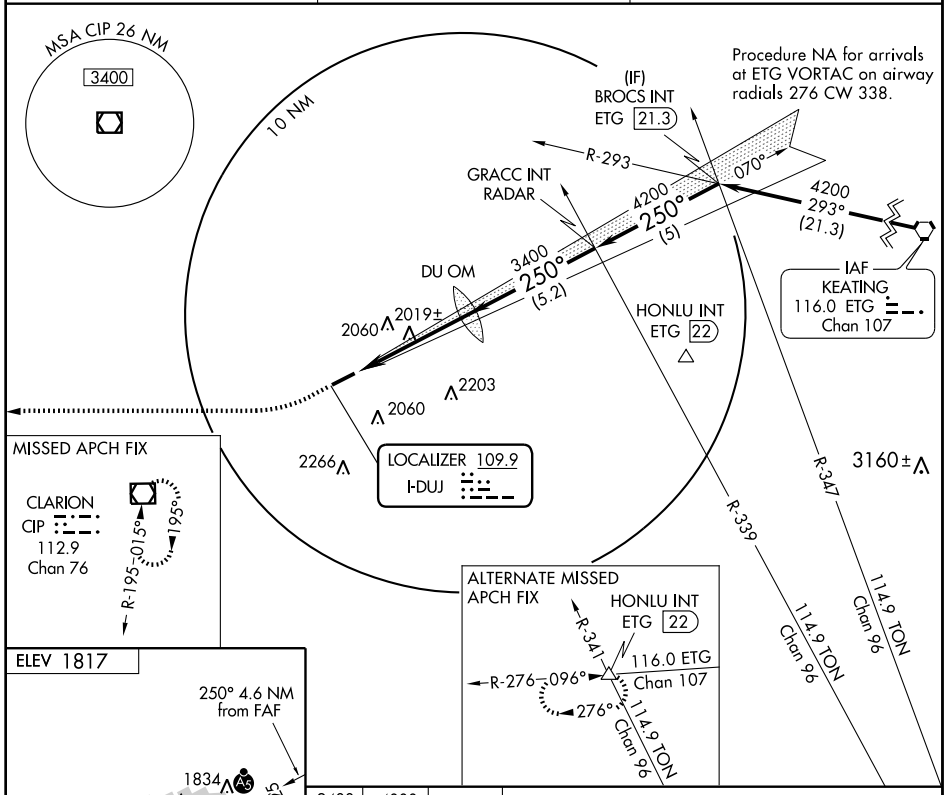
DUBOIS RGNL (DUJ)

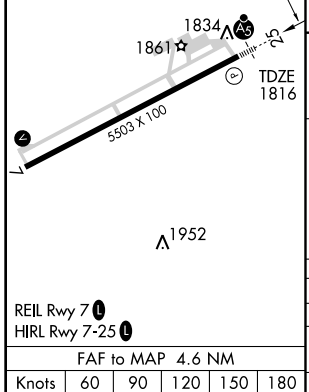
When local altimeter setting not received, use Clearfield altimeter setting and increase DA to 2112 feet and all MDAs 100 feet and S-LOC 25 visibility Cats C/D and Circling Cat C ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS 25 all Cats visibility ½ mile.

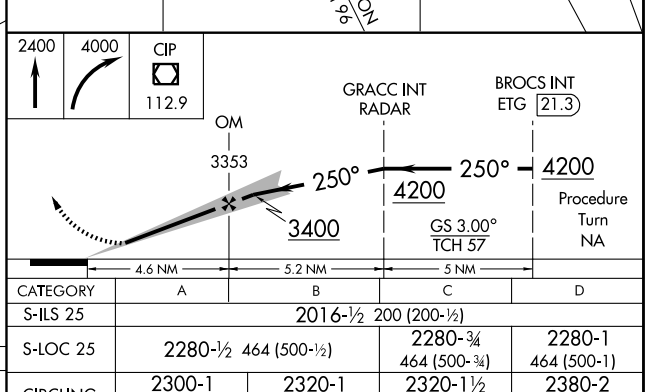
MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct CIP VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L







REIL Rwy 7 L
HIRL Rwy 7-25 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 25	2016-½ 200 (200-½)			
S-LOC 25	2280-½ 464 (500-½)		2280-¾ 464 (500-¾)	2280-1 464 (500-1)
CIRCLING	2300-1 483 (500-1)	2320-1 503 (600-1)	2320-1½ 503 (600-1½)	2380-2 563 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

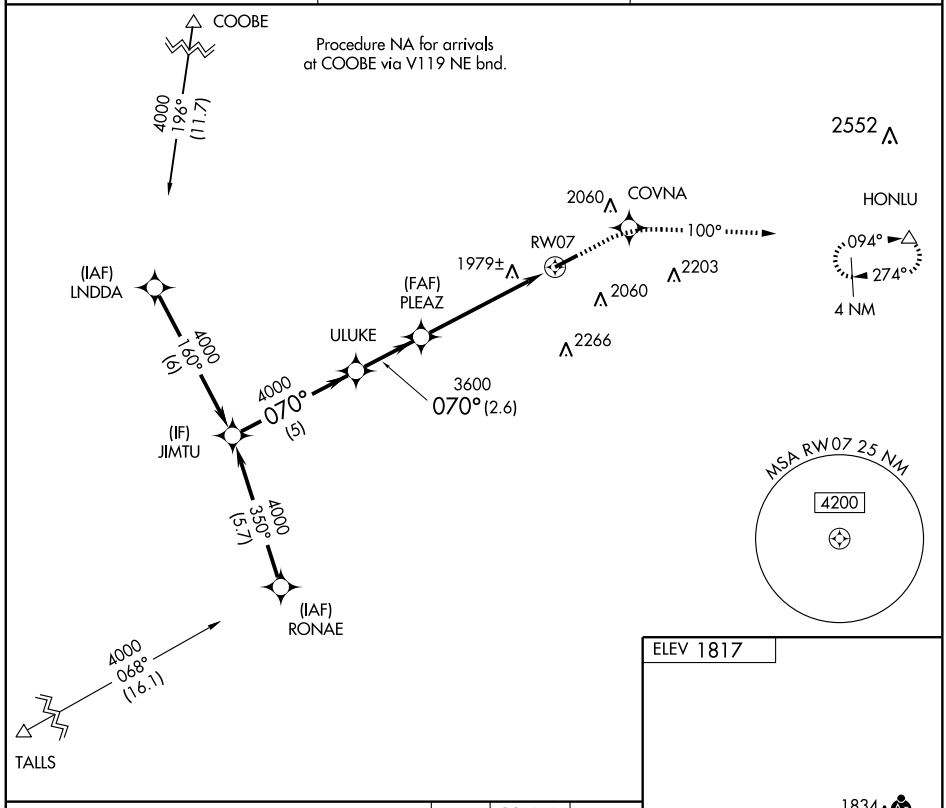
APP CRS	Rwy Idg	5503
070°	TDZE	1817
	Apt Elev	1817

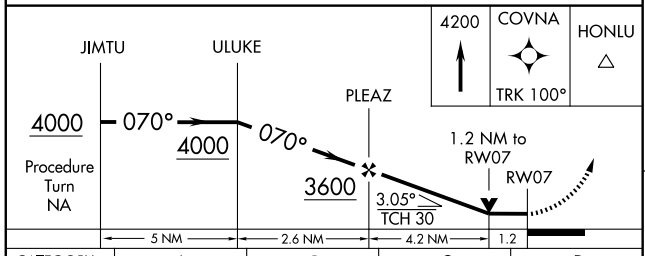
RNAV (GPS) RWY 7
DUBOIS RGNL (DUJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDAs 100 feet, LNAV Cats C/D and Circling Cat C visibility ½ mile. VDP NA with Clearfield altimeter setting.

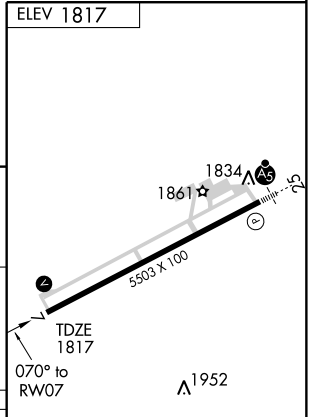
MISSED APPROACH: Climb to 4200 direct COVNA and via 100° track to HONLU and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2240-1 423 (500-1)		2240-1¼ 423 (500-1¼)	
CIRCLING	2300-1 483 (500-1)	2320-1 503 (600-1)	2320-1½ 503 (600-1½)	2380-2 563 (600-2)



REIL Rwy 7 L
HIRL Rwy 7-25 L

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5503
CH 97407	250°	TDZE	1816
W25A		Apt Elev	1817

RNAV (GPS) RWY 25

DUBOIS RGNL (DUJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all DAs 96 feet and all MDAs 100 feet and LPV all Cats, LNAV Cat C, Circling Cat C visibilities ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibilities ½ mile. For inoperative MALSR when using Clearfield altimeter setting; increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

MALSR

MISSED APPROACH: Climb to 4000 direct ULUKE and via 285° track to CIP VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L

Procedure NA for arrivals at COOBE via V119 southeast bound, V232 westbound.

COOBE 4200 094° (23.8)

(IAF) DRTHE 4200 161° (6)

(IF) BROCS 4200 251° (5)

GRACC 4200 327° (7.7) (IAF) DAAAV

MISSED APCH FIX CLARION CIP 017° 197° 4 NM

(FAF) DUBOI 3400 251° (5)

2059± 2060 250°

RW25 1939± 2203 2060 2266

285° ULUKE

Procedure NA for arrivals at DAAAV via V226 eastbound, V184 southeast bound.

MSA RW25 25 NM 4200 2996

ELEV 1817

250° to RW25

1834 1861 TDZE 1816 5503 X 100

1952

REIL Rwy 7 L

HIRL Rwy 7-25 L

4000	ULUKE	TRK 285°	CIP

*LNAV only.

*1.4 NM to RW25

RW25 250° DUBOI 251° 3400 GRACC 4200 BROCS 251° 4200

Procedure Turn NA

GS 3.00° TCH 57

1.4 3.3 NM 5 NM 5 NM

CATEGORY	A	B	C	D
LPV DA	2066-½ 250 (300-½)			
LNAV/VNAV DA	2209-¾ 393 (400-¾)			
LNAV MDA	2320-½ 504 (600-½)		2320-1 504 (600-1)	
CIRCLING	2320-1 503 (600-1)		2320-1½ 503 (600-1½)	2380-2 563 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

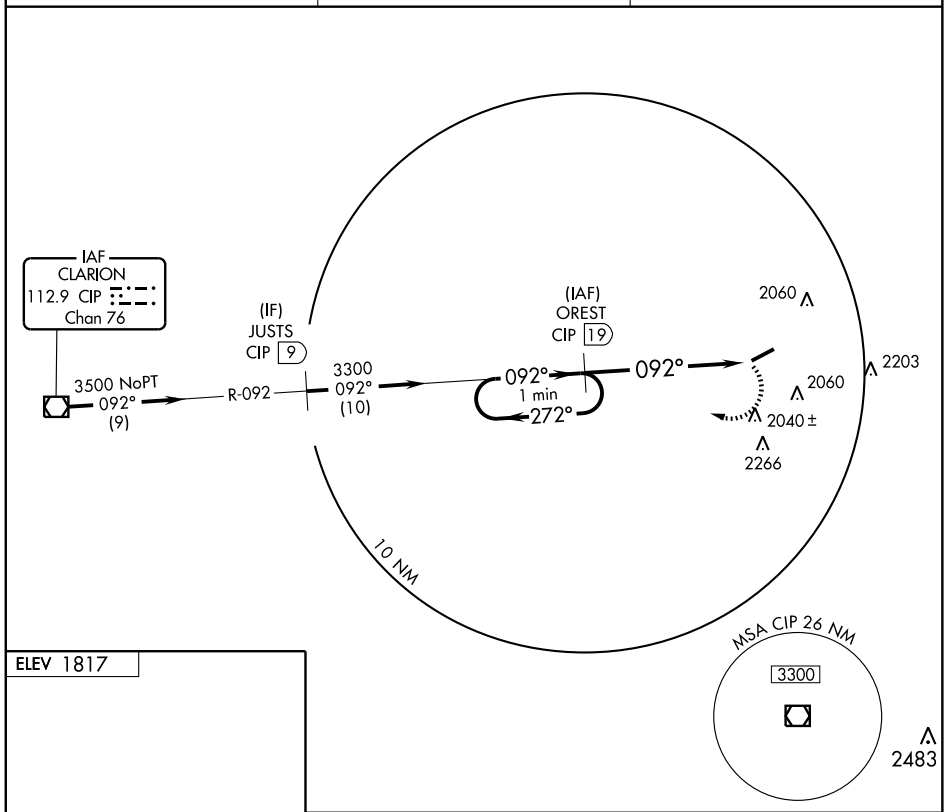
VOR/DME CIP	APP CRS	Rwy Idg	5503
112.9	092°	TDZE	1817
Chan 76		Apt Elev	1817

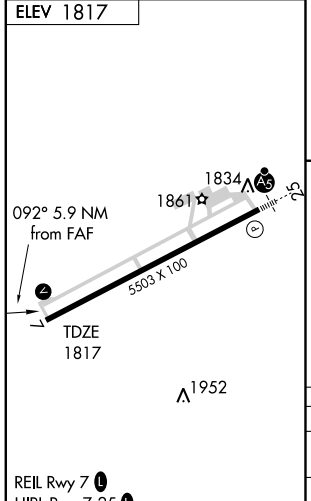
VOR/DME RWY 7

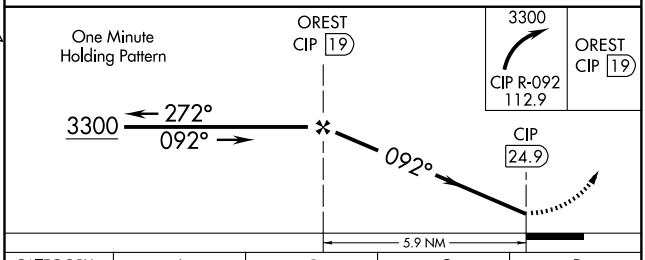
DUBOIS RGNL (DUJ)

MISSED APPROACH: Climbing right turn to 3300 via CIP VOR/DME R-092 to OREST/CIP 19 DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-7	2300-1 483 (500-1)	2300-1¼ 483 (500-1¼)	2300-1½ 483 (500-1½)	2300-1¾ 483 (500-1¾)
CIRCLING	2300-1 483 (500-1)	2320-1¼ 503 (600-1¼)	2320-1½ 503 (600-1½)	2380-2 563 (600-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME STW	APP CRS	Rwy Idg	N/A
109.6	291°	TDZE	N/A
Chan 33		Apt Elev	480

VOR/DME or GPS-A

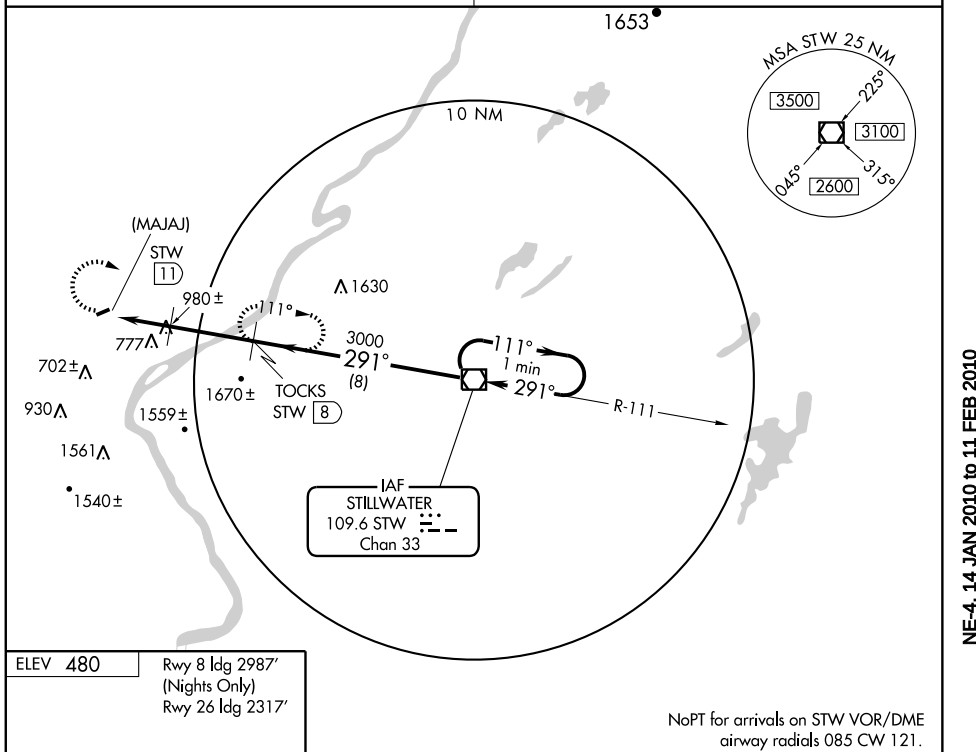
EAST STROUDSBURG / STROUDSBURG-POCONO (N53)

Obtain local altimeter setting on CTAF; when not received, use Allentown altimeter setting minimums.

NA

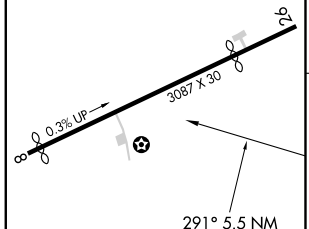
MISSED APPROACH: Climbing right turn to 3000 via STW R-291 to TOCKS 8 DME and hold.

ALLENTOWN APP CON	UNICOM
119.65 397.9	123.0 (CTAF) L



ELEV 480

Rwy 8 ldg 2987′
(Nights Only)
Rwy 26 ldg 2317′



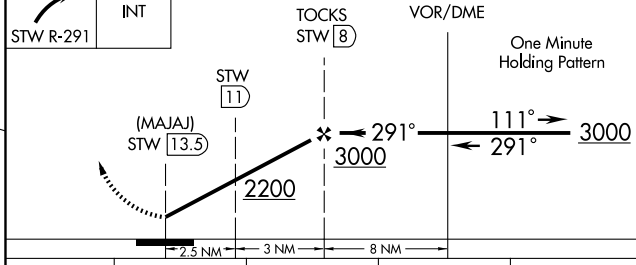
291° 5.5 NM from FAF

LIRL Rwy 8-26 L ★

Knots	60	90	120	150	180
Min:Sec					

NoPT for arrivals on STW VOR/DME airway radials 085 CW 121.

3000 STW R-291	TOCKS INT



CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 1000 (1000-1¼)	1480-1½ 1000 (1000-1½)	NA	

ALLENTOWN ALTIMETER SETTING MINIMUMS		
CIRCLING	1980-3 1500 (1500-3)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	1764
009°	TDZE	395
	Apt Elev	399

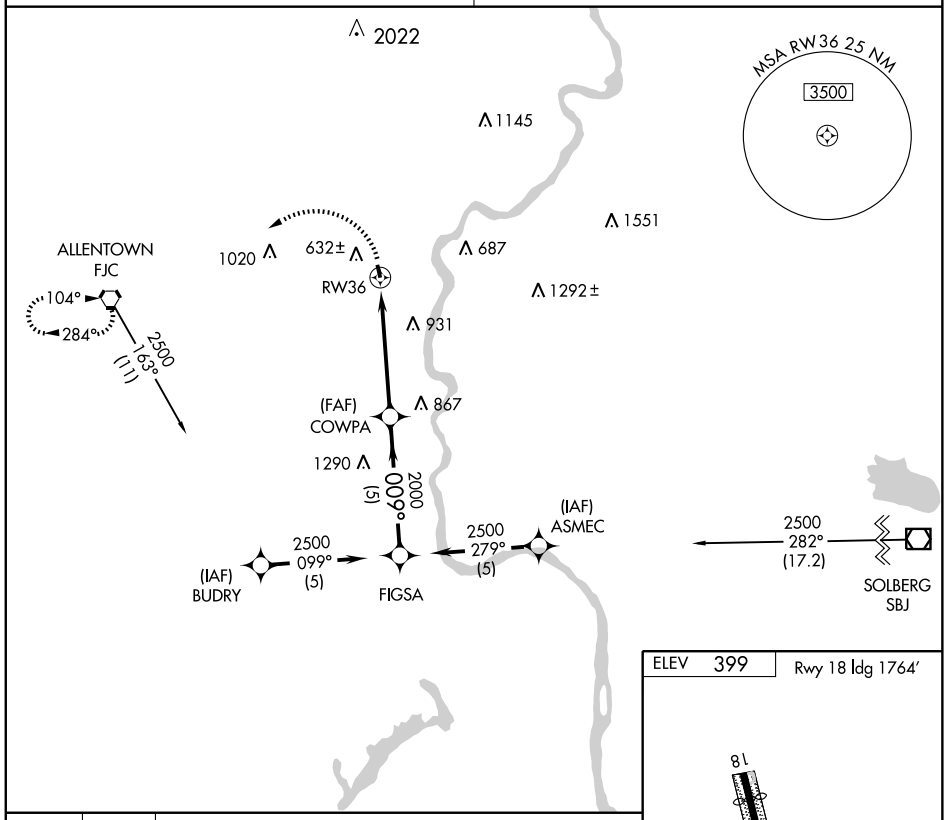
GPS RWY 36

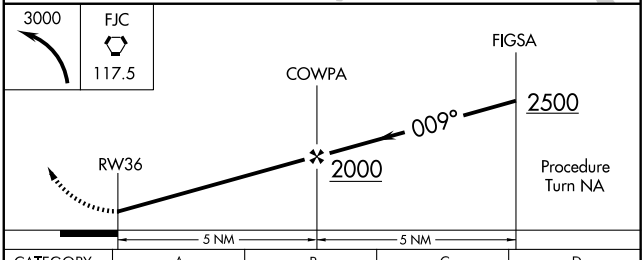
EASTON/BRADEN AIRPARK (N43)

Use Allentown, PA altimeter setting.
NA Procedure NA at night.

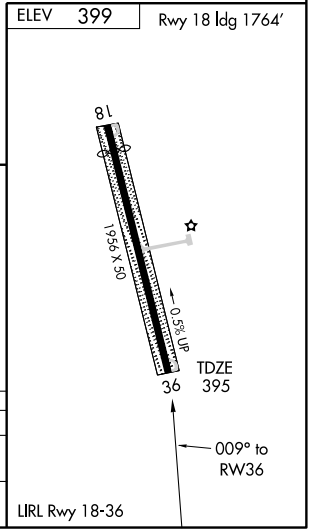
MISSED APPROACH: Climbing left turn to 3000, direct FJC VORTAC and hold.

ALLENTOWN APP CON	UNICOM
119.65 397.9	**123.0** (CTAF)





CATEGORY	A	B	C	D
S-36	1160-1 765 (800-1)	1160-1¼ 765 (800-1¼)	NA	
CIRCLING	1160-1 761 (800-1)	1160-1¼ 761 (800-1¼)	NA	



NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC FJC 117.5 Chan 122	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 399

VOR/DME or GPS-D

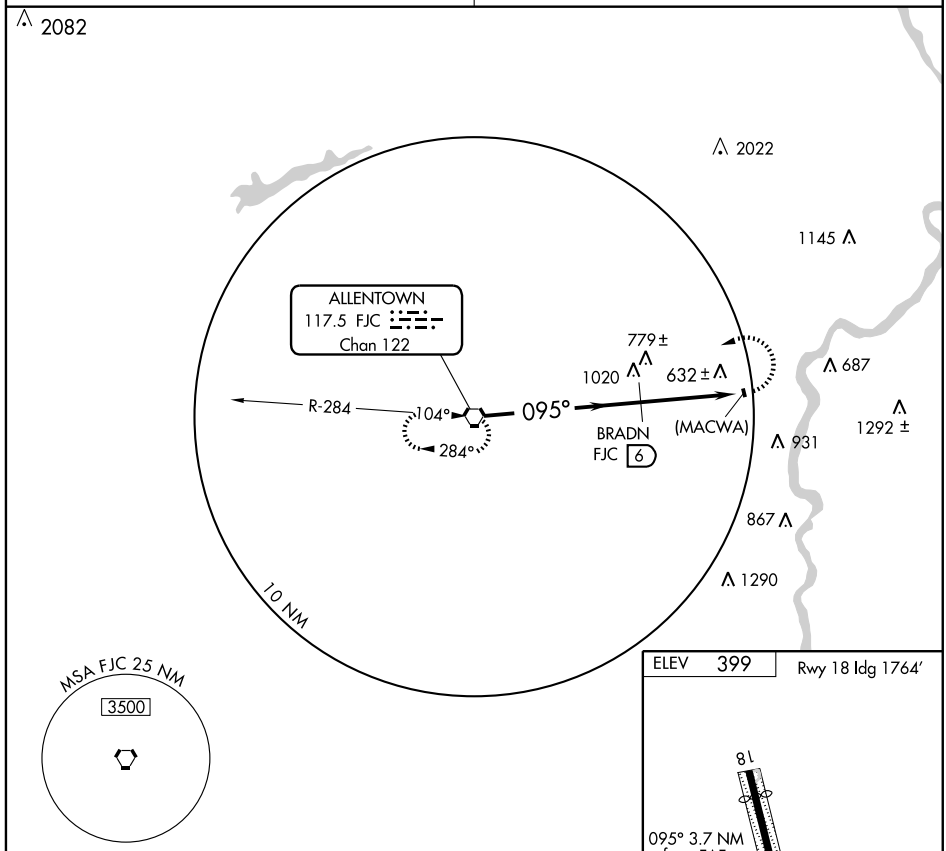
EASTON/BRADEN AIRPARK (N43)

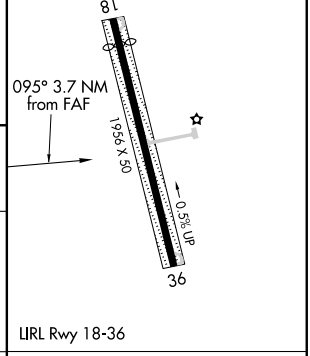
▼ NA

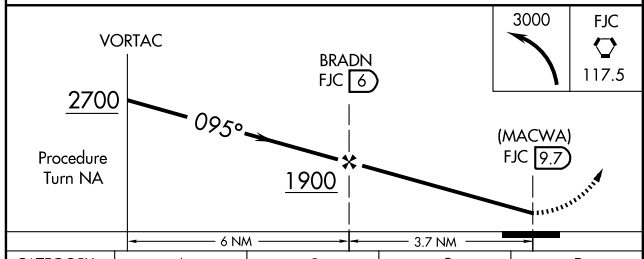
Use Allentown, PA altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 3000, direct to FJC VORTAC and hold.

ALLENTOWN APP CON	UNICOM
119.65 397.9	**123.0** (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1300-1¼	901 (1000-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS		
066°	Rwy Idg	3204
	TDZE	2088
	Apt Elev	2099

RNAV (GPS) RWY 7
EBENSBURG (9G8)

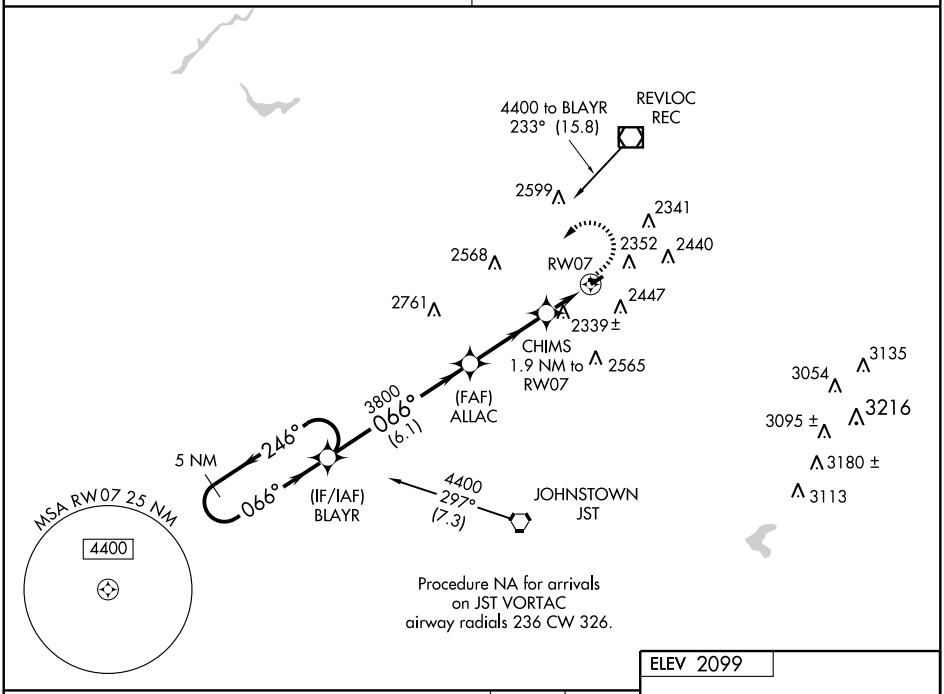
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

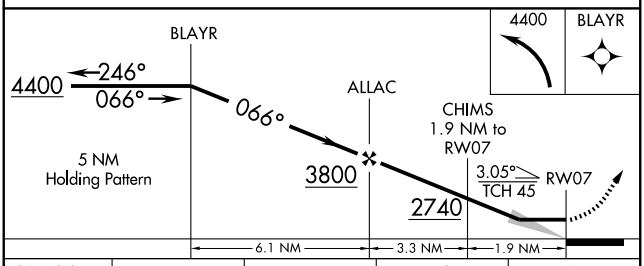
NA

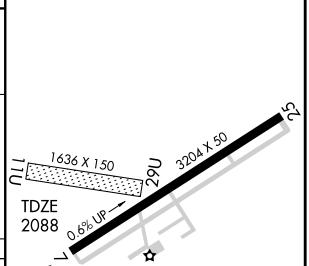
MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.

CLEVELAND CENTER
121.2 299.2

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2600-1 512 (600-1)		2600-1½ 512 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2640-1 552 (600-1)		2640-1½ 552 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA

MIRL Rwy 7-25 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3204
246°	TDZE	2098
	Apt Elev	2099

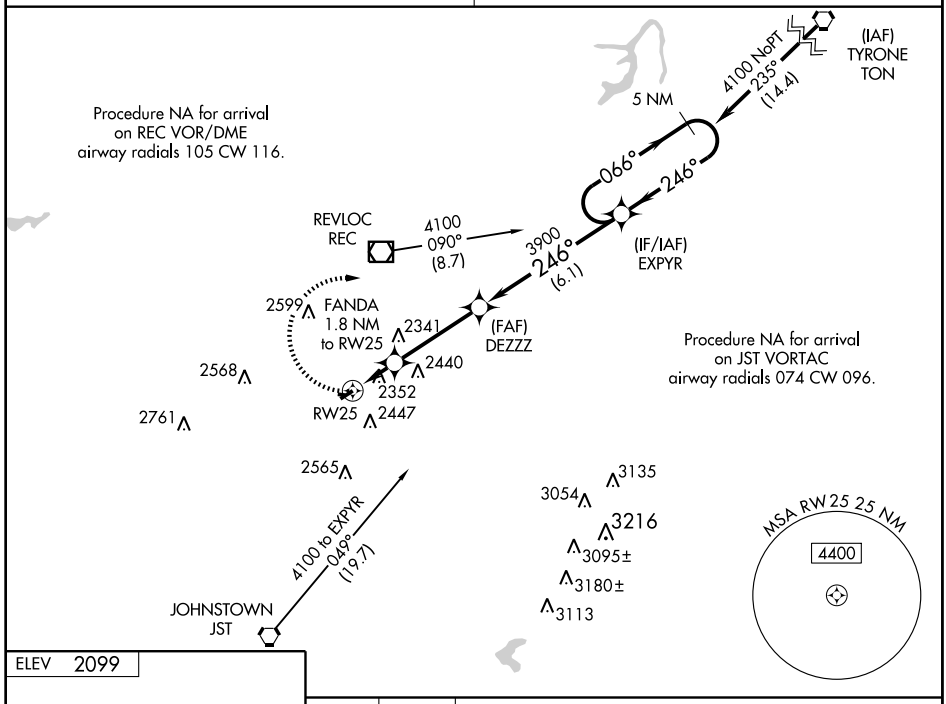
RNAV (GPS) RWY 25
EBENSBURG (9G8)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

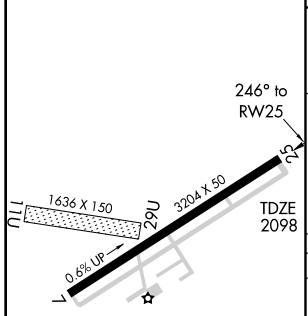
NA

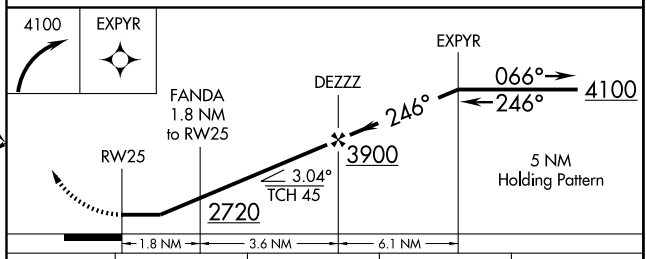
MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.

CLEVELAND CENTER	UNICOM
121.2 299.2	122.8 (CTAF) L



ELEV 2099





CATEGORY	A	B	C	D
LNAV MDA	2620-1 522 (600-1)		2620-1½ 522 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2¼ 841 (900-2¼)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2660-1 562 (600-1)		2660-1½ 562 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2½ 881 (900-2½)	NA

MIRL Rwy 7-25 L

NE-4, 14 JAN 2010 to 11 FEB 2010

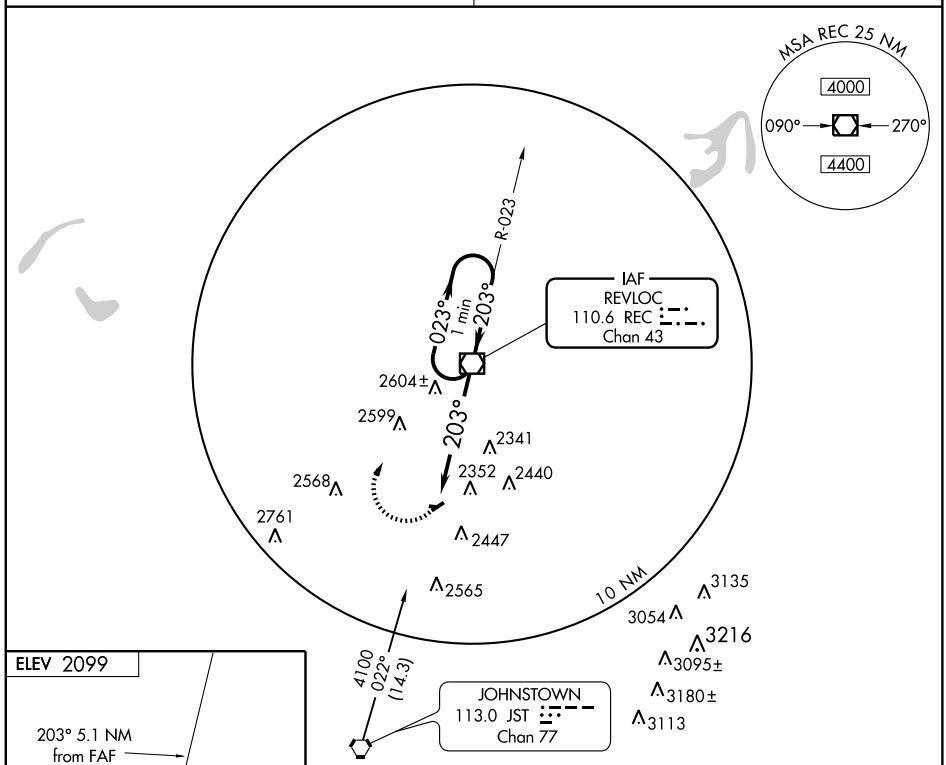
VOR/DME REC	APP CRS	Rwy Idg	N/A
110.6	203°	TDZE	N/A
Chan 43		Apt Elev	2099

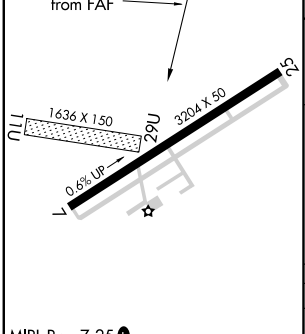
VOR-A
EBENSBURG (9G8)

Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct REC VOR/DME and hold.

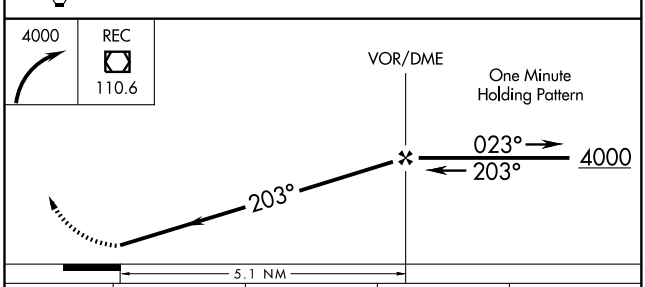
CLEVELAND CENTER	UNICOM
121.2 299.2	122.8 (CTAF)





MIRL Rwy 7-25 (L)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
CIRCLING	2860-1 761 (800-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	2920-1 821 (900-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA

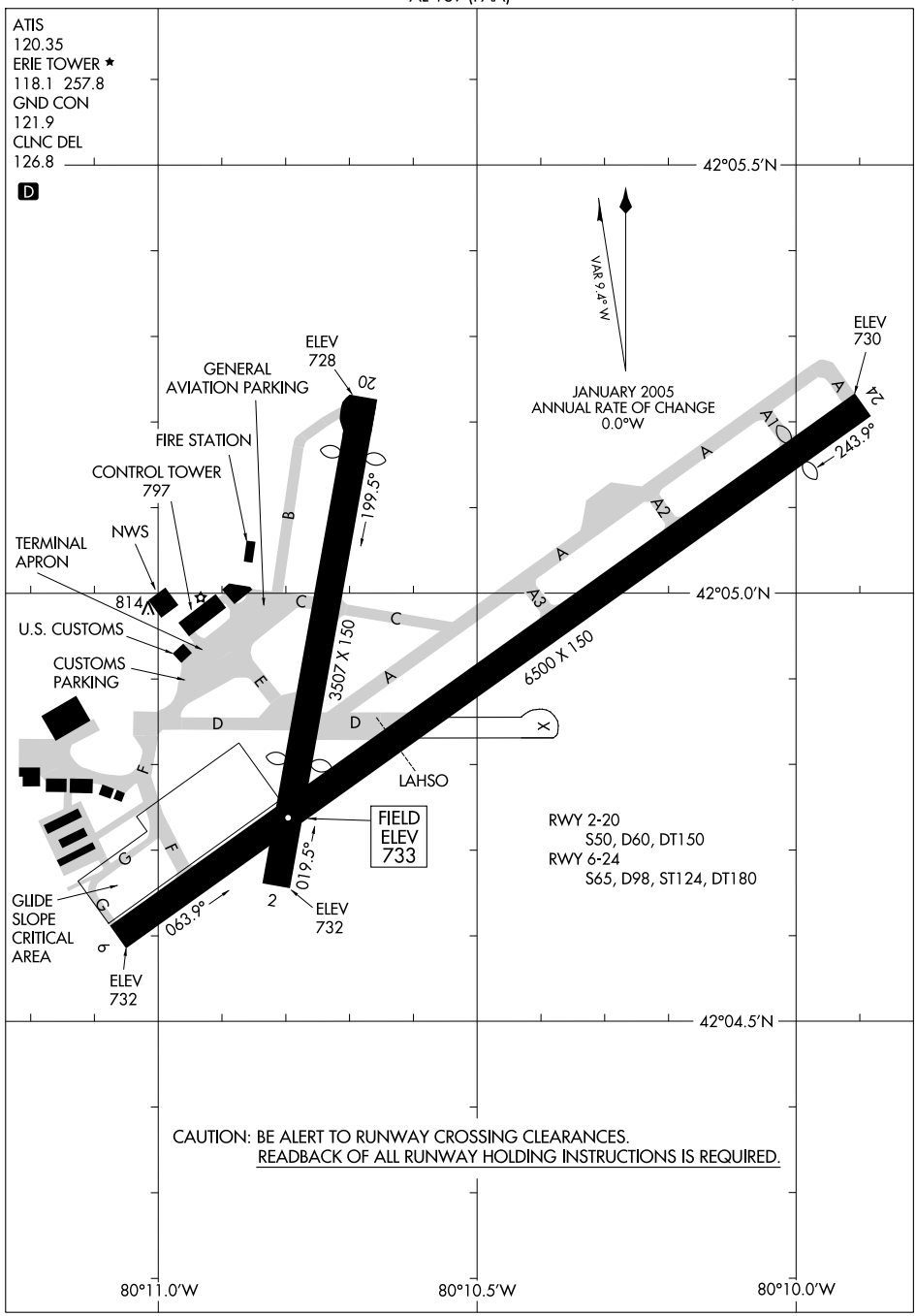
NE-4, 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-139 (FAA)

ERIE INTL/TOM RIDGE FIELD (ERI)
ERIE, PENNSYLVANIA



NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-AWY	APP CRS	Rwy Idg	6010
110.3	242°	TDZE	732
		Apt Elev	733

ILS or LOC/DME RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

T A Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 24 Cats. C/D and Circling Cat. C visibilities ¼ mile, and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase S-ILS 24 all Cats. visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95

ALTERNATE MISSED APCH FIX
242°
062°
ESMER
349 ER

(IAF) HIMOR ERI 19
ERI R-016
3400 NoPT ERI 19 Arc
ERI LR-054
062°
(IF) JONLI ERI 19
ERI LR-067
2400 to DEFJO 242° (7)

DME or RADAR REQUIRED

LOCALIZER 110.3 I-AWY

062° 1 min 242°

YUYXI ERI 10
(IAF) DEFJO ERI 12
WAILS OM

ERIE 109.4 ERI Chan 31

2700 to DEFJO 060° (12)

MSA ERI 25 NM
2500
3200
220°
040°

R-242 062° 242°

LOM ESMER 349 ER

10 NM

ERI R-121

(IAF) MUGOE ERI 19

3400 NoPT ERI 19 Arc

ELEV 733 D

242° 5 NM from FAF

TWR 797
TDZE 732
3507 X 150
6500 X 150
20
24
2
783± 772± 802± 764 818± 764 754 793± 752

HIRL Rwy 6-24 L
MIRL Rwy 2-20

3000 ERI 109.4

DEFJO ERI 12
2400
YUYXI ERI 10
ERI 7
062° 2700
242°
1740*
2400
GS 3.00° TCH 56
* LOC Only.
3 NM 2 NM

CATEGORY	A	B	C	D
S-ILS 24	935-½ 203 (300-½)			
S-LOC 24	1140-½ 408 (500-½)		1140-¾ 408 (500-¾)	
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-ERI	APP CRS	Rwy Idg	6500
110.3	062°	TDZE	733
		Apt Elev	733

ILS or LOC RWY 6

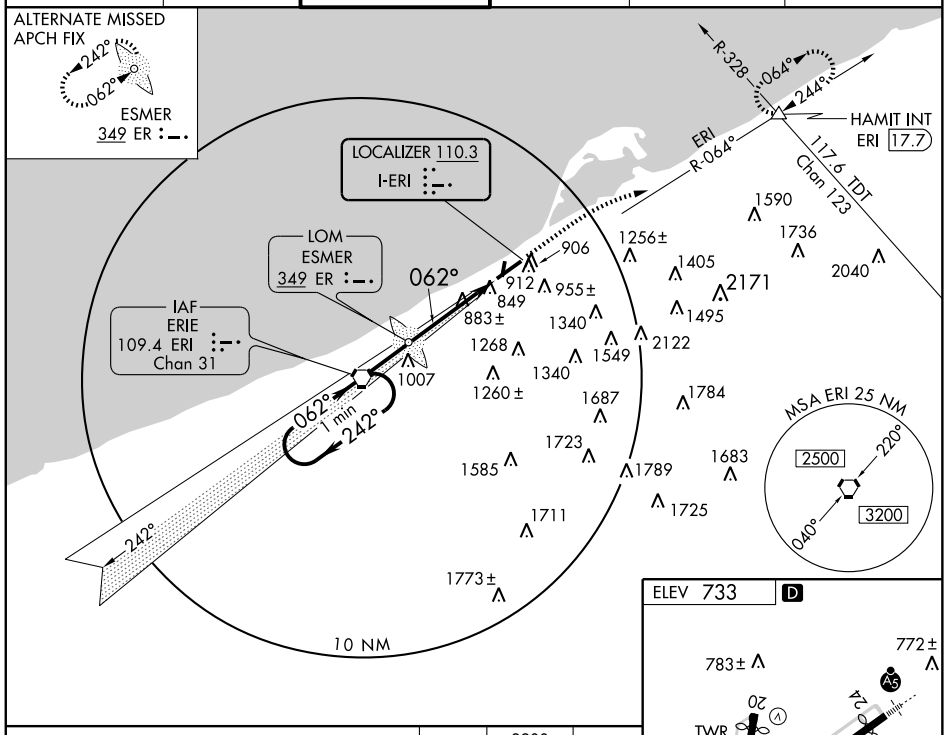
ERIE INTL/TOM RIDGE FIELD (ERI)

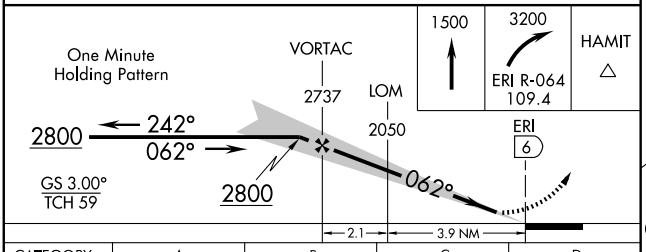
Circling to Rwy 20 NA at night. Inoperative table does not apply to S-ILS 6.
For inoperative MALSR, increase S-LOC 6 Cats. A/B visibility to RVR 5000.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.
For inoperative MALSR, when using Ashtabula altimeter setting, increase S-ILS 6 all Cats. visibility to RVR 6000 and S-LOC 6 Cats. A/B to RVR 5000.

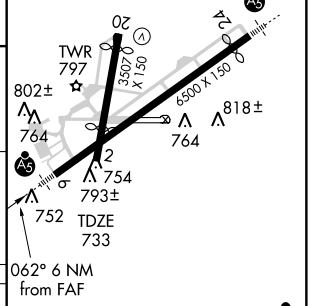
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







CATEGORY	A	B	C	D
S-ILS 6	983/40 250 (300-¾)			
S-LOC 6	1160/40 427 (500-¾)			1160/50 427 (500-1)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 2-20

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 14 JAN 2010 to 11 FEB 2010

LOM ER	APP CRS	Rwy Idg	6500
349	062°	TDZE	733
		Apt Elev	733

NDB RWY 6

ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

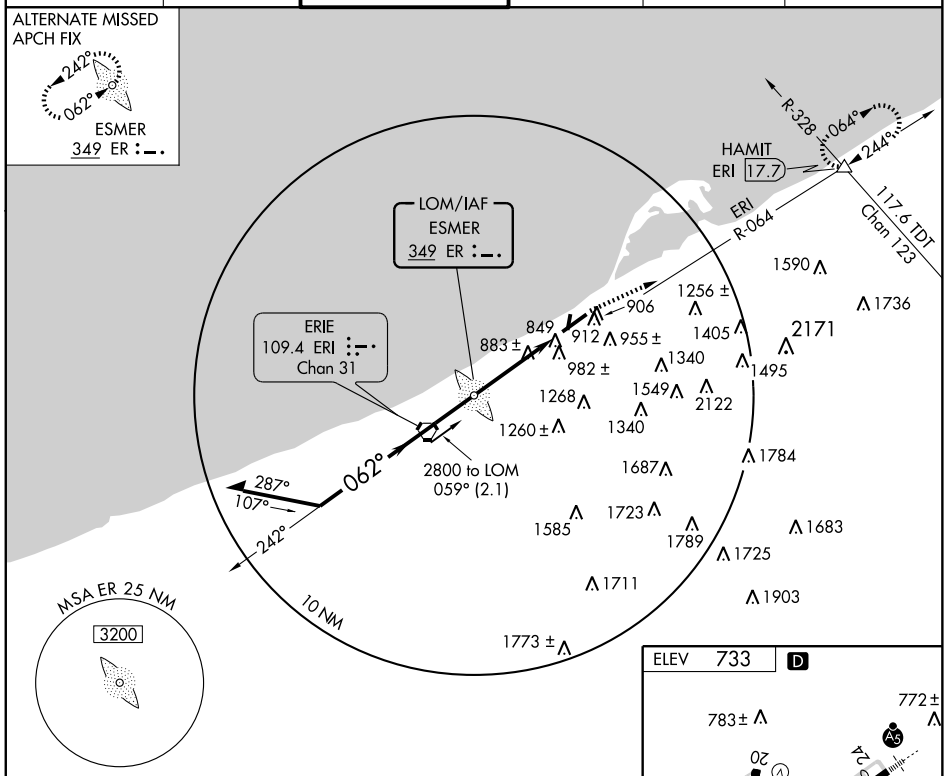
MALSR

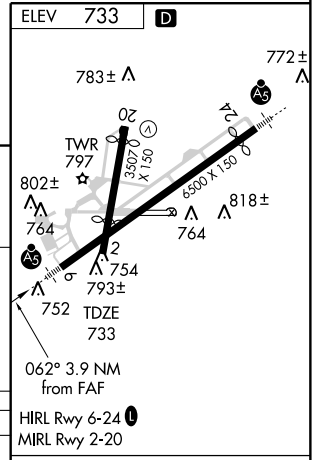
MISSED APPROACH: Climb to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

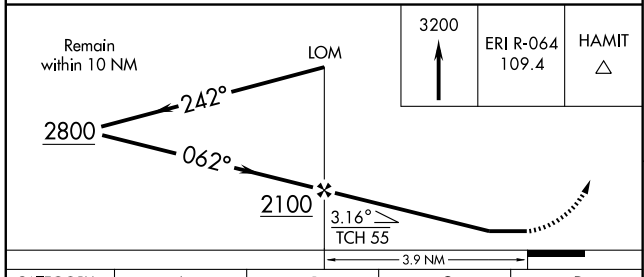
ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95

ALTERNATE MISSED APCH FIX

242°
062°
ESMER
349 ER







HIRL Rwy 6-24 L
MIRL Rwy 2-20

CATEGORY	A	B	C	D
S-6	1300/40 567 (600-¾)		1300/50 567 (600-1)	1300-1½ 567 (600-1½)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-4, 14 JAN 2010 to 11 FEB 2010

NDB CQD 372	APP CRS 242°	Rwy Idg 6010 TDZE 732 Apt Elev 733

NDB RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 feet and S-24 Cats. C/D and Circling Cat. D visibilities ½ mile, and Circling Cat. C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95

ALTERNATE MISSED APCH FIX

242°
062°
ESMER
349 ER

IAF
CASCADE
372 CQD

LOM
ESMER
349 ER

ERIE
109.4 ERI
Chan 31

017°
197°
062°
242°

R-242
062°
242°

3200 to CQD
060° (10.4)

10 NM

MSA CQD 25 NM
3200

1590 1256± 1736 2040 2178 906 1405 883± 912 1013± 2171 849 1340 1495 955± 1268 2122 1260± 1549 1340 1687 1784 1585 1723 1789 1683 1725 1711 1903 1773±

ELEV 733 D

242° 3.4 NM from FAF
772±
783±
TWR 797
TDZE 732
3507 X 150
6500 X 150
802± 818± 764 764 754 793± 752

HIRL Rwy 6-24 L
MIRL Rwy 2-20

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

3000 ERI 109.4

NDB

Remain within 10 NM

062°
3200
242°
3.09°
TCH 55
1900

3.4 NM

CATEGORY	A	B	C	D
S-24	1320-¾ 588 (600-¾)		1320-1 588 (600-1)	1320-1½ 588 (600-1½)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

WAAS	APP CRS	Rwy Idg	6500
CH 77612	062°	TDZE	733
W06A		Apt Elev	733

RNAV (GPS) RWY 6

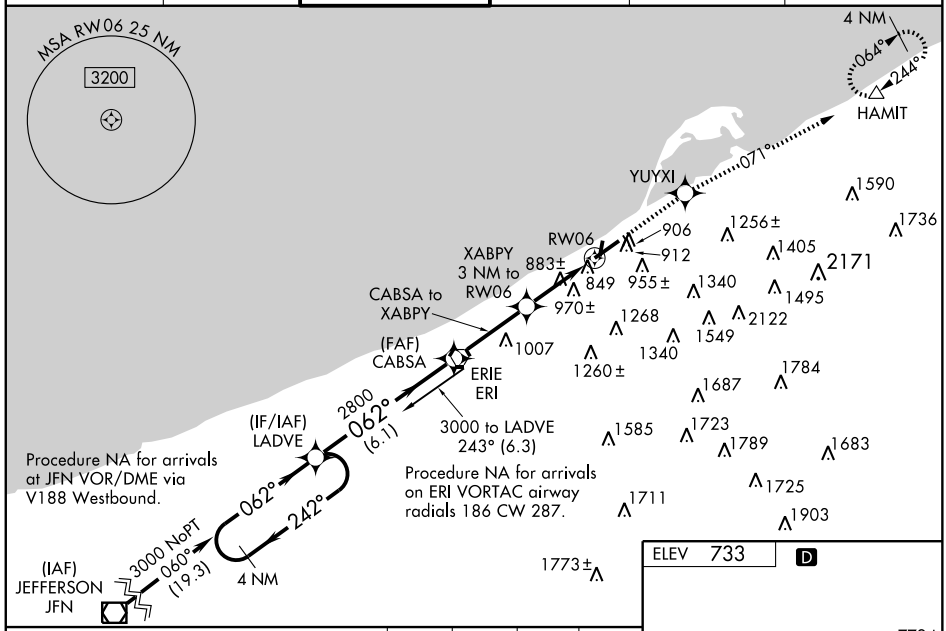
ERIE INTL/TOM RIDGE FIELD (ERI)

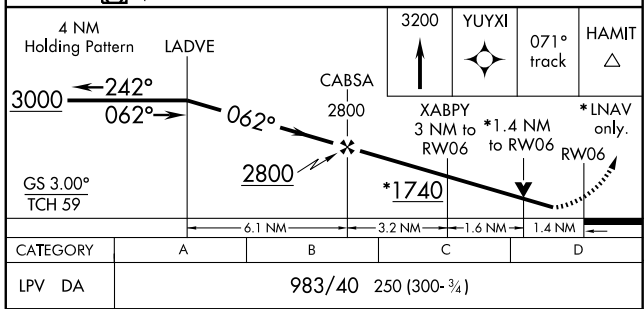
Circling to Rwy 20 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats. A/B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats. visibility 1 mile, LNAV Cat. C and Circling Cat. C visibilities ¼ mile, LNAV Cat. D and Circling Cat. D visibilities ½ mile. When using Ashtabula altimeter setting: inoperative table does not apply to LNAV/VNAV; for inoperative MALSR, increase LPV all Cats.visibility to RVR 6000 and LNAV Cats. A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

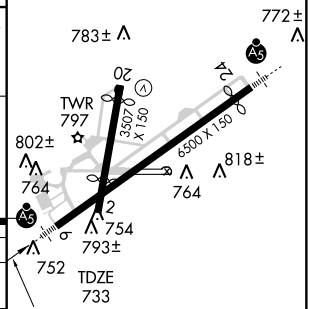
MALSR

MISSED APPROACH: Climb to 3200 direct YUYXI and via 071° track to HAMIT and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







CATEGORY	A	B	C	D
LPV DA	983/40 250 (300-¾)			
LNAV/VNAV DA	1274/60 541 (600-1¼)			
LNAV MDA	1240/40 507 (600-¾)		1240/50 507 (600-1)	
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86812 W24A	APP CRS 243°	Rwy Idg 6010 TDZE 732 Apt Elev 733

RNAV (GPS) RWY 24

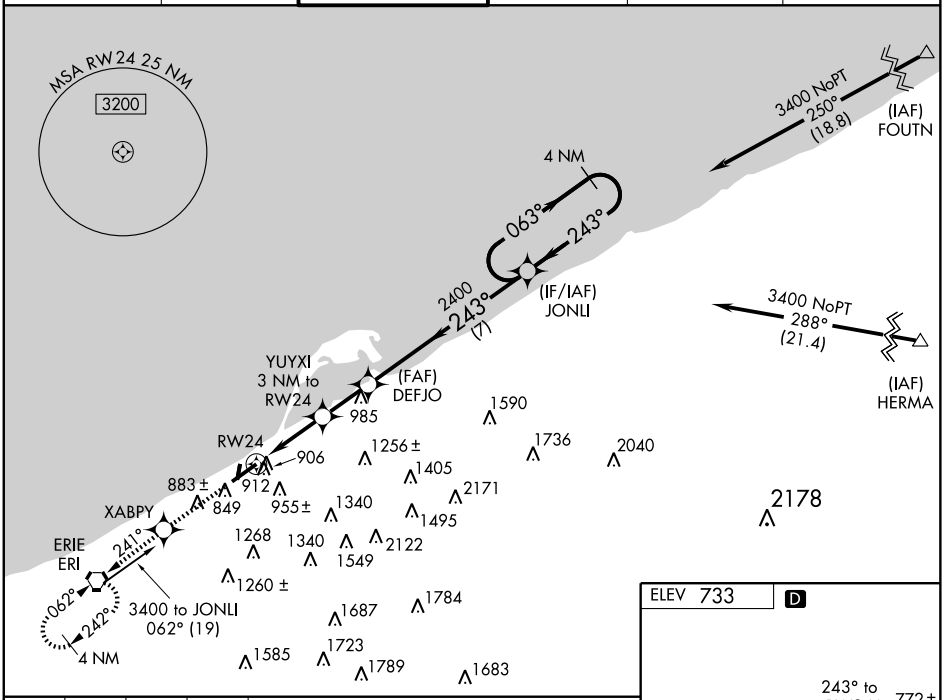
ERIE INTL/TOM RIDGE FIELD (ERI)

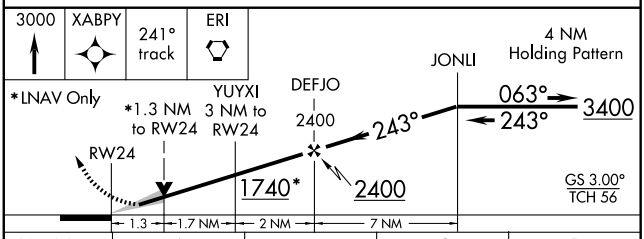
Circling to Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats., LNAV Cats. C/D, and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

MALSR

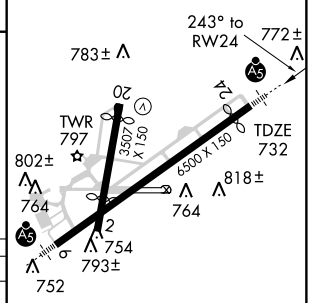
MISSED APPROACH: Climb to 3000 direct XABPY and via 241° track to ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95





CATEGORY	A	B	C	D
LPV DA	935-½ 203 (300-½)			
LNAV/VNAV DA	1207-1¼ 475 (500-1¼)			
LNAV MDA	1200-½ 468 (500-½)		1200-¾ 468 (500-¾)	1200-1 468 (500-1)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)



HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC ERI	APP CRS	Rwy Idg	6010
109.4	240°	TDZE	732
Chan 31		Apt Elev	733

VOR/DME RWY 24

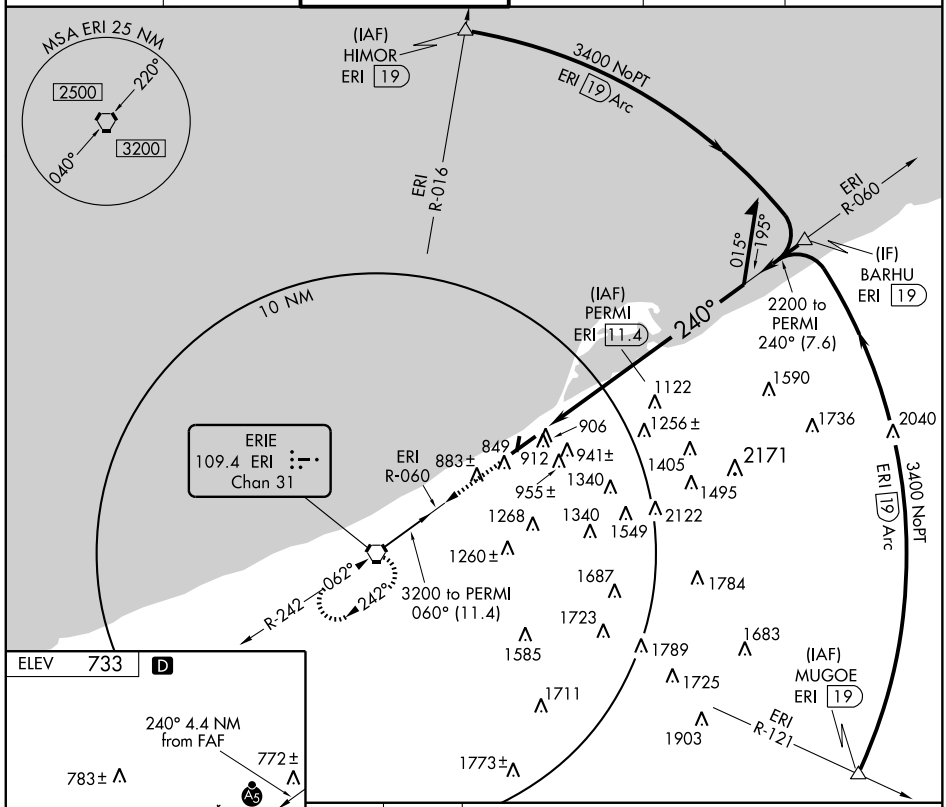
ERIE INTL/TOM RIDGE FIELD (ERI)

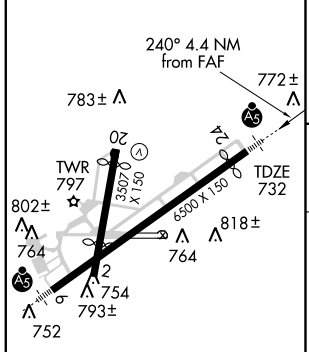
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-24 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

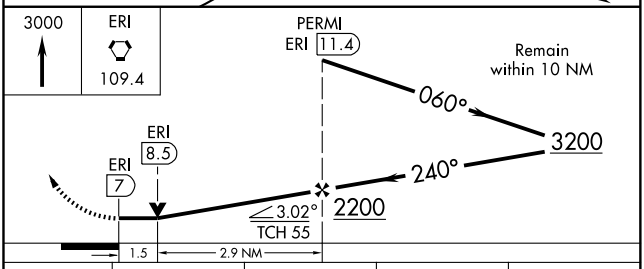
MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







CATEGORY	A	B	C	D
S-24	1260-½	528 (600-½)	1260-1 528 (600-1)	1260-1¼ 528 (600-1¼)
CIRCLING	1340-1	607 (700-1)	1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC ERI	APP CRS	Rwy Idg	6500
109.4	060°	TDZE	733
Chan 31		Apt Elev	733

VOR RWY 6

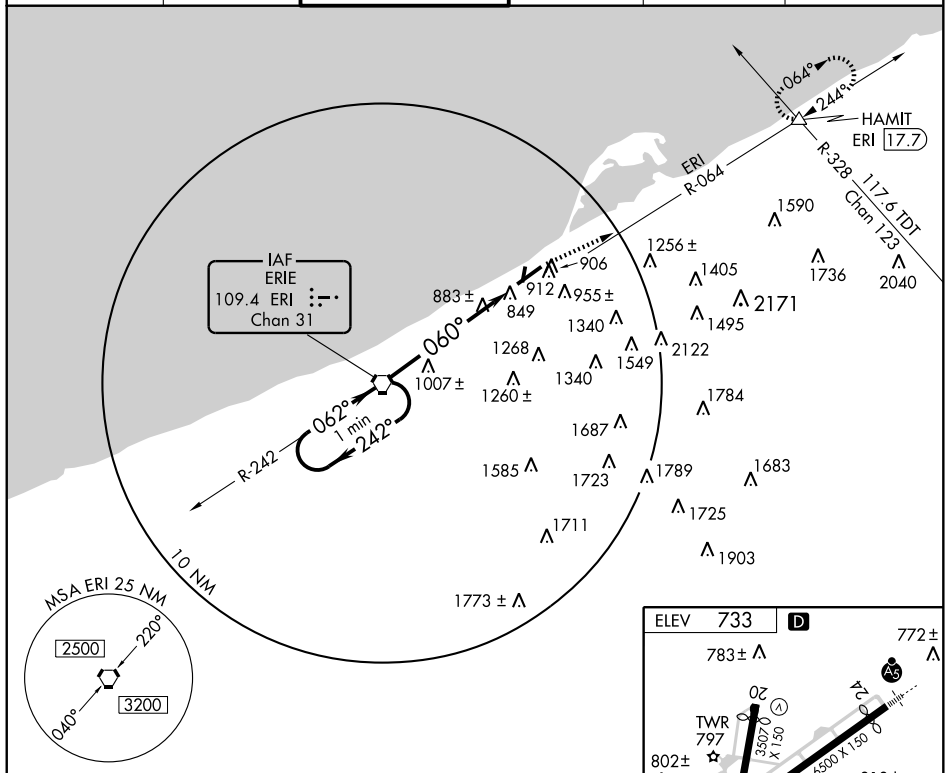
ERIE INTL/TOM RIDGE FIELD (ERI)

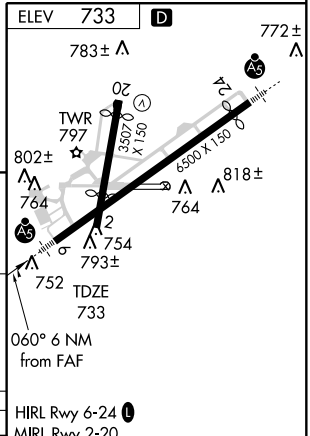
Circling to Rwy 20 NA at night. For inoperative MALSR, increase Cats. A and B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile, and Circling Cat. D visibility ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-6 Cats. A/B visibility to RVR 5000. VDP NA when using Ashtabula altimeter setting.

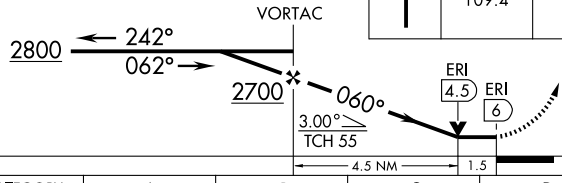
MALSR

MISSED APPROACH: Climb to 3200 via ERI R-064 to HAMIT INT/ ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







HIRL Rwy 6-24 L
MIRL Rwy 2-20

CATEGORY	A	B	C	D
S-6	1260/40 527 (600- ¾)		1260/50 527 (600-1)	1260/60 527 (600-1¼)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 14 JAN 2010 to 11 FEB 2010

FACTORYVILLE, PENNSYLVANIA AL-6796 (FAA)

APP CRS	Rwy Idg	2500
051°	TDZE	1209
	Apt Elev	1209

RNAV (GPS) RWY 4

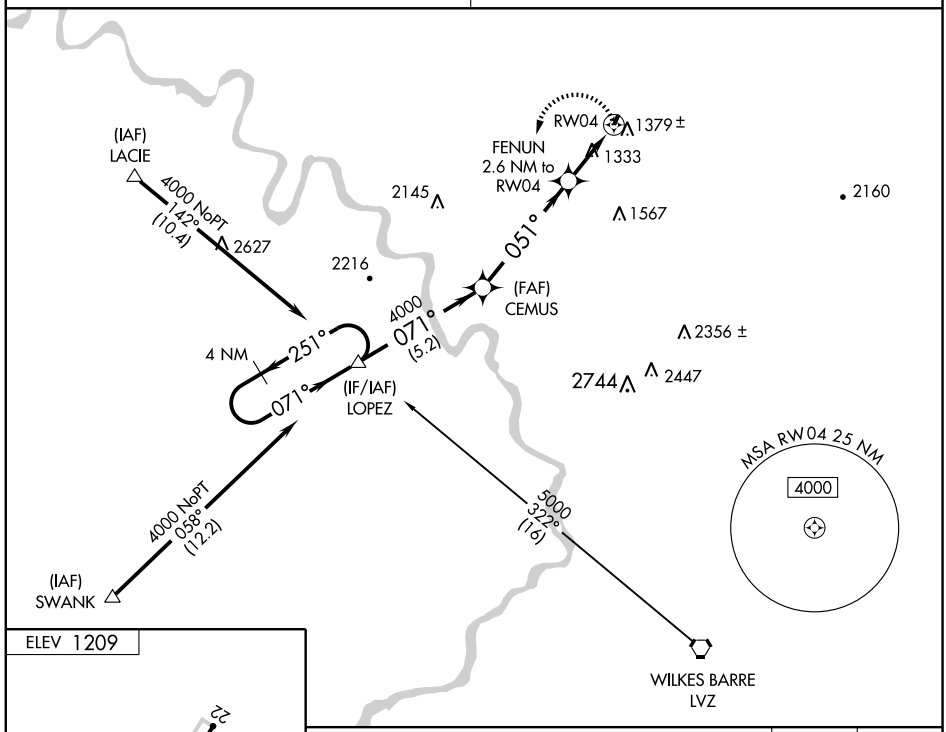
FACTORYVILLE/ SEAMANS FIELD (9N3)

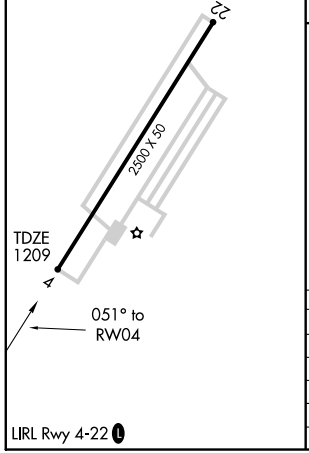
DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.
VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

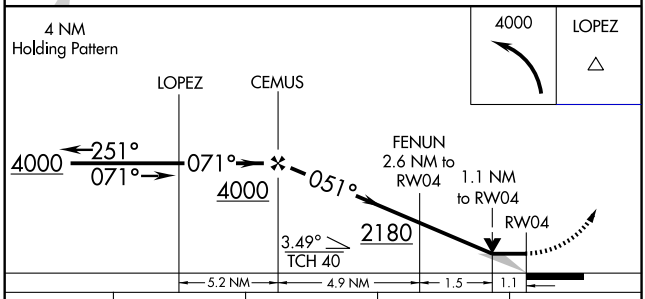
NA

MISSED APPROACH: Climbing left turn to 4000 direct LOPEZ and hold.

WILKES-BARRE APP CON	UNICOM
124.5 256.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1640-1	431 (500-1)	NA	
CIRCLING	1720-1	511 (600-1)	NA	
WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1720-1	511 (600-1)	NA	
CIRCLING	1800-1	591 (600-1)	NA	

NE-4. 14 JAN 2010 to 11 FEB 2010

COPTER NDB Y-289°

NDB BZJ	APCH CRS	Rwy ldg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

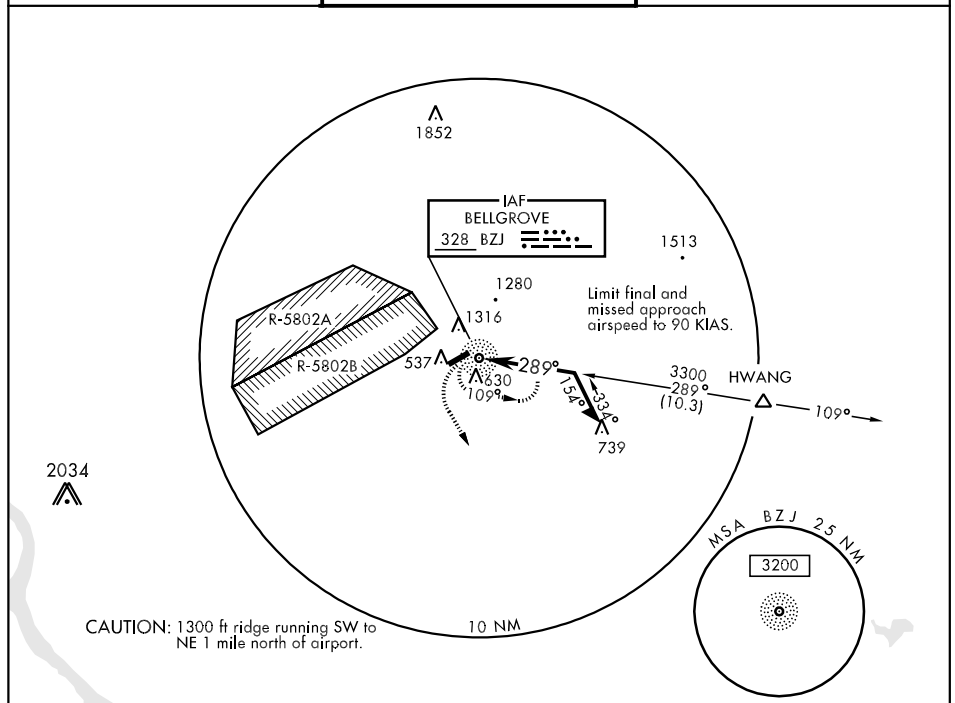
AL-6422 [USA]

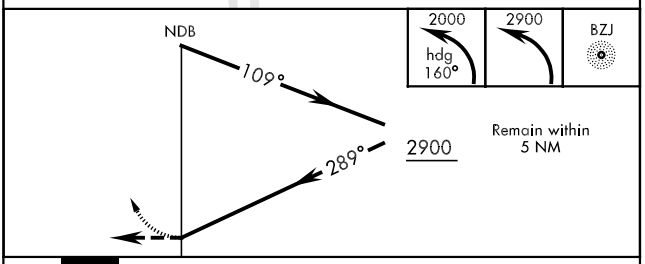
MUIR AAF (KMUI)

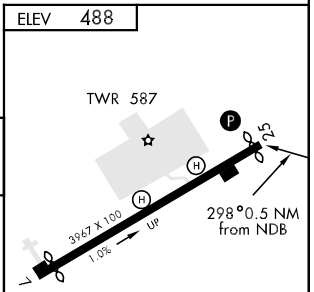
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.
Proceed VFR from BZJ NDB or conduct the specified missed approach.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

HARRISBURG APP CON	MUIR TOWER ★	GND CON
118.25 269.45	126.2 (CTAF) 241.0	121.625 265.6







CATEGORY	COPTER
H-289°	1040- ¾ 501 (600-¾)

Rwy 7 ldg 3567'
Rwy 25 ldg 3867'
MIRL Rwy 7-25

COPTER NDB Z-289°

NDB BZJ	APCH CRS	Rwy ldg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

AL-6422 [USA]

MUIR AAF (KMUI)

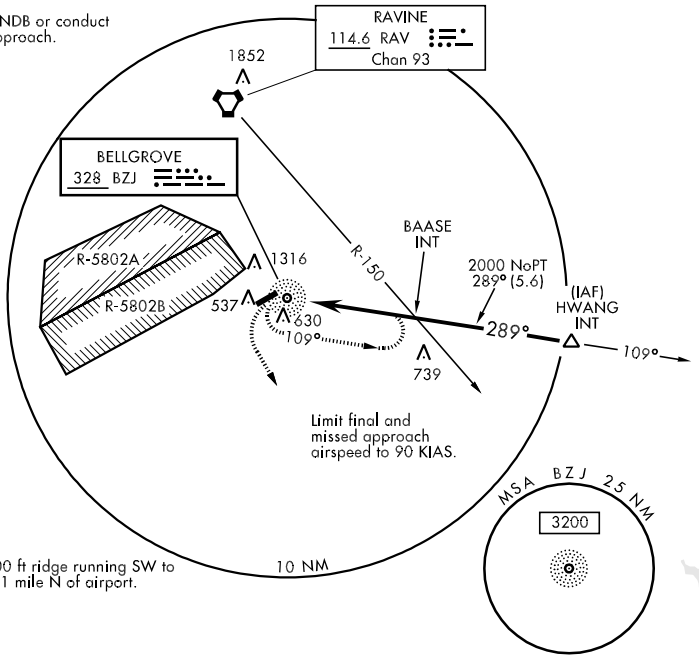
▼ VOR receiver required for this approach.
▲ When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.

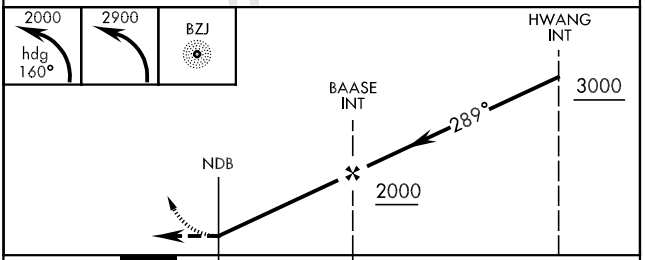
MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

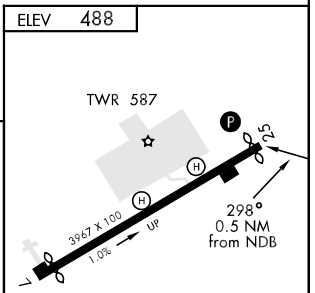
HARRISBURG APP CON	MUIR TOWER ★	GND CON
118.25 269.45	126.2 (CTAF) 241.0	121.625 265.6

Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.

Proceed VFR from BZJ NDB or conduct the specified missed approach.







CATEGORY	A		
H-289°	1000-¾	461	(500-¾)

Rwy 7 ldg 3567'
Rwy 25 ldg 3867'
MIRL Rwy 7-25

NE-4, 14 JAN 2010 to 11 FEB 2010

COPTER RNAV (GPS) RWY 25

APCH CRS	Rwy ldg	3867
278°	TDZE	488
	Arpt Elev	488

AL-6422 [USA]

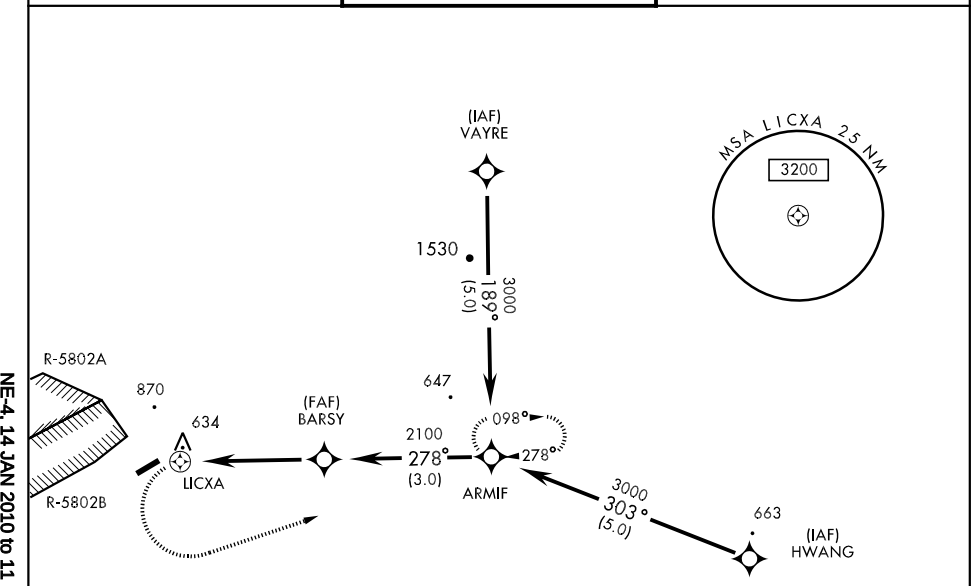
MUIR AAF (KMUI)

▼ When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.

▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ARMIF WPT and hold.

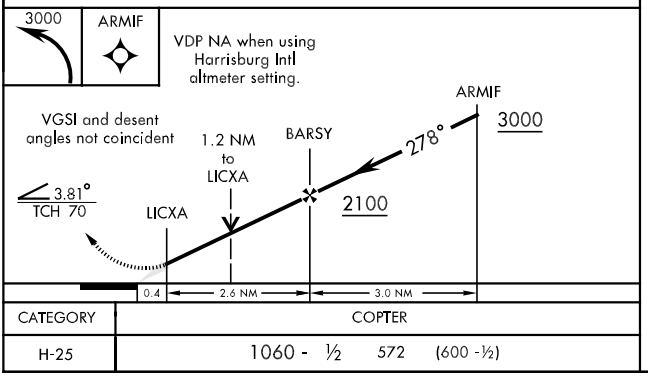
HARRISBURG APP CON	MUIR TOWER ★	GND CON
118.25 269.45	126.2 (CTAF) 241.0	121.625 265.6



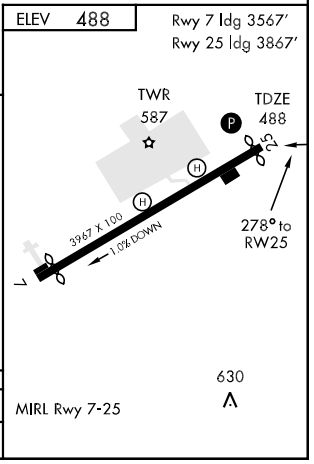
Limit final and missed approach airspeed to 90 KIAS.

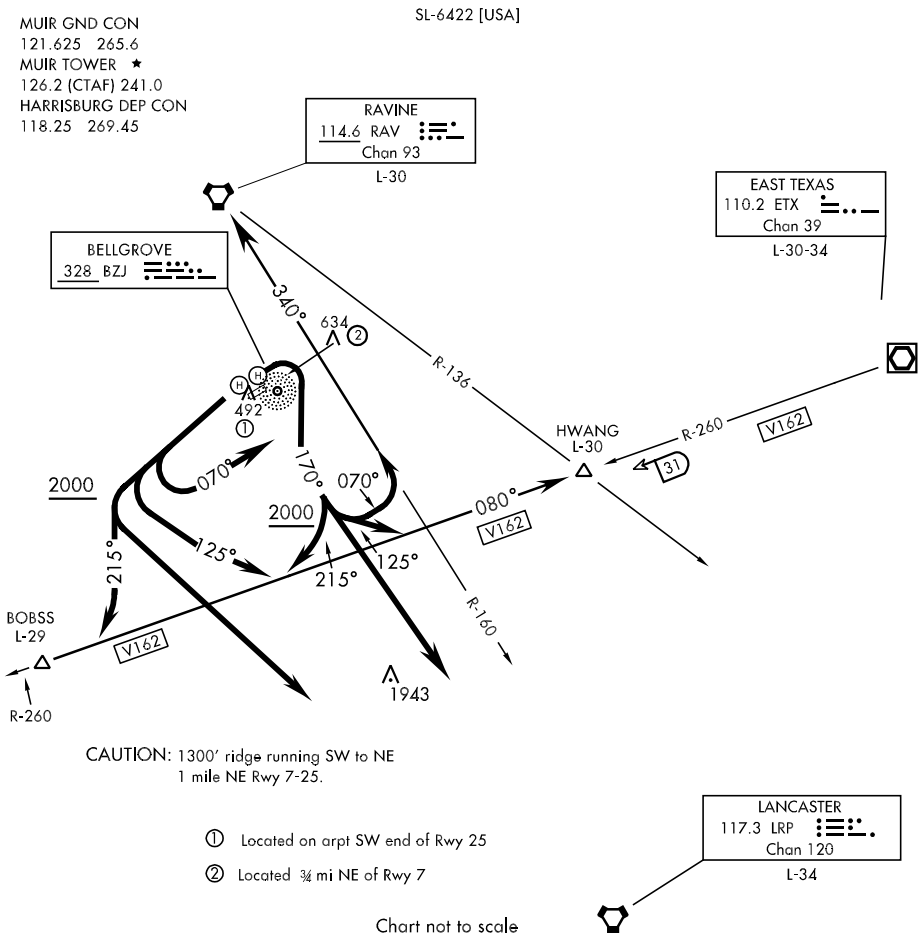
Procedure NA for arrivals at HWANG via V162 eastbound and V170 southbound.

NE-4, 14 JAN 2010 to 11 FEB 2010



CATEGORY	COPTER
H-25	1060 - ½ 572 (600 -½)





DEPARTURE ROUTE DESCRIPTION

DEPARTURE EAST PAD: Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3.BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3.HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3.LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3.RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.

NE-4, 14 JAN 2010 to 11 FEB 2010

NDB-A

NDB BZJ	APCH CRS	Rwy ldg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

AL-6422 [USA]

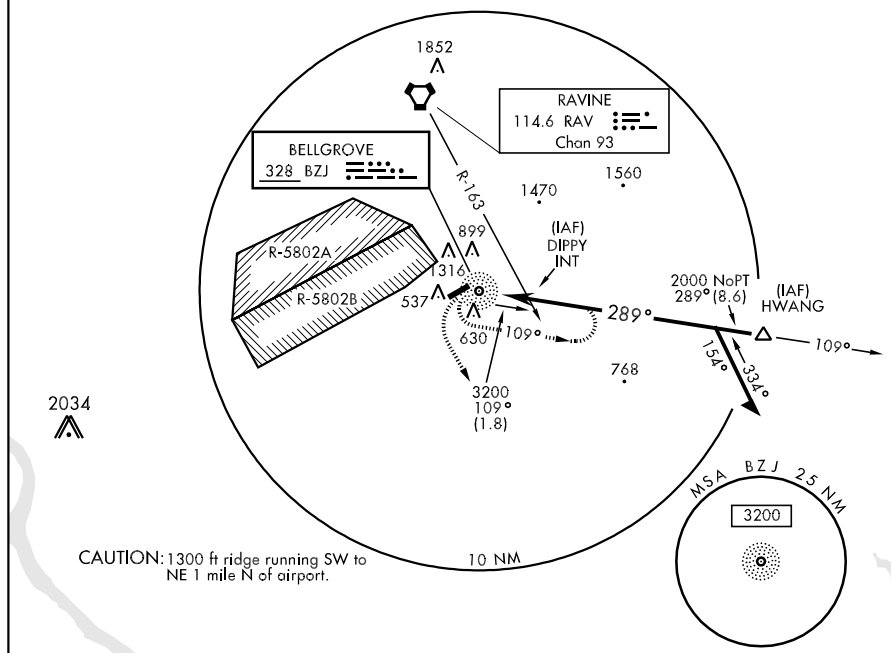
MUIR AAF (KMUI)

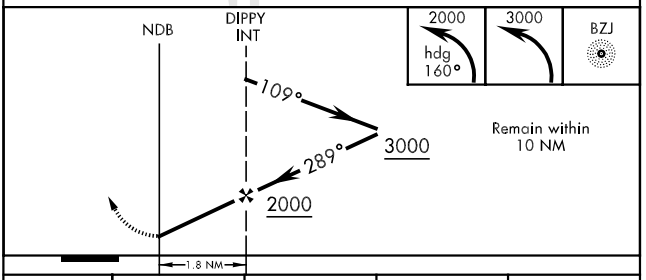
* Circling N Rwy 7-25 not authorized.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

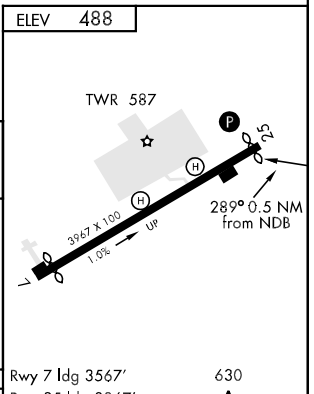
MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 3000 direct BZJ NDB and hold.

HARRISBURG APP CON	MUIR TOWER ★	GND CON
118.25 269.45	126.2 (CTAF) 241.0	121.625 265.6

Final approach from holding pattern at BZJ NDB not authorized; procedure turn required.







CATEGORY	A	B	C	D
CIRCLING *	1420-1¼ 932 (1000-1¼)		N/A	

Rwy 7 ldg 3567′ 630
Rwy 25 ldg 3867′
MIRL Rwy 7-25

NE-4, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS)-B

APCH CRS	Rwy ldg	N/A
054°	TDZE	N/A
	Arpt Elev	488

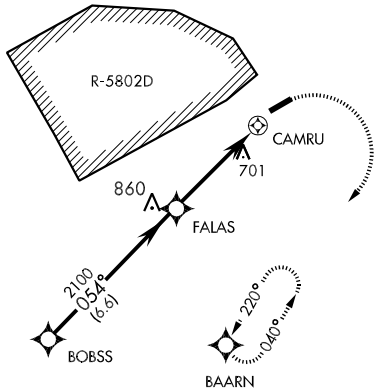
AL-6422 [USA]

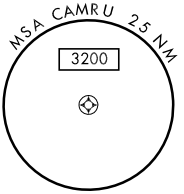
MUIR AAF (KMUI)

DME/DME RNP-0.3 NA.
* Circling N/A N of RWY 7/25.

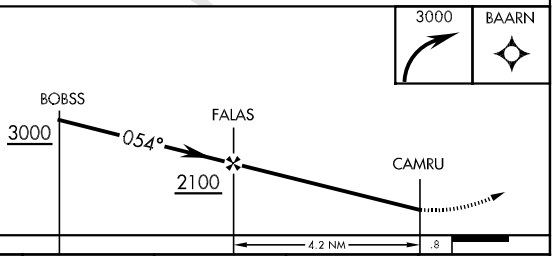
MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

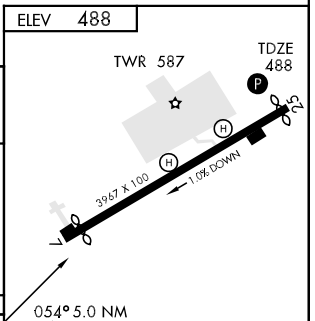
HARRISBURG APP CON	MUIR TOWER ★	GND CON
118.25 269.45	126.2 (CTAF) 241.0	121.625 265.6





RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING *	1100-1 612 (700-1)		1100-1¾ 612 (700-1¾)	NA
HARRISBURG, PA ALTIMETER SETTING MINIMA				
CIRCLING *	1180-1 692 (700-1)		1180-1¾ 692 (700-1¾)	NA

Rwy 7 ldg 3567'
Rwy 25 ldg 3867'
MIRL Rwy 7-25

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-FKL	APP CRS	Rwy ldg	5200
110.5	207°	TDZE	1540
		Apt Elev	1540

ILS or LOC RWY 21

FRANKLIN/ VENANGO RGNL (FKL)

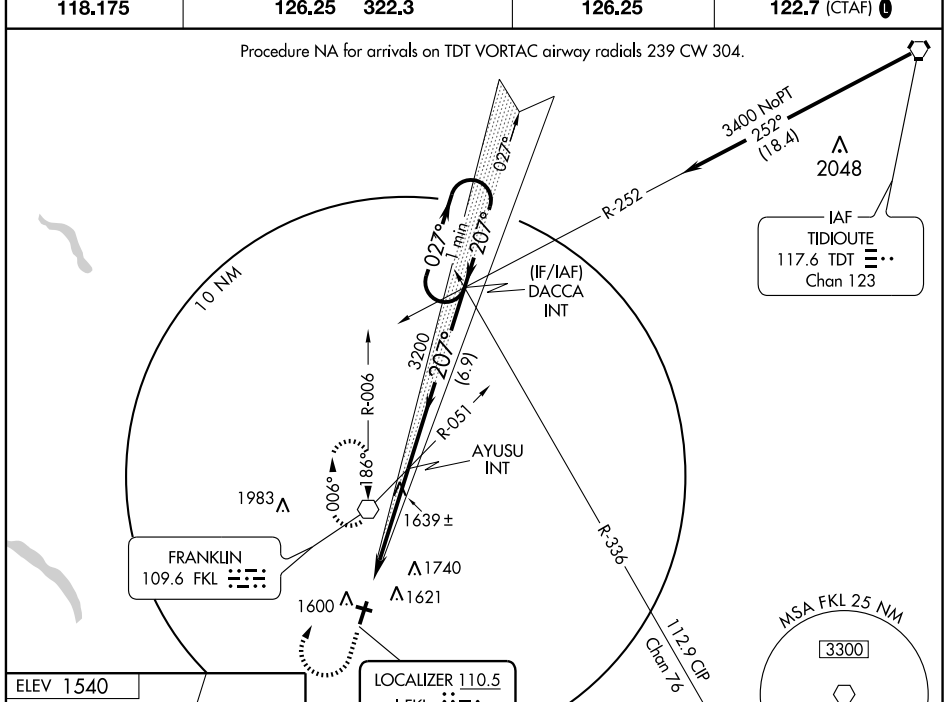
If local altimeter setting not received, use Port Meadville altimeter setting and increase all DA's/MDA's 80 feet.

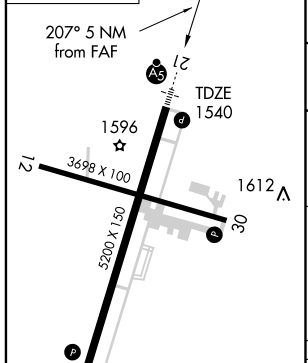
MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

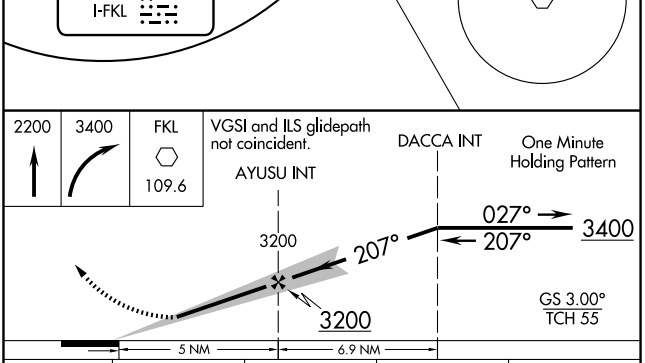
AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L

Procedure NA for arrivals on TDT VORTAC airway radials 239 CW 304.





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS-21	1740-½ 200 (200-½)			
S-LOC-21	1900-½ 360 (400-½)			1900-¾ 360 (400-¾)
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS		
027°	Rwy Idg	5200
	TDZE	1540
	Apt Elev	1540

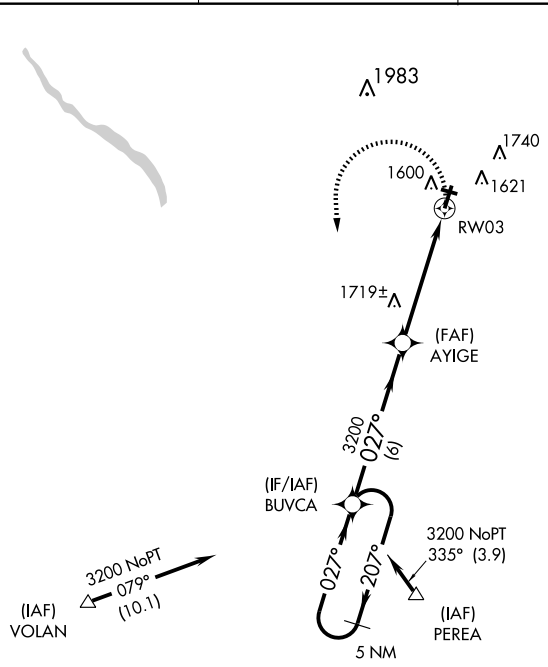
RNAV (GPS) RWY 3

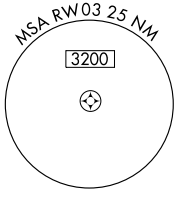
FRANKLIN/ VENANGO RGNL (FKL)

When VGSI inop, straight-in/circling Rwy 03 procedure NA at night. If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDAs 80 feet. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

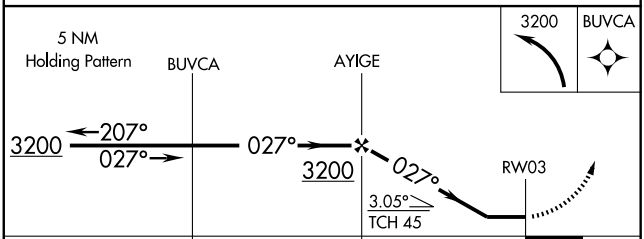
MISSED APPROACH: Climbing left turn to 3200 direct BUVCA and hold.

AWOS-3	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
118.175	126.25 322.3	126.25	122.7 (CTAF) L

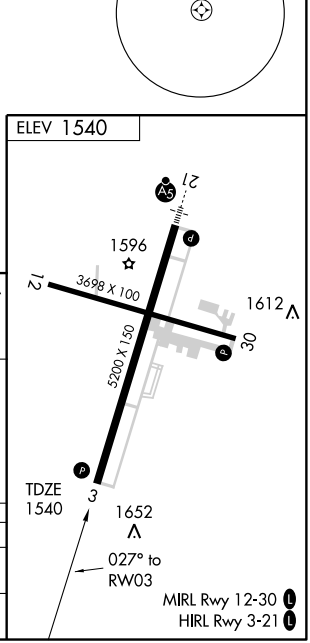




Procedure NA for arrivals at VOLAN via V10-210-297 northwest bound.



CATEGORY	A	B	C	D
LNAV MDA	1980-1 440 (500-1)		1980-1¼ 440 (500-1¼)	1980-1½ 440 (500-1½)
CIRCLING	1980-1 440 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)



NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 77501 W21A	APP CRS 207°	Rwy Idg 5200 TDZE 1540 Apt Elev 1540

RNAV (GPS) RWY 21

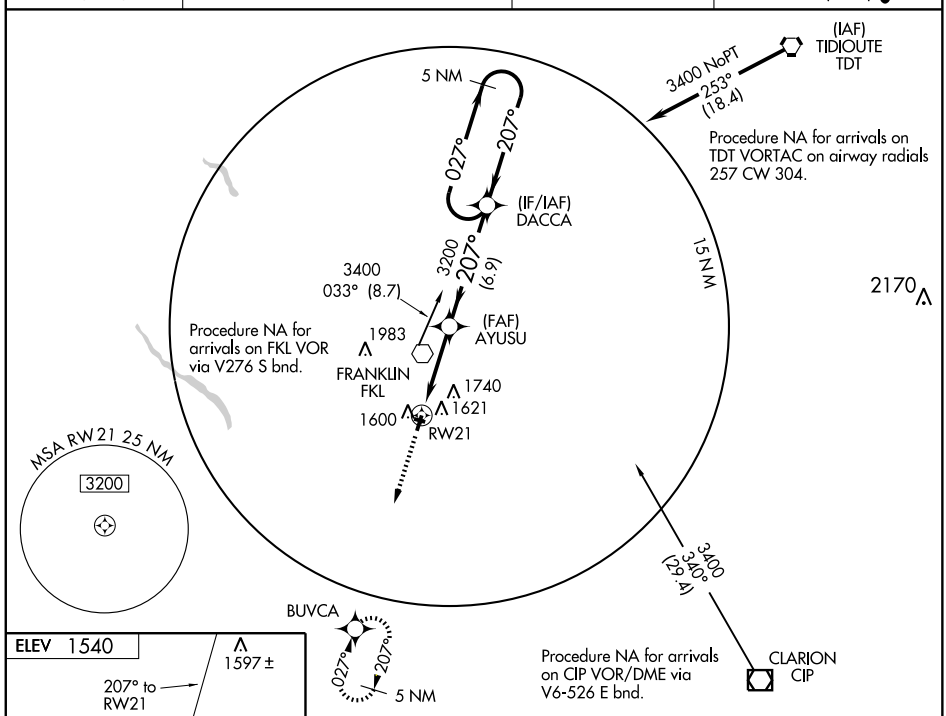
FRANKLIN/ VENANGO RGNL (FKL)

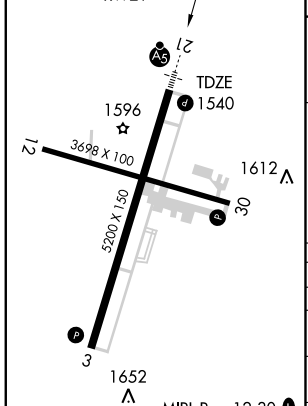
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1¼. If local altimeter setting not received, use Port Meadville altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Port Meadville altimeter setting.

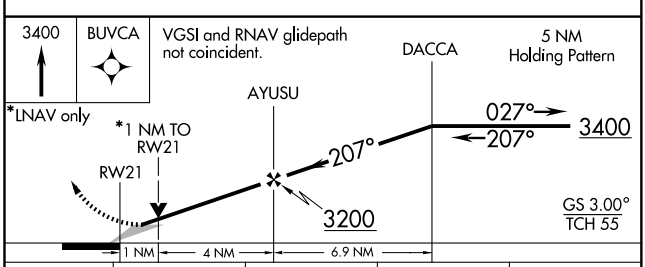
MALSR

MISSED APPROACH: Climb to 3400 direct BUVCA and hold.

AWOS-3	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
118.175	126.25 322.3	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1803-½ 263 (300-½)			
LNAV/ VNAV DA	1901- ¾ 361 (400-¾)			
LNAV MDA	1900-½ 360 (400-½)			1900-1 360 (400-1)
CIRCLING	1960-1¼ 420 (500-1¼)	2000-1¼ 460 (500-1¼)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR FKL	APP CRS	Rwy Idg	5200
109.6	010°	TDZE	1540
		Apt Elev	1540

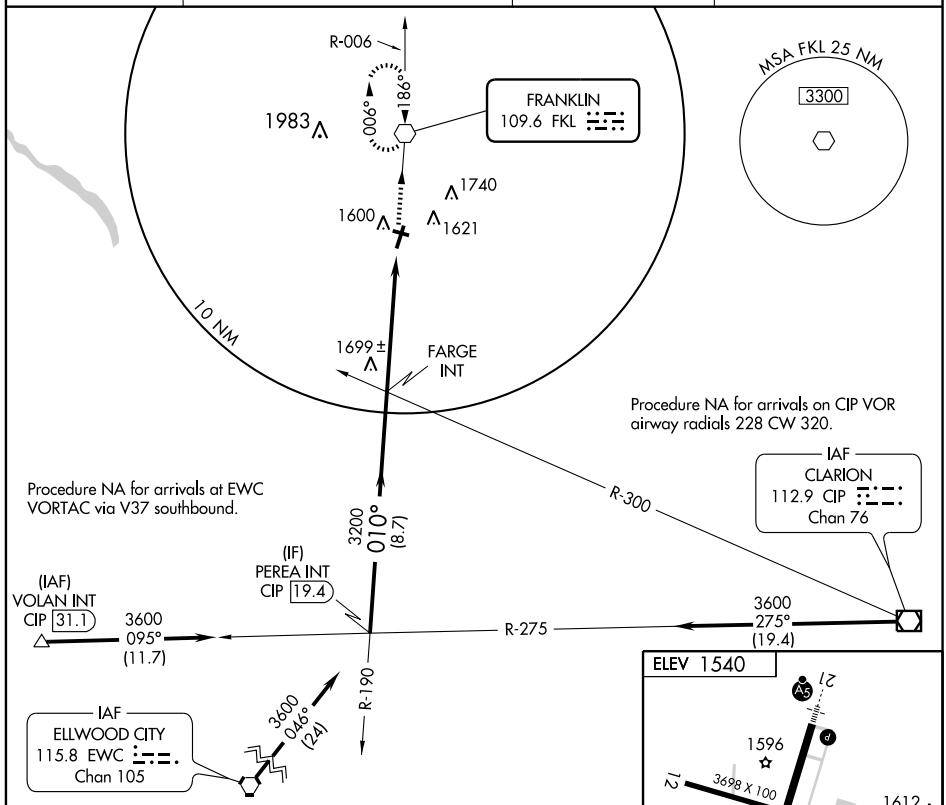
VOR RWY 3

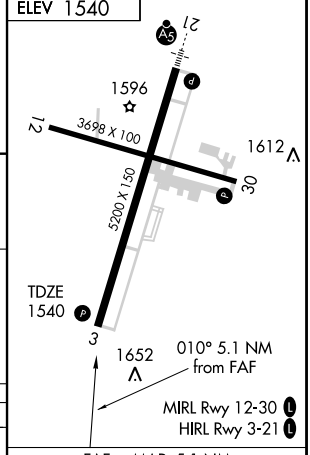
FRANKLIN/ VENANGO RGNL (FKL)

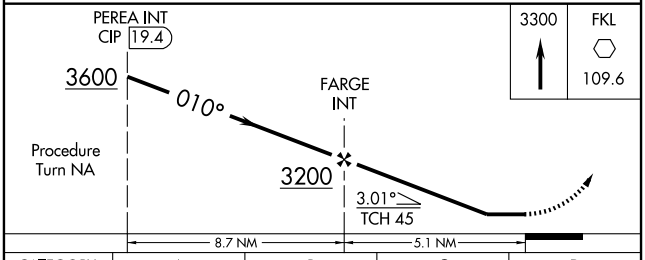
If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct FKL VOR and hold, continue climb-in-hold to 3300.

AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-3	1960-1 420 (500-1)		1960-1¼ 420 (500-1¼)	
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR FKL	APP CRS	Rwy Idg	5200
109.6	187°	TDZE	1540
		Apt Elev	1540

VOR RWY 21

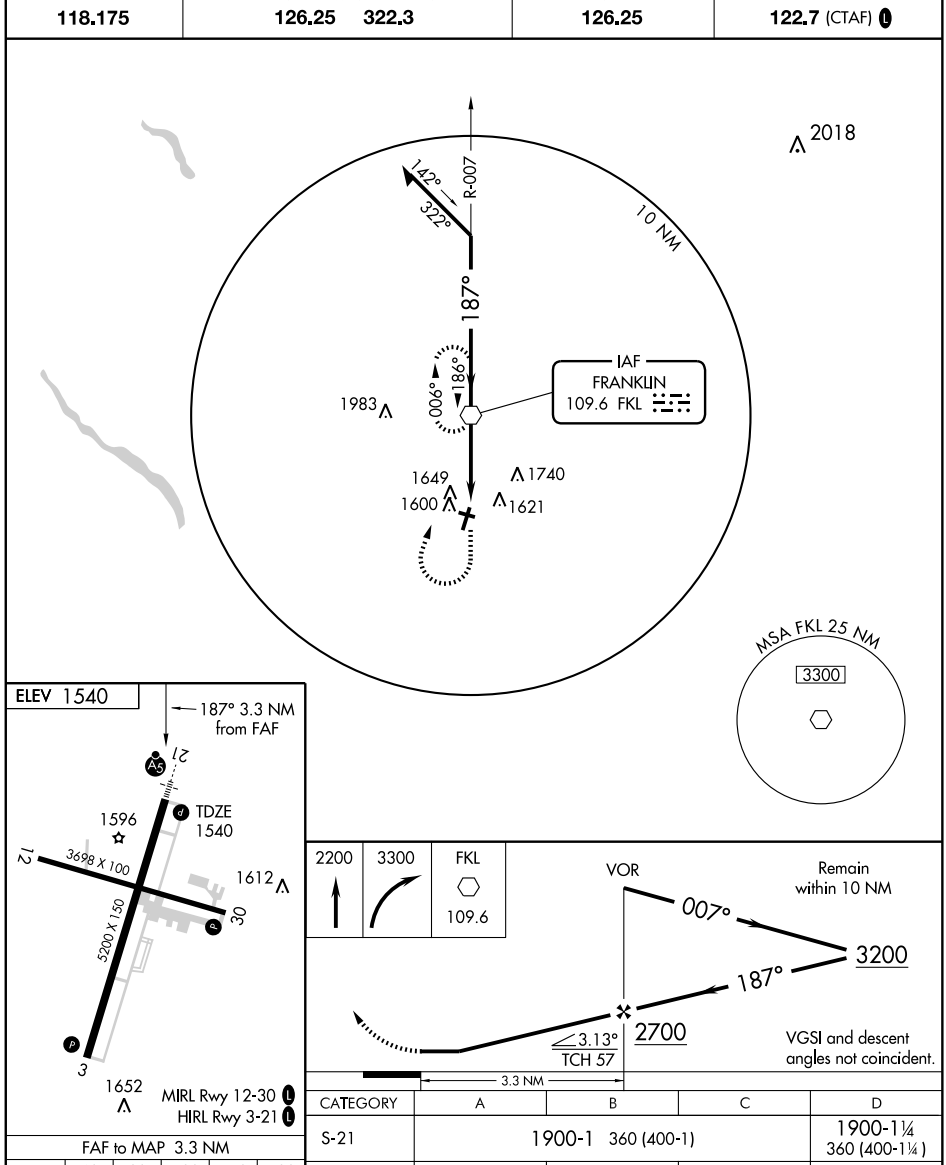
FRANKLIN/ VENANGO RGNL (FKL)

If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2200, then climbing right turn to 3300 direct FKL VOR and hold.

AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L



FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
S-21	1900-1 360 (400-1)			1900-1¼ 360 (400-1¼)
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

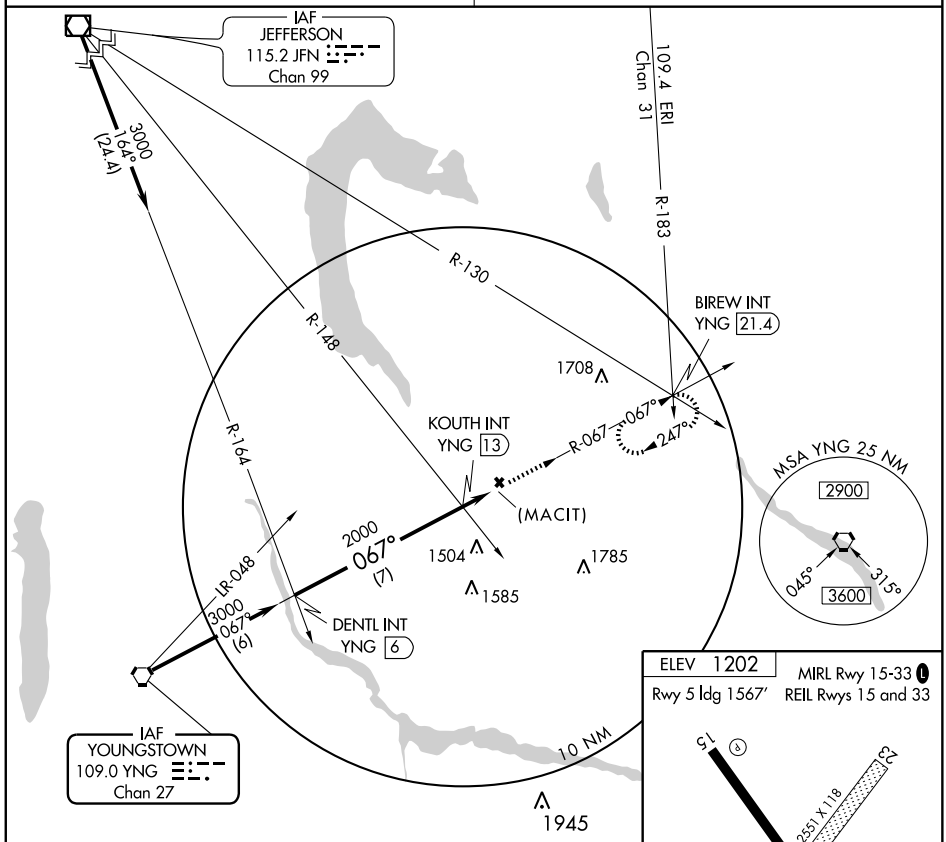
VORTAC YNG	APP CRS	Rwy Idg	N/A
109.0	067°	TDZE	N/A
Chan 27		Apt Elev	1202

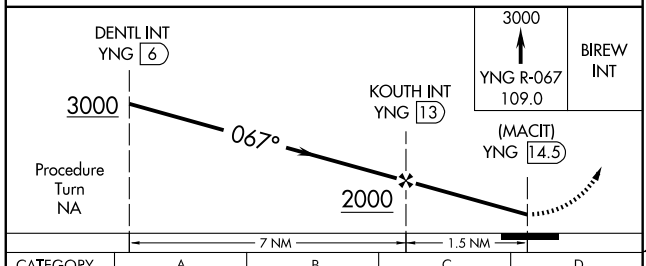
VOR or GPS-A
GREENVILLE MUNI (4G1)

NA Use Youngstown altimeter setting.

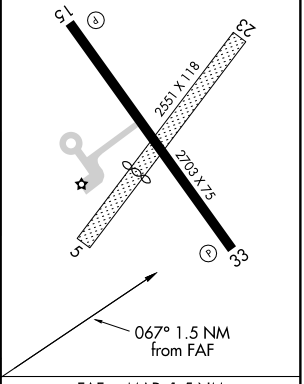
MISSED APPROACH: Climb to 3000, via YNG R-067 to BIREW Int YNG 21.4 DME and hold.

YOUNGSTOWN APP CON ★	UNICOM
133.95 322.3	122.8 (CTAF)





ELEV 1202 MIRL Rwy 15-33 (L)
Rwy 5 ldg 1567′ REIL Rwys 15 and 33



CATEGORY	A	B	C	D
CIRCLING	1720-1 523 (600-1)		NA	NA

FAF to MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3910
101°	TDZE	1371
	Apt Elev	1371

RNAV (GPS) RWY 10
GROVE CITY (29D)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting and increase all MDAs 20 feet, and increase LNAV Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3100 direct FENRU and hold

FRANKLIN AWOS-3	YOUNGSTOWN APP CON ★	UNICOM
118.175	133.95 322.3	122.7 (CTAF) L

(IAF) YOUNGSTOWN YNG

3000 NoPT 142° (15.7)

Procedure NA for arrivals at YNG VORTAC via V6 and V10 westbound.

1770

3000 NoPT 089° (6)

ZIKUX

(IF/IAF) EPECI

101°

3000 101° (6.2)

(FAF) NIBET

1571

1810

1566

RW10

3200 089° (5)

(IAF) CAMES

281°

4 NM

1565

1579

MISSED APCH FIX 4 NM 101° 281° FENRU

2538

Procedure NA for arrivals at CAMES via V30 westbound.

MSA RW10 25 NM 3600

ELEV 1371 Rwy 10 ldg 3910′

101° to RW10

4500 X 75 1.2% UP

10 28

TDZE 1371

1532

3100 FENRU

4 NM Holding Pattern

EPECI NIBET

3000 281° 101° 101° 3000

RW10

VGSI and descent angles not coincident.

3.04° TCH 40

6.2 NM 5 NM

CATEGORY	A	B	C	D
LNAV MDA	1860-1	489 (500-1)	1860-1¼ 489 (500-1¼)	1860-1½ 489 (500-1½)
CIRCLING	1920-1	549 (600-1)	1940-1½ 569 (600-1½)	1980-2 609 (700-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4500
281°	TDZE	1350
	Apt Elev	1371

RNAV (GPS) RWY 28
GROVE CITY (29D)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

MISSED APPROACH: Climb to 3000 direct EPECI and hold.

FRANKLIN AWOS-3	YOUNGSTOWN APP CON *	UNICOM
118.175	133.95 322.3	122.7 (CTAF) L

Procedure NA for arrivals at FKL VOR via V115 northeast bound.

(IAF) FRANKLIN FKL

3100 NoPT 196° (18.2)

1937

MISSED APCH FIX EPECI 101° 281° 4 NM

1770 1571 1810 1566 1476± 1565 1579

(FAF) TAPPS

3100 281° (6.1)

RW28

4 NM 101° 281°

(IF/IAF) FENRU

Procedure NA for arrivals at CIP VOR/DME via V6 and V30 eastbound.

(IAF) CLARION CIP

3100 NoPT 278° (20.3)

MSA RW28 25 NM 3600

3100 NoPT 325° (14.9)

(IAF) EARED

Procedure NA for arrivals at EARED via V10-210-297 southeast bound.

ELEV 1371 Rwy 10 ldg 3910′

281° to RW28

10 28 4500 X 75 1.2% UP TDZE 1350

1532

3000 EPECI

TAPPS FENRU 4 NM Holding Pattern

281° 3100 101° 281° 3100

RW28 3.05° TCH 56

5.4 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1860-1 510 (500-1)		1860-1½ 510 (500-1½)	
CIRCLING	1920-1 549 (600-1)		1940-1½ 569 (600-1½)	1980-2 609 (700-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-4, 14 JAN 2010 to 11 FEB 2010

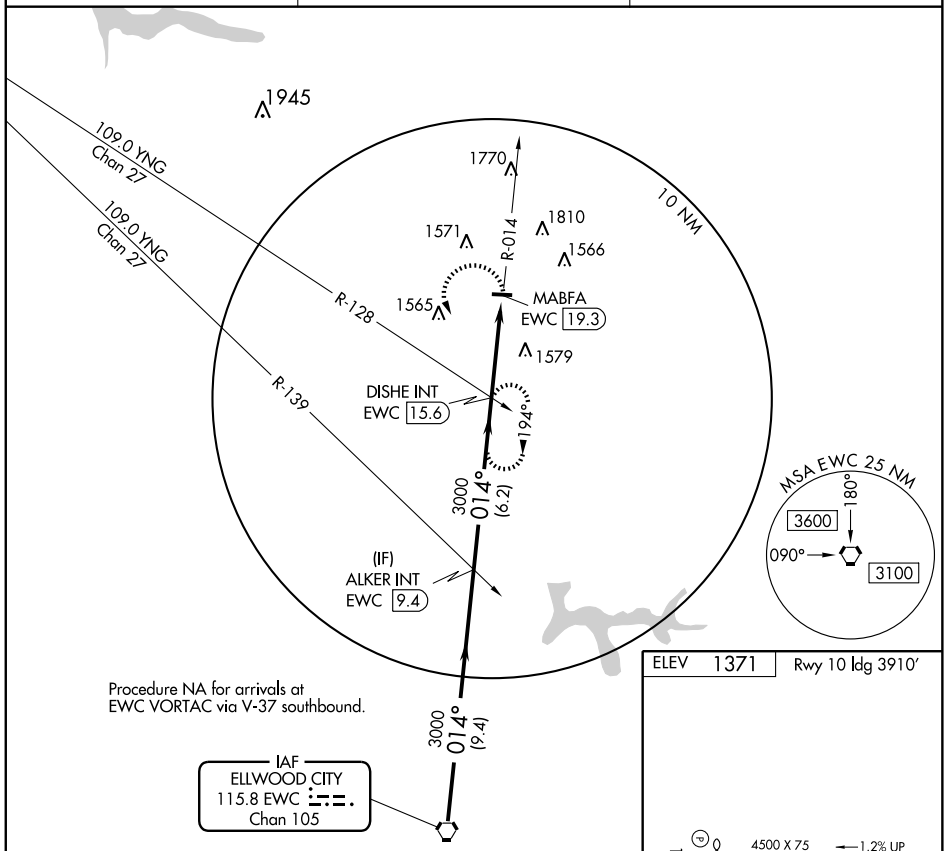
VORTAC EWC 115.8 Chan 105	APP CRS 014°	Rwy Idg N/A TDZE N/A Apt Elev 1371

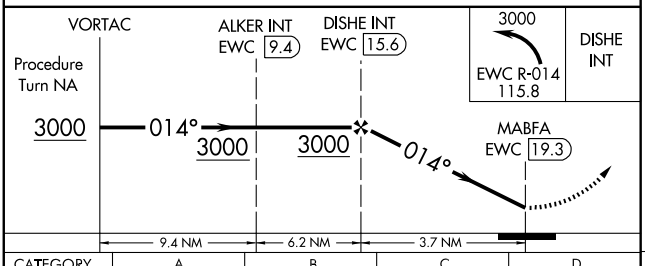
VOR-A
GROVE CITY (29D)

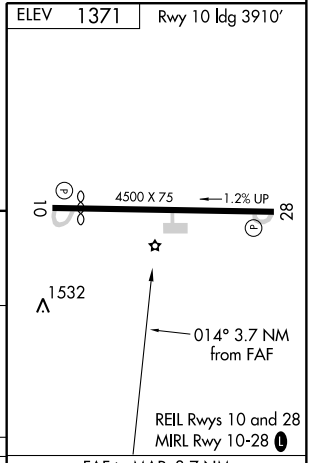
▼ NA — Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via EWC R-014 to DISHE Int/15.6 DME and hold, continue climb-in-hold to 3000.

FRANKLIN AWOS-3	YOUNGSTOWN APP CON ★	UNICOM
118.175	133.95 322.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1920-1 549 (600-1)		1940-1½ 569 (600-1½)	1980-2 609 (700-2)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

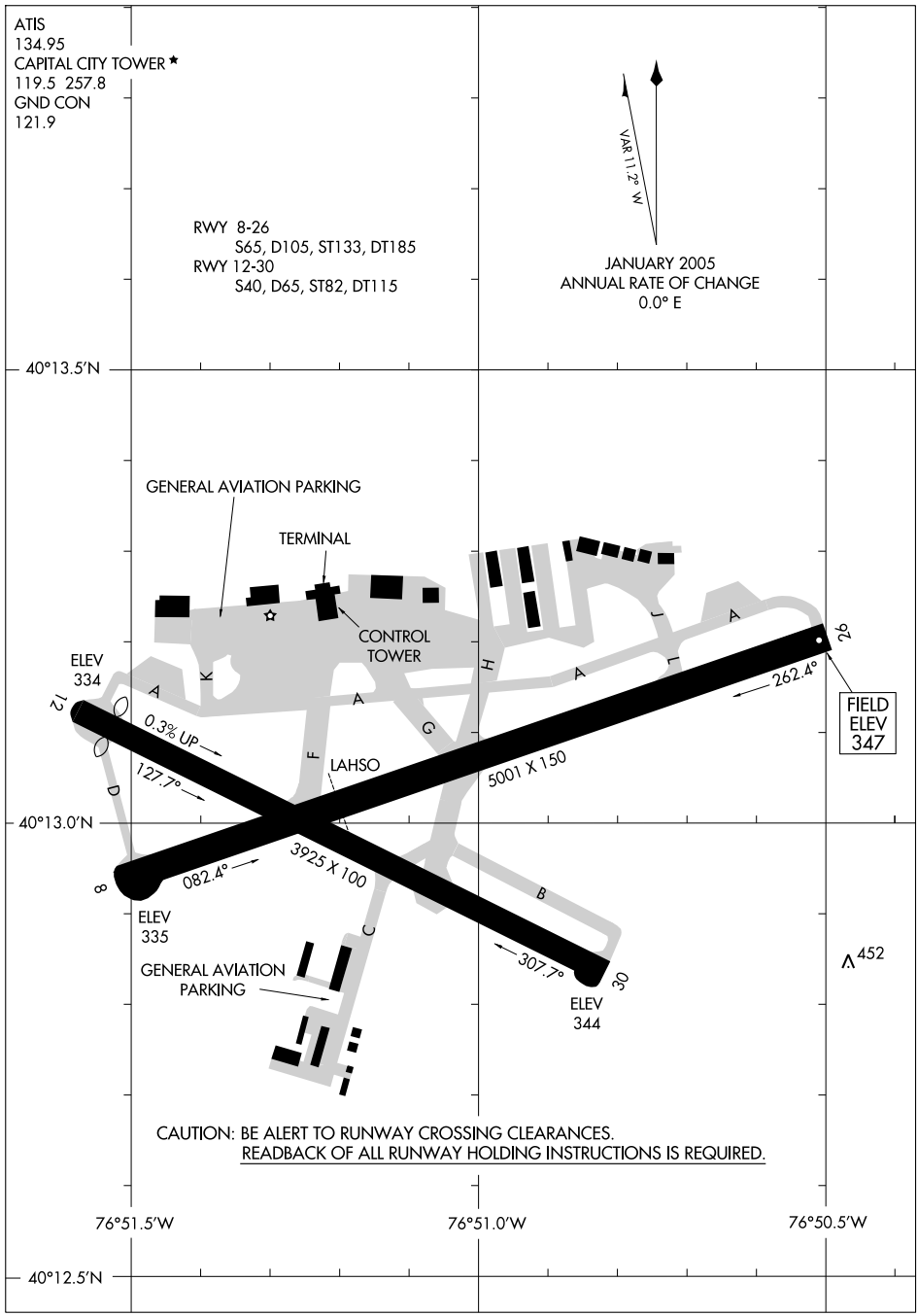
NE-4, 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-187 (FAA)

HARRISBURG / CAPITAL CITY (CXY)
HARRISBURG, PENNSYLVANIA



NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-CXY	APP CRS	Rwy Idg	5001
109.1	082°	TDZE	342
		Apt Elev	347

ILS or LOC RWY 8

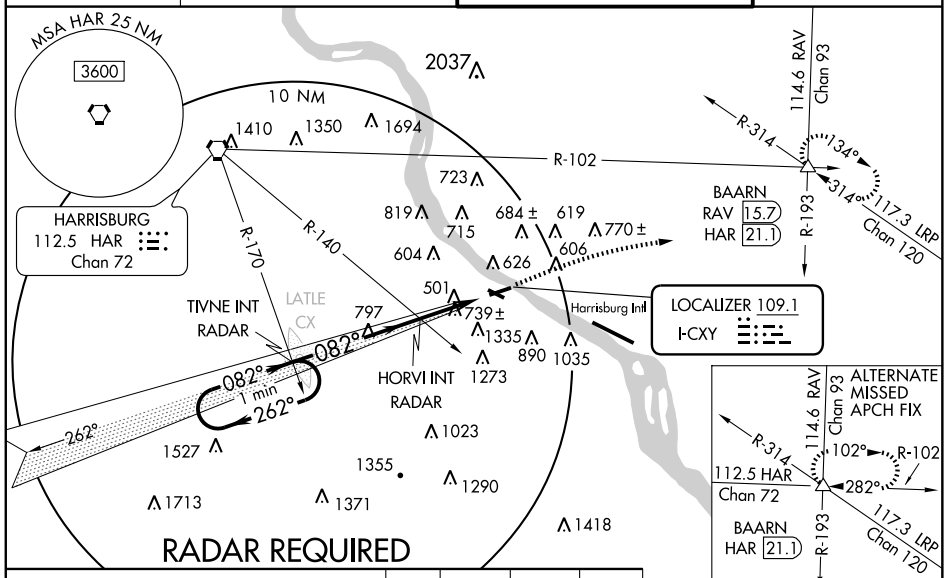
HARRISBURG / CAPITAL CITY (CXY)

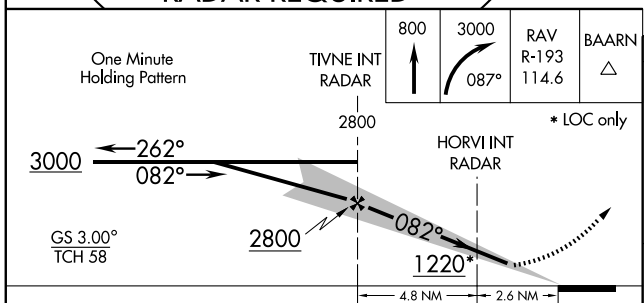
Circling to Rwy 12-30 NA at night.
Inoperative table does not apply to S-ILS-8.
For inoperative MALSR, increase S-LOC-8 Cat A visibility to 1 mile.
HORVI Fix minimums: For inoperative MALSR, increase S-LOC-8 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 940. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

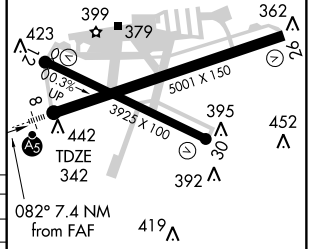
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 087° and RAV VORTAC R-193 to BAARN INT/ RAV 15.7 DME and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) L 257.8	121.9







CATEGORY	A	B	C	D
S-ILS 8	592-¾ 250 (300-¾)			
S-LOC 8	1220-¾ 878 (900-¾)		1220-2 878 (900-2)	1220-2¼ 878 (900-2¼)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	
HORVI FIX MINIMUMS				
S-LOC 8	1000-¾ 658 (700-¾)		1000-1¼ 658 (700-1¼)	1000-1½ 658 (700-1½)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	

REIL Rwys 12 and 30
HIRL Rwys 8-26 L
MIRL Rwy 12-30 L

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 70610	082°	TDZE	342
W08A		Apt Elev	347

RNAV (GPS) RWY 8

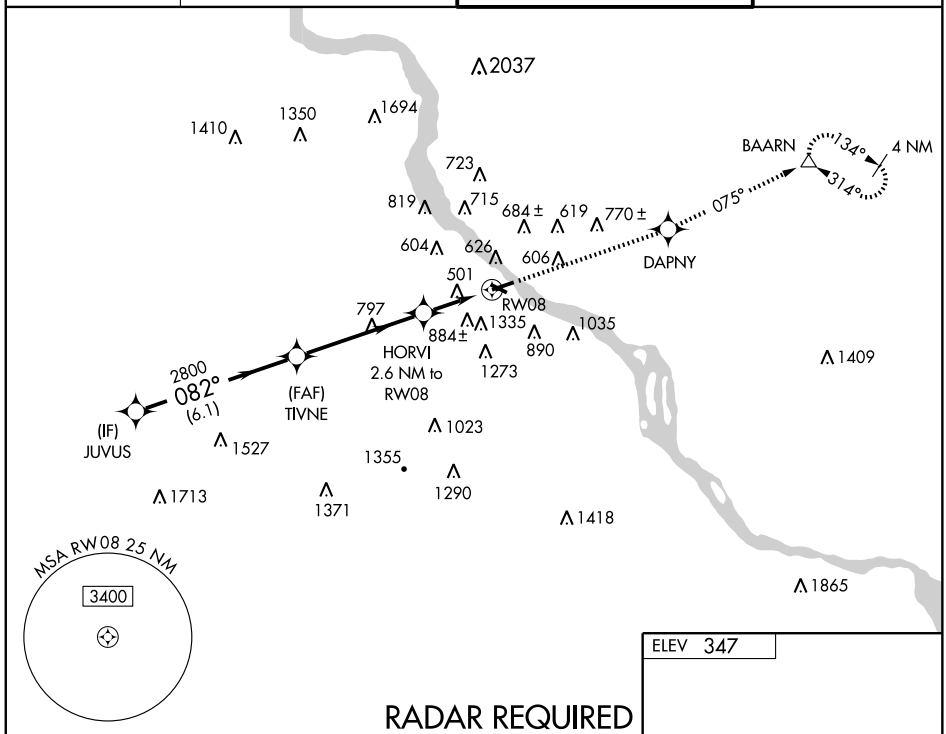
HARRISBURG / CAPITAL CITY (CXY)

Circling to Rwy 12-30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV Cat A visibility ¼ mile. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

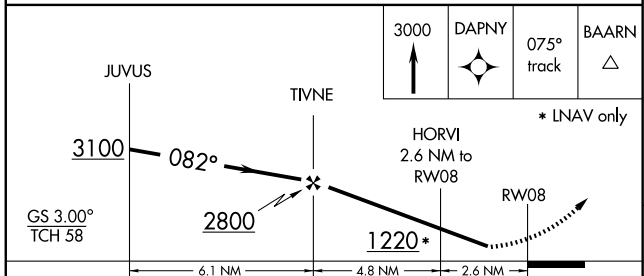
MALSR

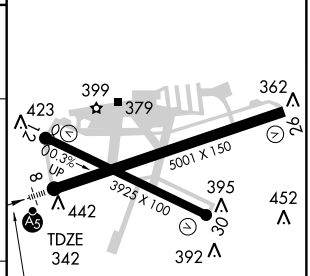
MISSED APPROACH: Climb to 3000 direct DAPNY and via 075° track to BAARN and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) L 257.8	121.9



RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	748-1 406 (500-1)			
LNAV MDA	1120- ¾ 778 (800-¾)		1120-1¾ 778 (800-1¾)	1120-2 778 (800-2)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	

REIL Rwys 12 and 30
HIRL Rwys 8-26 L
MIRL Rwys 12-30 L

NE-4. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 86800	262°	TDZE	347
W26A		Apt Elev	347

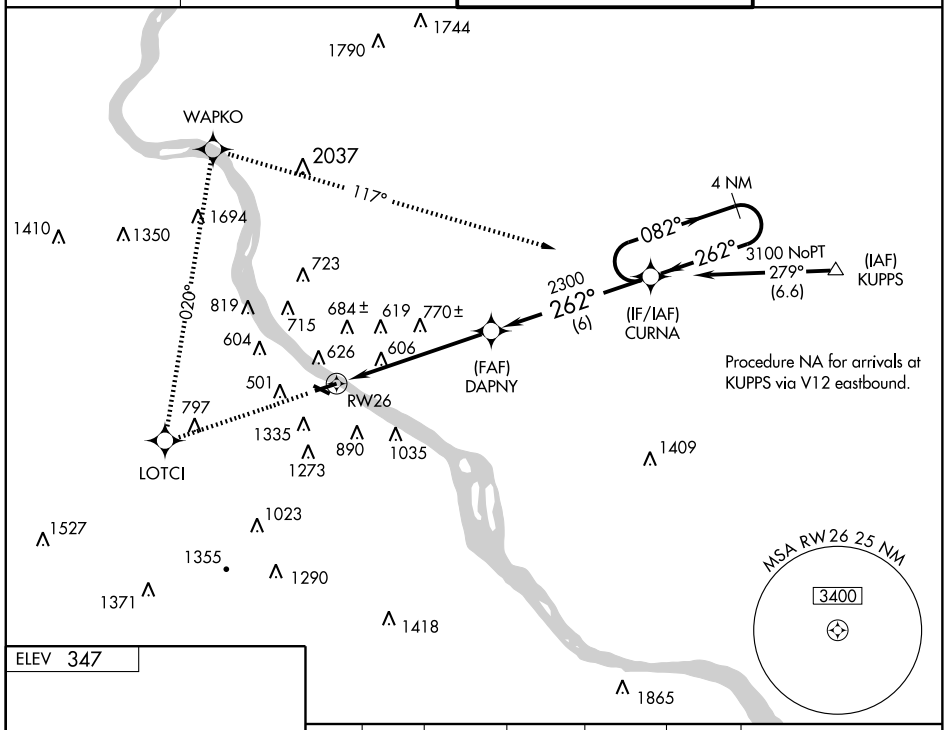
RNAV (GPS) RWY 26

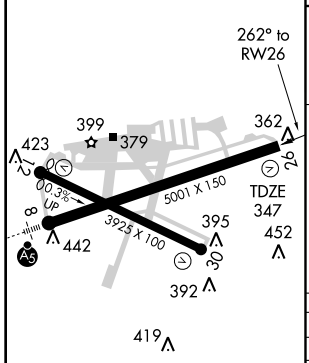
HARRISBURG / CAPITAL CITY (CXY)

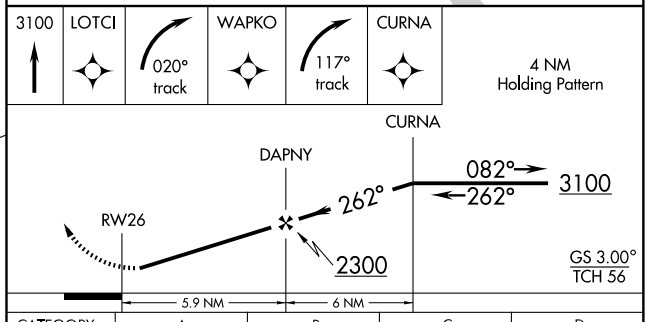
When local altimeter setting not received, use Harrisburg Intl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct LOTCI and right turn via 020° track to WAPKO and right turn 117° track to CURNA and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) L 257.8	121.9







CATEGORY	A	B	C	D
LPV DA	846-1¾ 499 (500-1¾)			
LNAV MDA	1460-1¼ 1113 (1200-1¼)	1460-1½ 1113 (1200-1½)	1460-3 1113 (1200-3)	
CIRCLING	1460-1¾ 1113 (1200-1¾)	1700-1¾ 1353 (1400-1¾)	1700-3 1353 (1400-3)	

NE-4, 14 JAN 2010 to 11 FEB 2010

09127

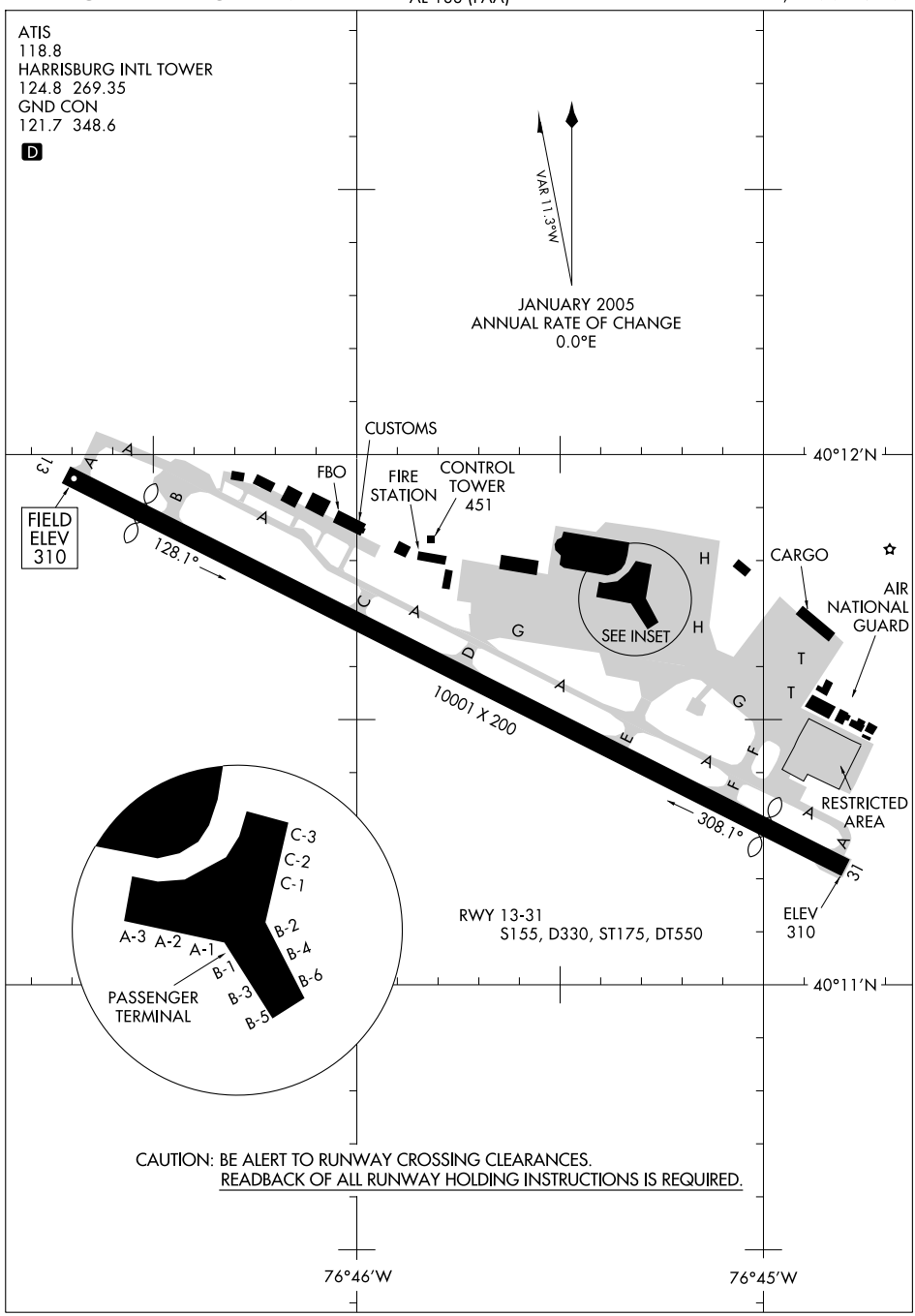
AIRPORT DIAGRAM

AL-188 (FAA)

HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA

ATIS
118.8
HARRISBURG INTL TOWER
124.8 269.35
GND CON
121.7 348.6

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS or LOC RWY 13

HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

114.6 RAV Chan 93

BAARN LRP 18

R-240 R-193 R-314 R-118 R-102

(IF) SIBUW INT

LOM/IAF ENOLA 204 MD

HAR

IAF HARRISBURG 112.5 HAR Chan 72

308° 3000 NoPT 118° (3.5)

2500 NoPT 128° (5)

128° 1 min 308°

3000 269° (13.6)

134° 314°

117.3 LRP Chan 120

Capital City

IM

LOCALIZER 110.9 I-MDT

10 NM

MSA MD 25 NM 3400

1744 1790 2037 1694 700± 619 684± 770± 606 530 609 659± 470 598 1335 1273 890 1035 677 1109 1106 1409 1023 1355 1290 883 1371 1418

One Minute Holding Pattern

LOM 2450

900	3000	RAV	BAARN
	HDG 060°	R-193 114.6	△

VGSI and ILS glidepath not coincident.

2800 308° 128° 2500 128° IM

GS 3.00° TCH 54

6.3 NM 0.1

ELEV 310 D

128° 6.4 NM from FAF

396 440 451 430

TDZE 308

10001 X 200

CATEGORY	A	B	C	D
S-ILS 13		508/18	200 (200-½)	
S-LOC 13	900/24	592 (600-½)	900/50 592 (600-1)	900/60 592 (600-1¼)
CIRCLING	900 - 1	590 (600-1)	920 - 1¾ 610 (700-1¾)	980 - 2 670 (700-2)

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4, 14 JAN 2010 to 11 FEB 2010

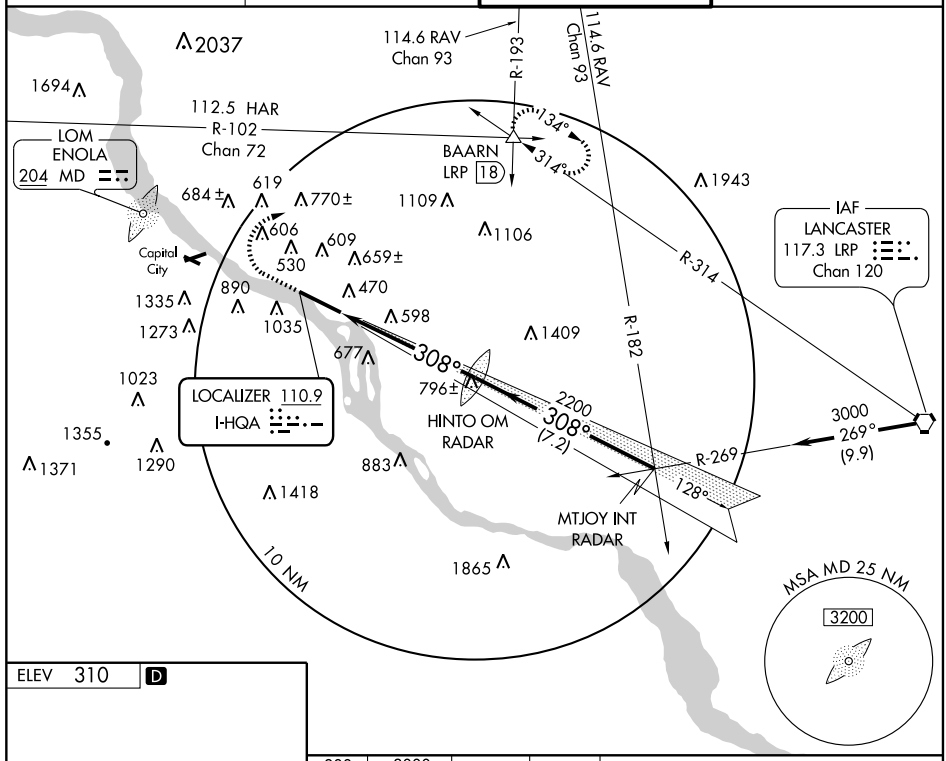
LOC I-HQA	APP CRS	Rwy Idg	8132
110.9	308°	TDZE	308
		Apt Elev	310

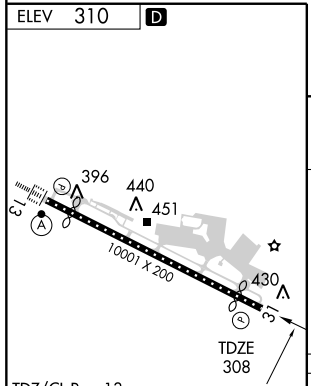
ILS or LOC RWY 31
HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

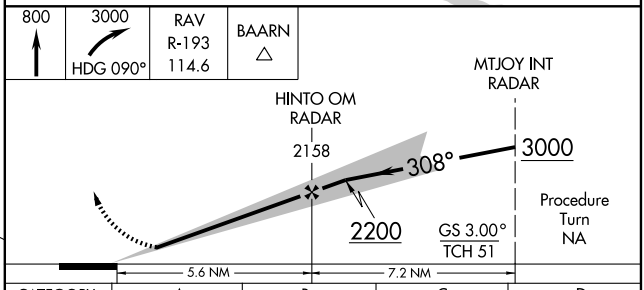
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 31	558/50		250 (300-1)	
S-LOC 31	920/50	612 (700-1)	920-1¾ 612 (700-1¾)	920 - 2 612 (700-2)
CIRCLING	920 - 1	610 (700-1)	920-1¾ 610 (700-1¾)	980 - 2 670 (700-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS RWY 13 (CAT II)

HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

1744 1790 114.6 RAV Chan 93 R-240 2037 (IF) SIBUW INT 1694 308° 3000 NoPT 118° (3.5) R-118 LOM/IAF ENOLA 204 MD HAR R-102 BAARN LRP 18 R-193 R-314 134° 314° 3000 269° (13.6) 1109 1106 117.3 LRP Chan 120 IAF HARRISBURG 112.5 HAR Chan 72 2500 NoPT 128° (5) 1 min 128° 308° 700± 684±^ 619 770± 606 530 609 659± 470 598 1035 677 1409 Capital City IM 890 1335 1273± 1023 1371 1335 1290 883 1418 LOCALIZER 110.9 I-MDT 10 NM MSA MD 25 NM 3400

ELEV 310 D

TDZE 308 13 31 10001 X 200 396 440 451 430

One Minute Holding Pattern

LOM 2450 900 3000 HDG 060° RAV R-193 114.6 BAARN

2800 308° 128° 2500 128° DH RA101 IM 308 MSL

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 54

6.3 NM 868' 1081'

CATEGORY	A	B	C	D
S-ILS 13	RA 101/12 100 DA 408			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4. 14 JAN 2010 to 11 FEB 2010

LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS RWY 13 (CAT III)
HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

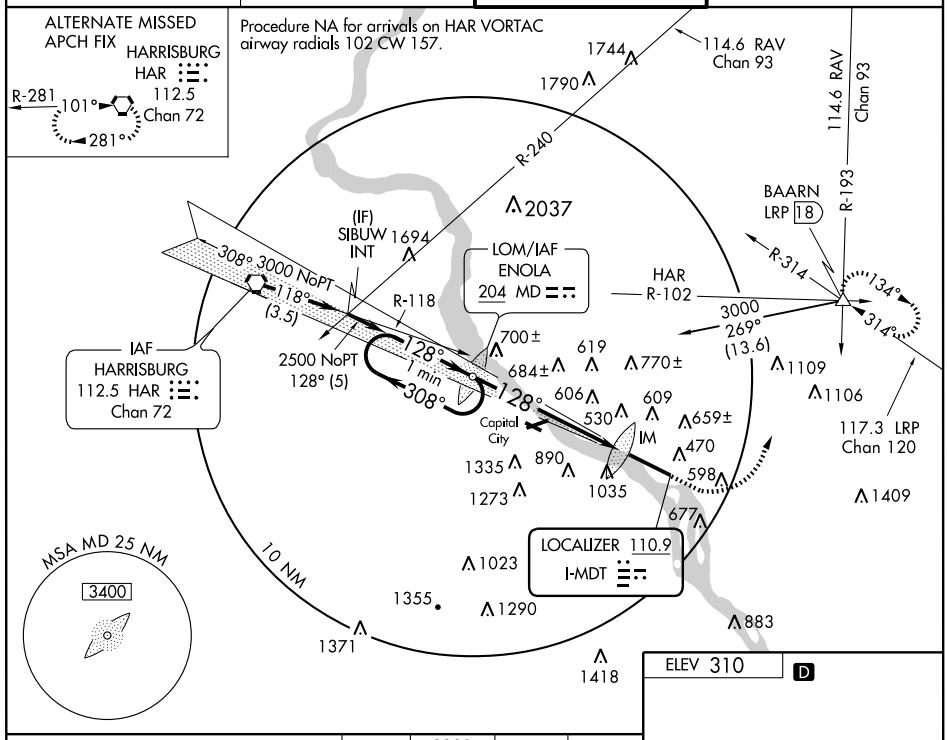
ALSF-2

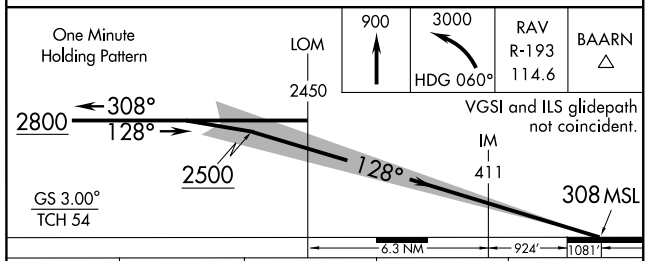
MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

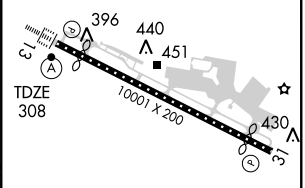
ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.







CATEGORY	A	B	C	D
S-ILS 13		CAT IIIa	RVR 07	
S-ILS 13		CAT IIIb	RVR 06	
S-ILS 13		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8070
CH 86313	128°	TDZE	308
W13A		Apt Elev	310

RNAV (GPS) RWY 13

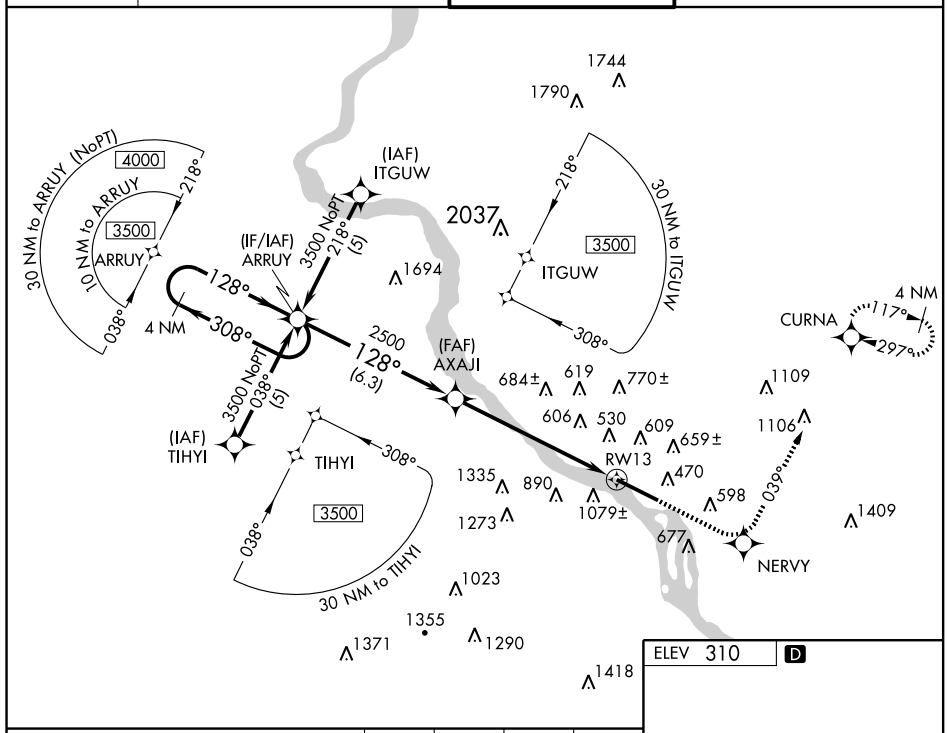
HARRISBURG INTL (MDT)

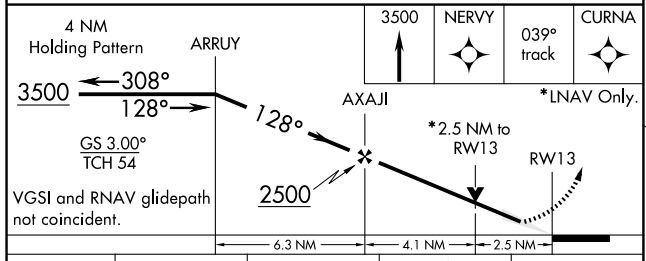
Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats.

ALSF-2

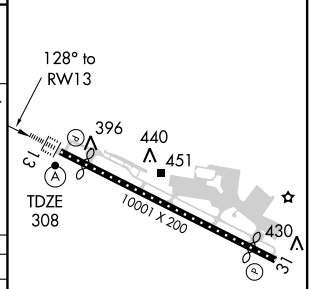
MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





CATEGORY	A	B	C	D
LPV DA	558/24 250 (300-½)			
LNAV/VNAV DA	1572-5 1264 (1300-5)			
LNAV MDA	1180/24 872 (900-½)	1180/40 872 (900-¾)	1180-2 872 (900-2)	1180-2¼ 872 (900-2¼)
CIRCLING	1180-1 870 (900-1)	1180-1¼ 870 (900-1¼)	1180-2½ 870 (900-2½)	1180-2¾ 870 (900-2¾)



TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

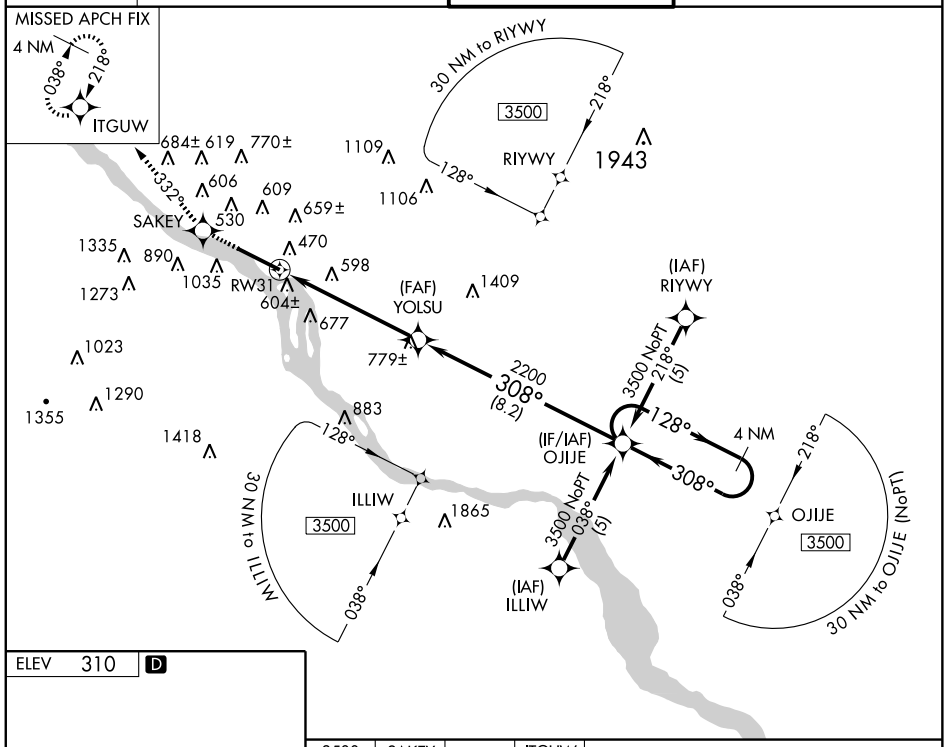
WAAS	APP CRS	Rwy Idg	8132
CH 78013	308°	TDZE	308
W31A		Apt Elev	310

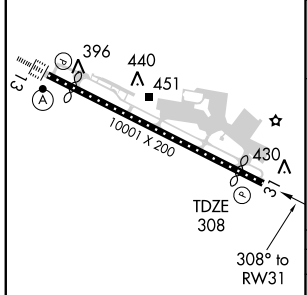
RNAV (GPS) RWY 31
HARRISBURG INTL (MDT)

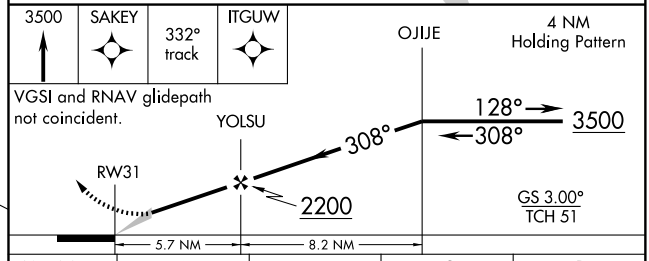
Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct SAKEY and via track 332° to ITGUW and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6







CATEGORY	A	B	C	D
LPV DA	558/50		250 (300-1)	
LNAV/VNAV DA	921-2¼		613 (700-2¼)	
LNAV MDA	1100/50 792 (800-1)	1100/60 792 (800-1¼)	1100-2¼ 792 (800-2¼)	1100-2½ 792 (800-2½)
CIRCLING	1100-1 790 (800-1)	1100-1¼ 790 (800-1¼)	1100-2¼ 790 (800-2¼)	1100-2½ 790 (800-2½)

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

HARRISBURG, PENNSYLVANIA

AL-188 (FAA)

VORTAC LRP	APP CRS	Rwy Idg	8132
117.3	290°	TDZE	308
Chan 120		Apt Elev	310

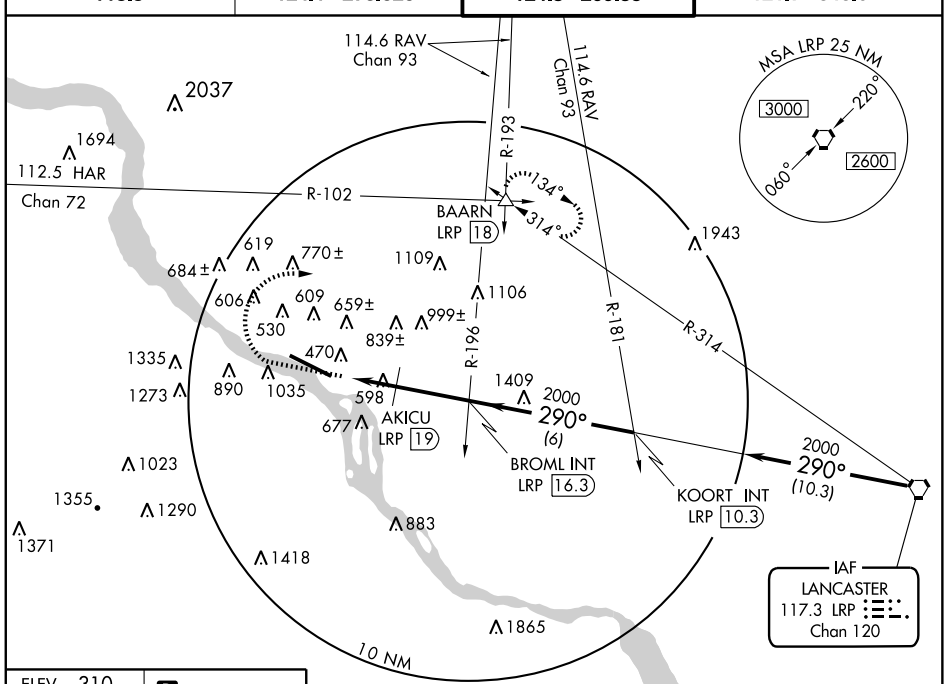
VOR RWY 31

HARRISBURG INTL (MDT)

Circling NA south of Runway 13-31.

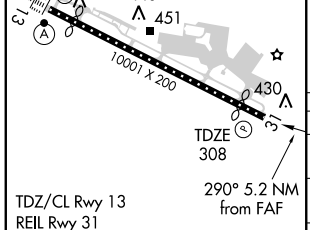
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/ LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6



NE-4, 14 JAN 2010 to 11 FEB 2010

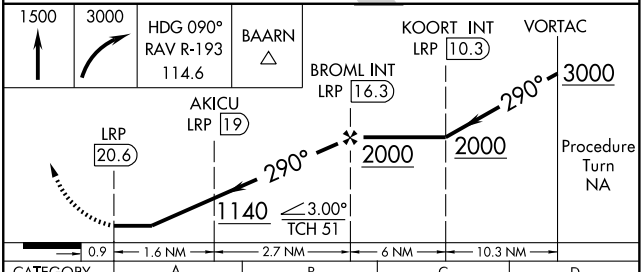
ELEV 310 D



TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-31	1140 - 1 832 (900-1)	1140 - 1¼ 832 (900-1¼)	1140 - 2½ 832 (900-2½)	1140 - 2¾ 832 (900-2¾)
CIRCLING	1140 - 1 830 (900-1)	1140 - 1¼ 830 (900-1¼)	1140 - 2½ 830 (900-2½)	1140 - 2¾ 830 (900-2¾)
AKICU FIX MINIMUMS				
S-31	1040 - 1 732 (800-1)	1040 - 1¼ 732 (800-1¼)	1040 - 2 732 (800-2)	1040 - 2¼ 732 (800-2¼)
CIRCLING	1040 - 1 730 (800-1)	1040 - 1¼ 730 (800-1¼)	1040 - 2 730 (800-2)	1040 - 2¼ 730 (800-2¼)

LOC I-HZL	APP CRS	Rwy Idg	4898
110.5	284°	TDZE	1603
		Apt Elev	1603

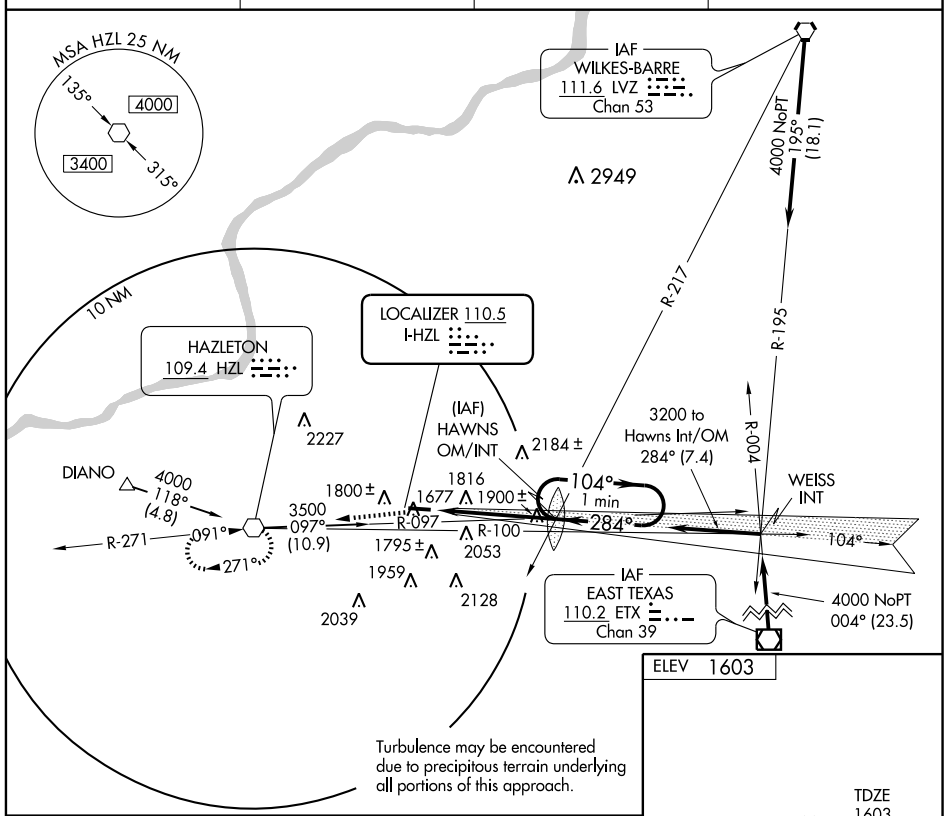
LOC RWY 28
HAZLETON MUNI (HZL)

NA — Inoperative table does not apply.

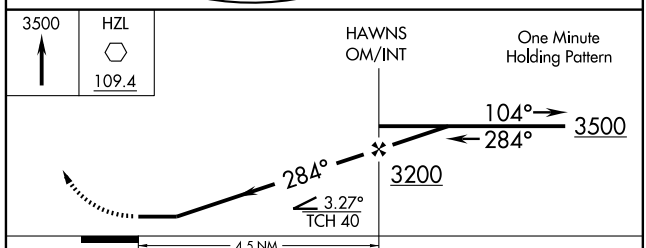
MALSF

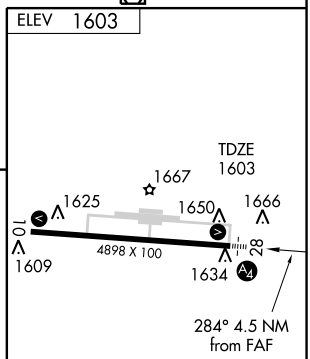
MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L



Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.





REIL Rwy 10 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-LOC 28	2160-1 557 (600-1)		2160-1½ 557 (600-1½)	2160-1¾ 557 (600-1¾)
CIRCLING	2160-1 557 (600-1)	2180-1 557 (600-1)	2380-2¼ 777 (800-2¼)	2380-2½ 777 (800-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-4, 14 JAN 2010 to 11 FEB 2010

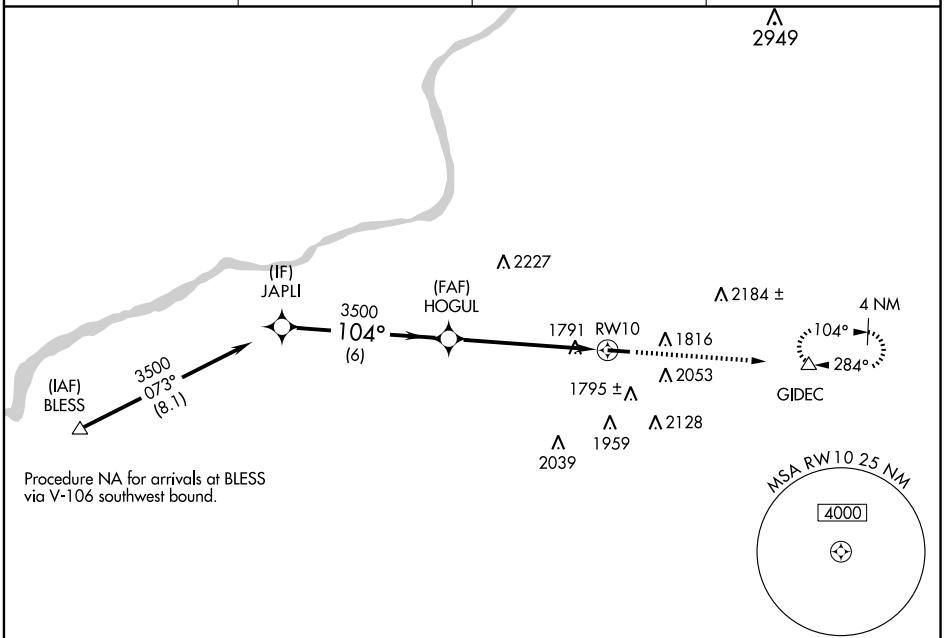
WAAS CH 90127 W10A	APP CRS 104°	Rwy Idg 4898 TDZE 1603 Apt Elev 1603

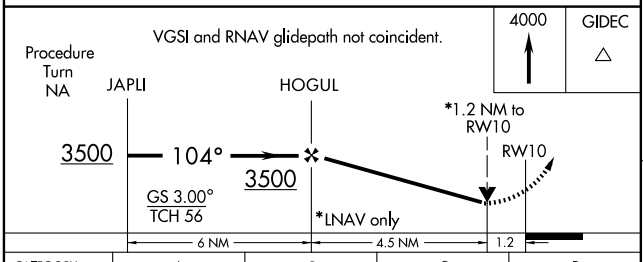
RNAV (GPS) RWY 10
HAZLETON MUNI (HZL)

DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F).
Circling to Rwy 28 NA at night.

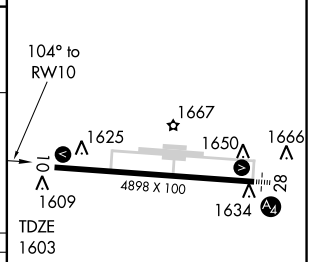
MISSED APPROACH: Climb to 4000 direct GIDEC and hold, continue climb-in-hold to 4000.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2054-1½ 451 (500-1½)			
LNAV/VNAV DA	2086-1¾ 483 (500-1¾)			
LNAV MDA	2060-1 457 (500-1)		2060-1¼ 457 (500-1¼)	2060-1½ 457 (500-1½)
CIRCLING	2120-1¾ 517 (600-1¾)	2180-1¾ 577 (600-1¾)	2440-2½ 837 (900-2½)	2440-2¾ 837 (900-2¾)



REIL Rwy 10 L
MIRL Rwy 10-28 L

NE-4, 14 JAN 2010 to 11 FEB 2010

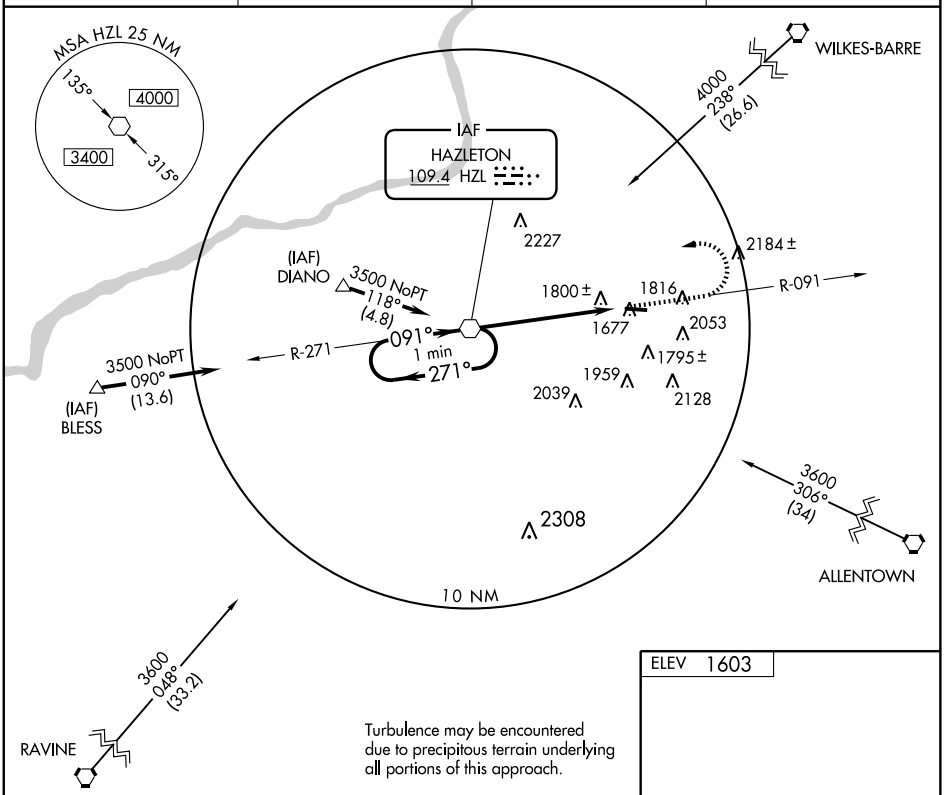
VOR HZL	APP CRS	Rwy Idg	4898
109.4	091°	TDZE	1603
		Apt Elev	1603

VOR RWY 10
HAZLETON MUNI (HZL)

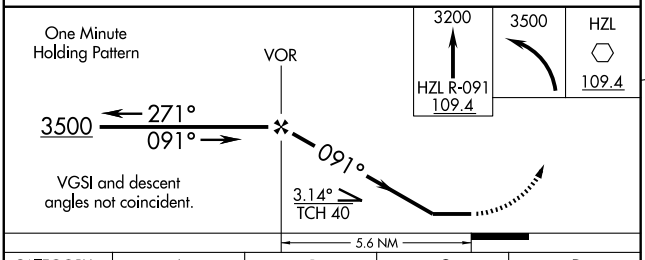
NA

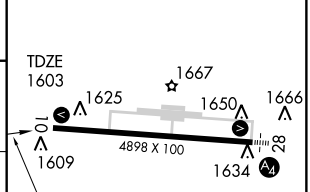
MISSED APPROACH: Climb on HZL R-091 to 3200 then climbing left turn to 3500 direct HZL VOR and hold.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L



Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.





REIL Rwy 10 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	2300-1	697 (700-1)	2300-2 697 (700-2)	2300-2¼ 697 (700-2¼)
CIRCLING	2300-1	697 (700-1)	2380-2¼ 777 (800-2¼)	2380-2½ 777 (800-2½)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR HZL 109.4	APP CRS 273°	Rwy Idg 4898 TDZE 1603 Apt Elev 1603

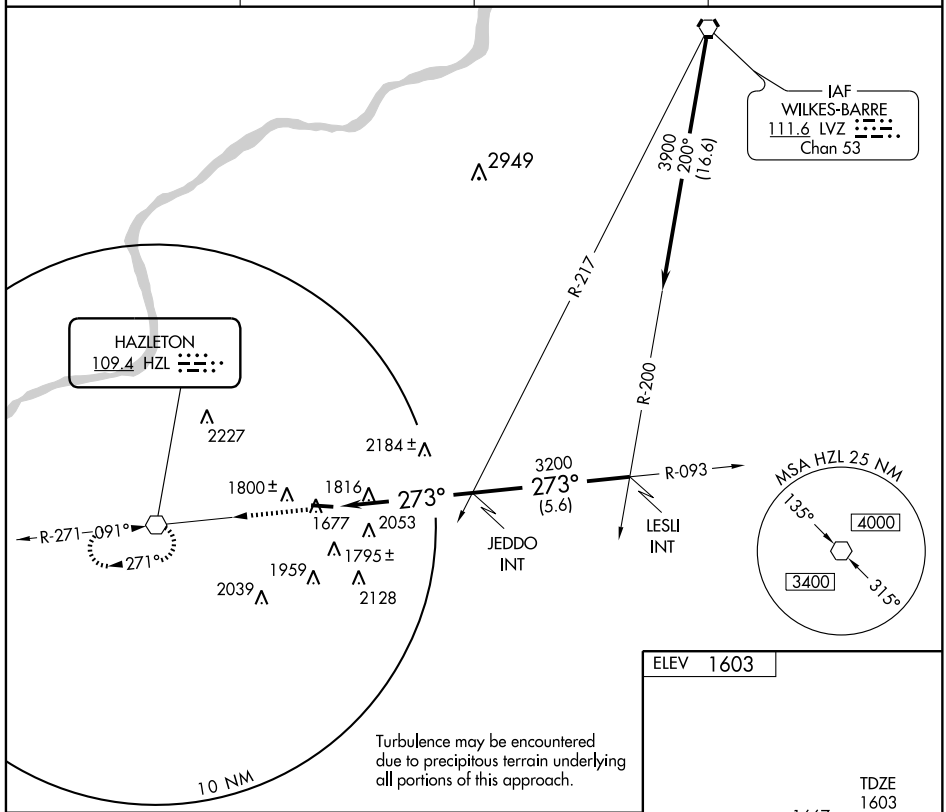
VOR RWY 28
HAZLETON MUNI (HZL)

NA — Inoperative table does not apply.

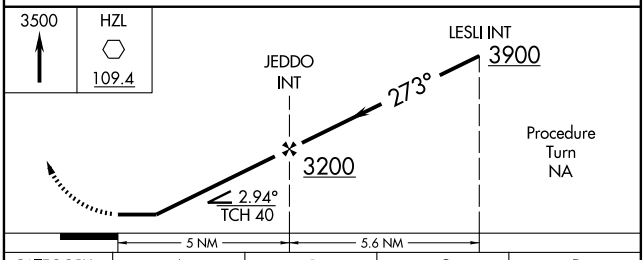
MALSF

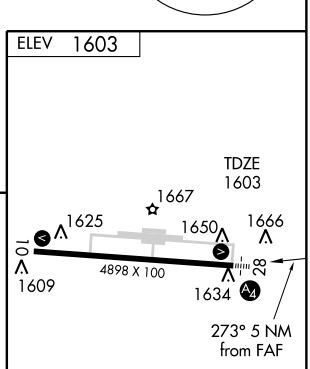
MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L



Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.





REIL Rwy 10 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-28	2420-1 817 (900-1)	2420-1¼ 817 (900-1¼)	2420-2½ 817 (900-2½)	2420-2¾ 817 (900-2¾)
CIRCLING	2420-1 817 (900-1)	2420-1¼ 817 (900-1¼)	2420-2½ 817 (900-2½)	2420-2¾ 817 (900-2¾)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
360°	TDZE	N/A
	Apt Elev	1357

RNAV (GPS)-B

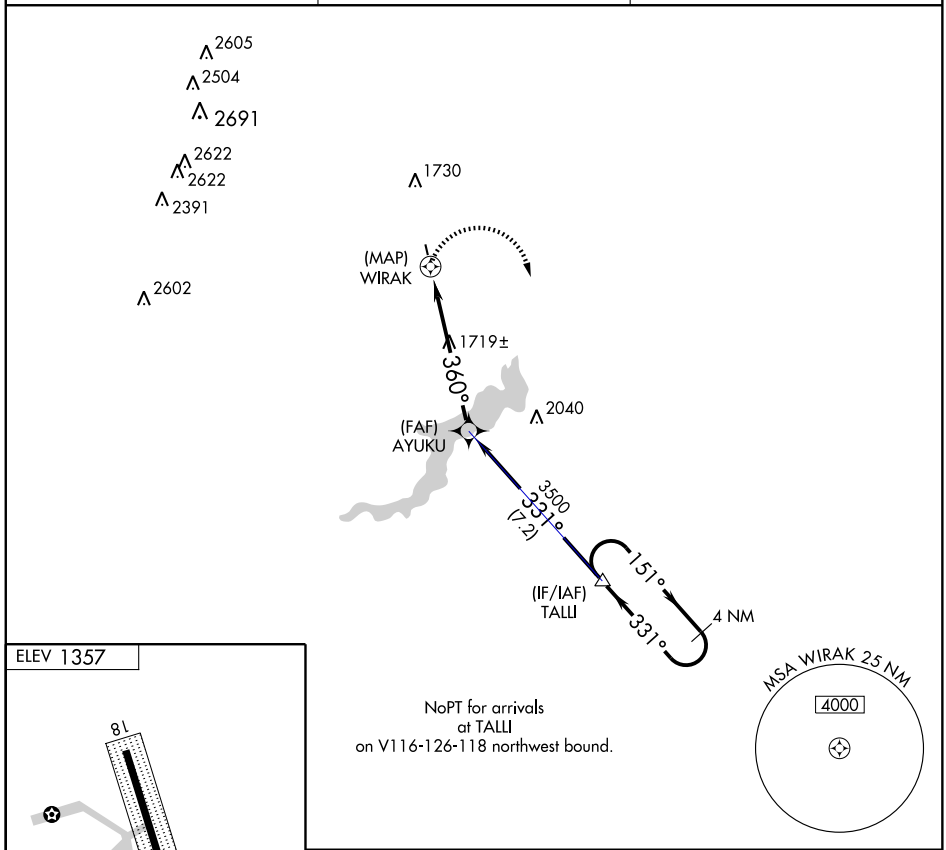
HONESDALE / CHERRY RIDGE (N30)

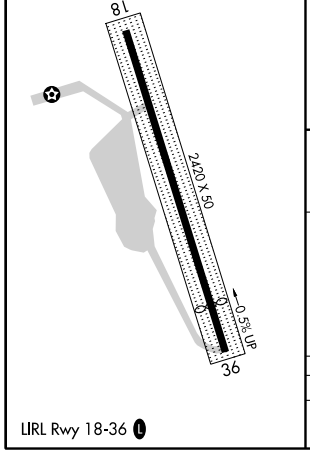
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility 1/4 mile.

NA

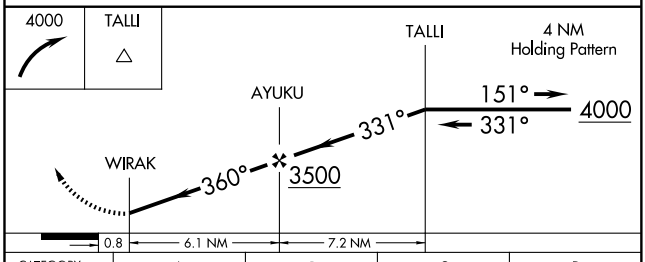
MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.

WILKES-BARRE APP CON	UNICOM	
124.5 256.7	122.8 (CTAF)	122.75 L





LIRL Rwy 18-36 L



CATEGORY	A	B	C	D
CIRCLING	2080-1 723 (800-1)	NA		

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC LVZ	APP CRS	Rwy Idg	N/A
111.6	064°	TDZE	N/A
Chan 53		Apt Elev	1357

VOR-A

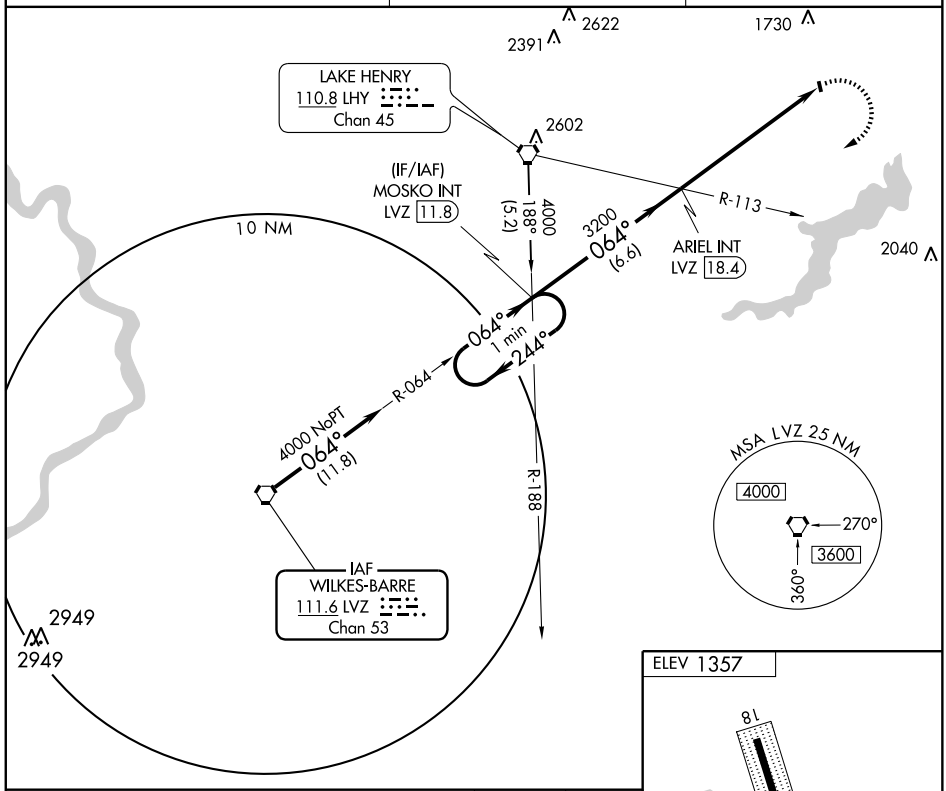
HONESDALE / CHERRY RIDGE (N30)

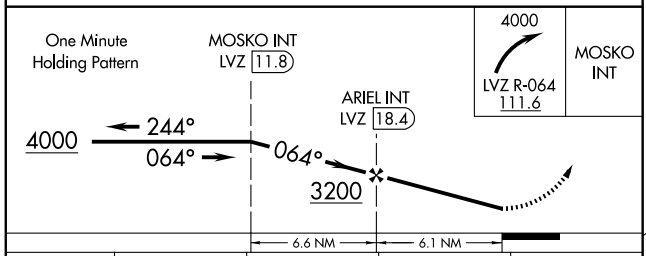
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting.

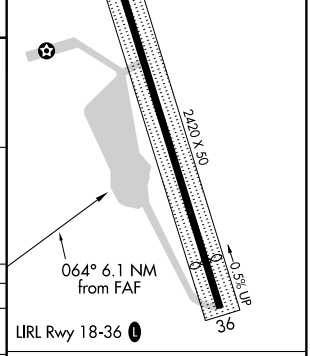
NA

MISSED APPROACH: Climbing right turn to 4000 via LVZ R-064 to MOSKO Int/LVZ 11.8 DME and hold.

WILKES-BARRE APP CON	UNICOM	
124.5 256.7	122.8 (CTAF)	122.75 L







CATEGORY	A	B	C	D
CIRCLING	2180-1 823 (900-1)	NA		

WILKES-BARRE/SCRANTON ALTIMETER SETTING MINIMUMS			
CIRCLING	2500-1¼ 1143 (1200-1¼)	NA	

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	100
086°	TDZE	N/A
	Apt Elev	591

COPTER RNAV (GPS) 086°

HONEY GROVE/STOTTLE MEMORIAL (Ø2P)

NA	MISSED APPROACH:
Proceed VFR from MOMSE WP or conduct the specified missed approach. Limit final, missed approach, and holding airspeed to 70 KIAS. Use Reedsville/Mifflin County (RVL) altimeter setting. Surface elevation 900′ at MAP.	Climbing left turn to 4000 direct HIPUT WP and hold.

HARRISBURG APP CON	UNICOM	
124.1 273.525	123.05 (CTAF)	122.8 L

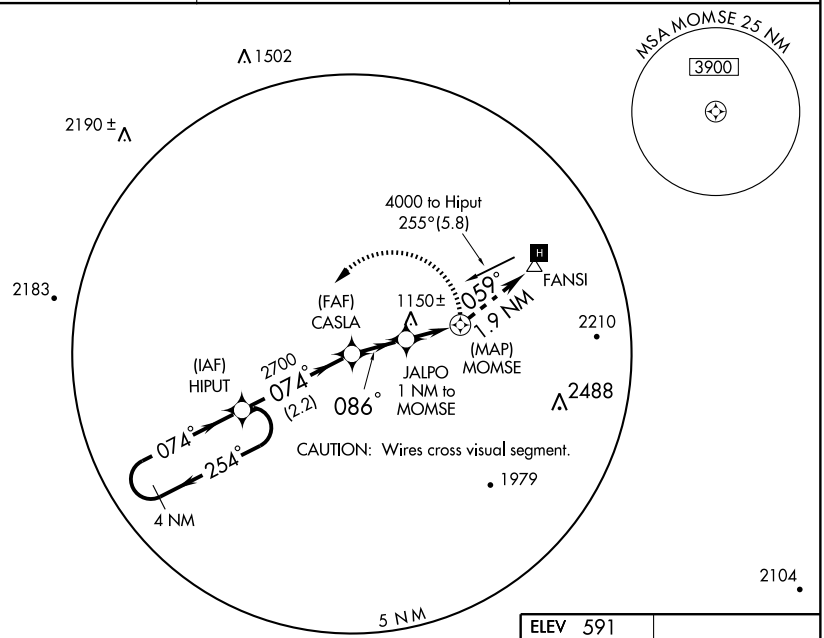
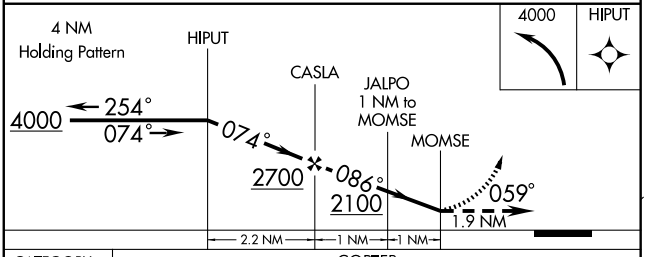
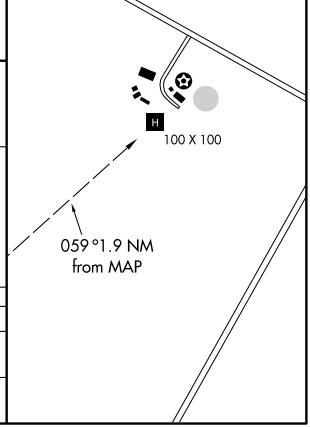


Chart scale: 1:250,000





CATEGORY	COPTER
H-086°	1500 - ¾ 600 (600-¾)
CIRCLING	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
274°	TDZE	1405
	Apt Elev	1405

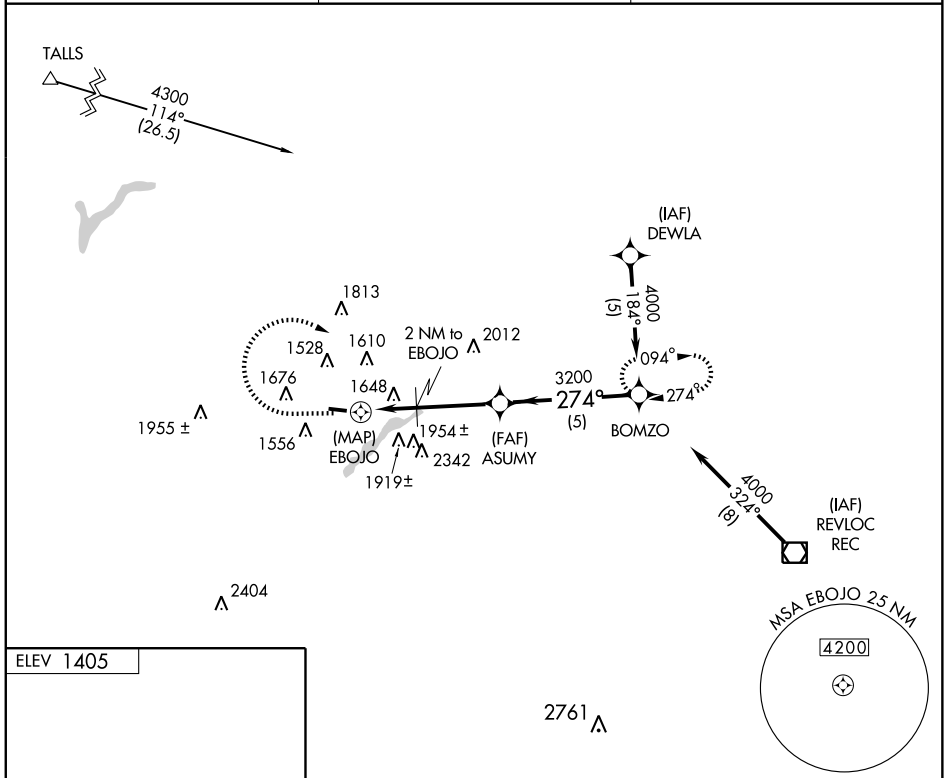
GPS RWY 28

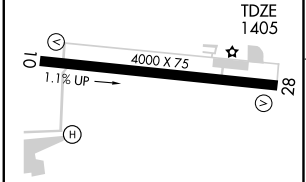
INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

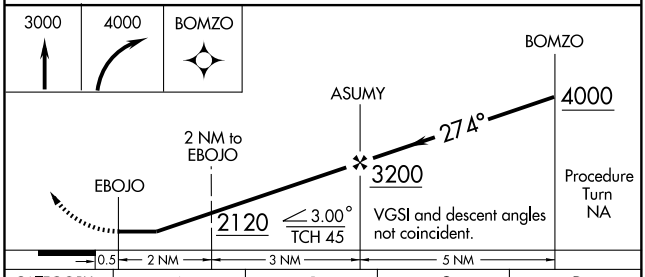
NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 direct BOMZO WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
126.625	121.2 299.2	122.8 (CTAF)







CATEGORY	A	B	C	D
S-28	1940-1 535 (600-1)		1940-1½ 535 (600-1½)	1940-1¾ 535 (600-1¾)
CIRCLING	1960-1 555 (600-1)	1980-1 575 (600-1)	2100-2 695 (700-2)	2220-2¾ 815 (900-2¾)

MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IDI	APP CRS	Rwy Idg	4000
109.5	284°	TDZE	1406
Chan 32		Apt Elev	1406

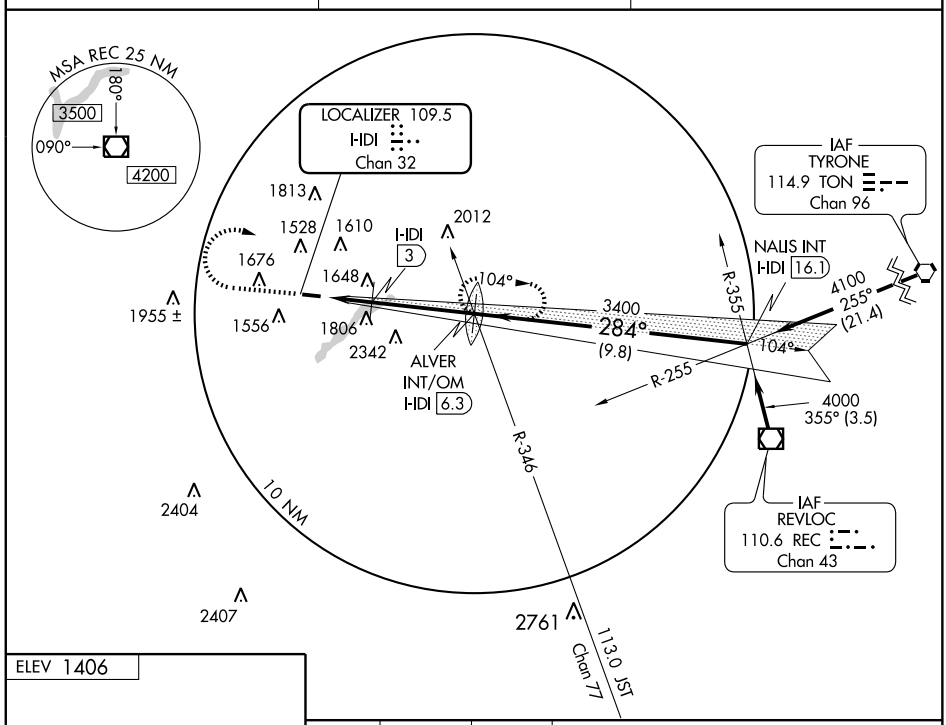
LOC RWY 28

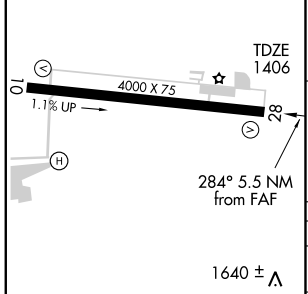
INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

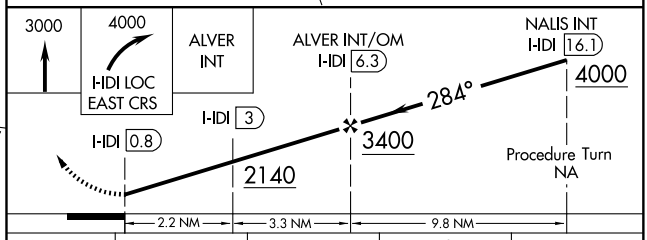
NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 via I-IDI LOC East Course to ALVER INT/OM/I-IDI 6.3 DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
126.625	121.2 299.2	122.8 (CTAF)







MIRL Rwy 10-28
REIL Rwys 10 and 28

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

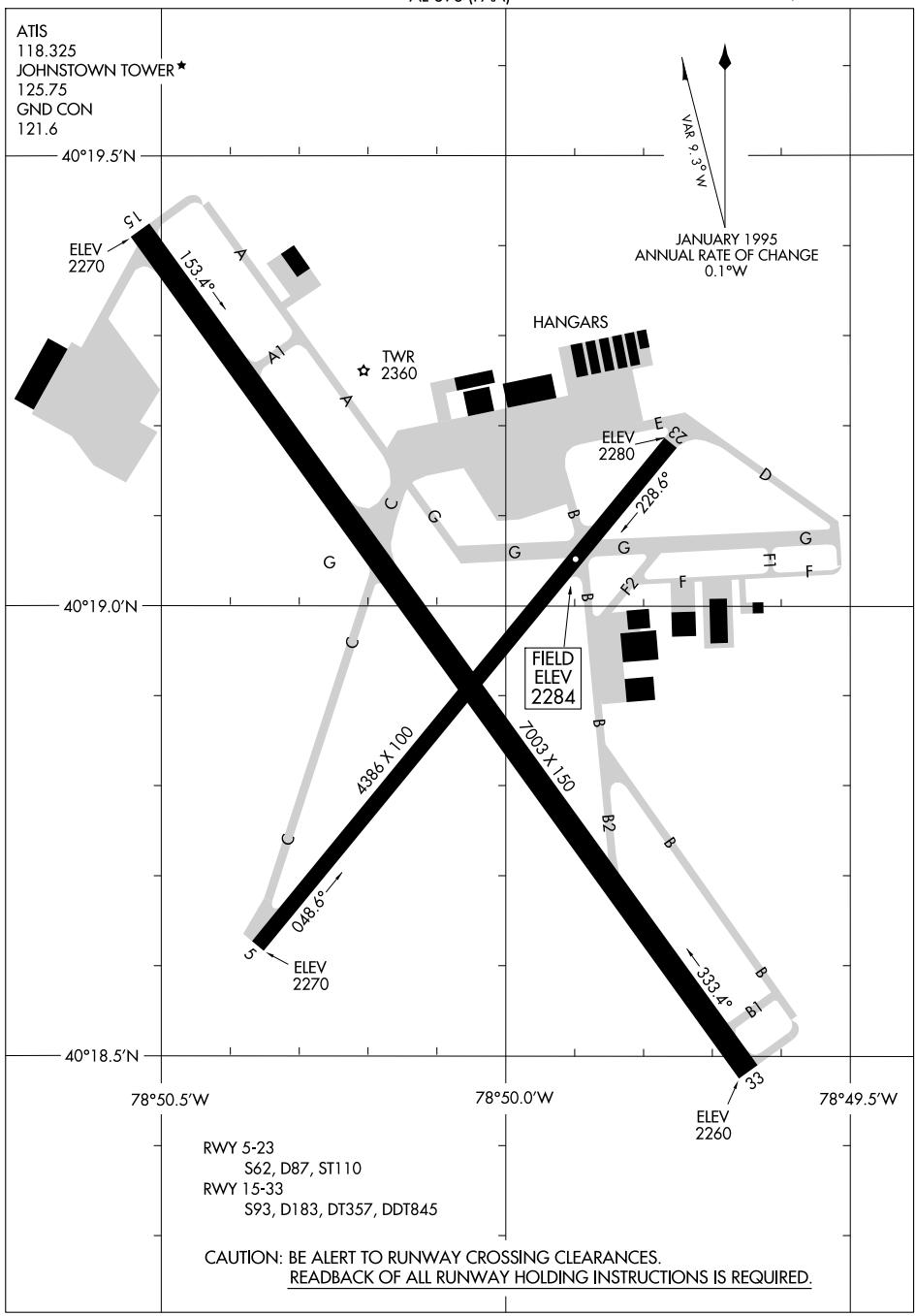
CATEGORY	A	B	C	D
S-28	2140-1 734 (800-1)		2140-2 734 (800-2)	2140-2¼ 734 (800-2¼)
CIRCLING	2140-1 734 (800-1)		2140-2 734 (800-2)	2220-2¾ 814 (900-2¾)
DME MINIMUMS				
S-28	1860-1 454 (500-1)		1860-1¼ 454 (500-1¼)	1860-1½ 454 (500-1½)
CIRCLING	1960-1 554 (600-1)	1980-1 574 (600-1)	2100-2 694 (700-2)	2220-2¾ 814 (900-2¾)

NE-4, 14 JAN 2010 to 11 FEB 2010

09127

AIRPORT DIAGRAM

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
AL-898 (FAA)
JOHNSTOWN, PENNSYLVANIA



RWY 5-23
S62, D87, ST110
RWY 15-33
S93, D183, DT357, DDT845

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-JST	APP CRS	Rwy Idg	7003
110.1	334°	TDZE	2281
		Apt Elev	2284

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

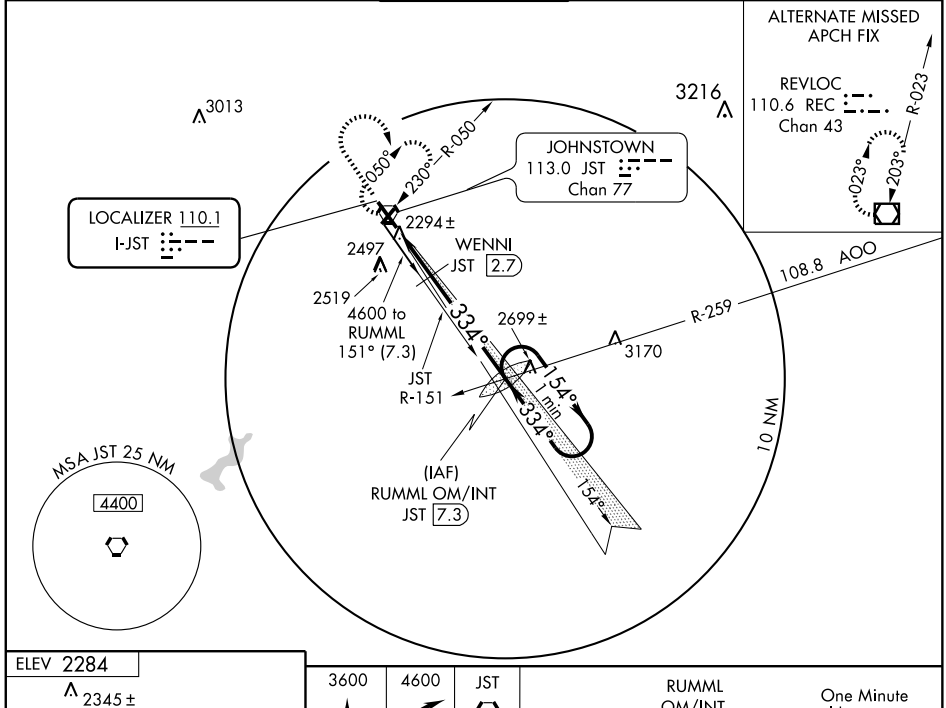
ILS or LOC RWY 33

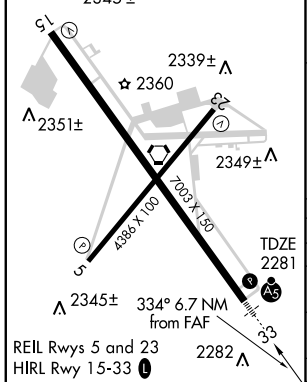
For inoperative MALSR, increase WENNI fix minimums S-LOC 33 Cat. D visibility to 1 mile. Glide slope unusable beyond 5 degrees left of course.

MALSR

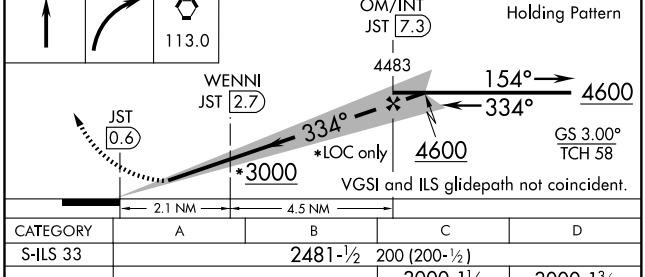
MISSED APPROACH: Climb to 3600 then climbing right turn to 4600 direct JST VORTAC and hold, continue climb-in-hold to 4600.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95





FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



CATEGORY	A	B	C	D
S-ILS 33	2481-½ 200 (200-½)			
S-LOC 33	3000-½ 719 (800-½)		3000-1½ 719 (800-1½)	3000-1¾ 719 (800-1¾)
CIRCLING	3000-1 716 (800-1)		3000-2 716 (800-2)	3000-2¼ 716 (800-2¼)
WENNI FIX MINIMUMS				
S-LOC 33	2600-½ 319 (400-½)			2600-¾ 319 (400-¾)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

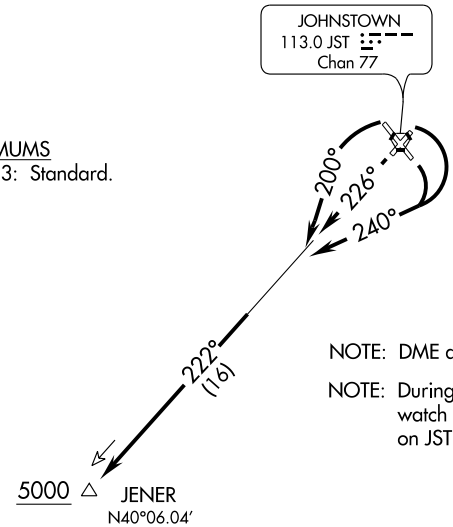
(JENER3.JENER) 08269

JOHNSTOWN/ JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

JENER THREE DEPARTURE

JOHNSTOWN, PENNSYLVANIA

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2



TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard.

NOTE: DME and RADAR required.

NOTE: During VFR conditions watch for opposing traffic on JST R-222.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326' from DER, 342' right of centerline, up to 100' AGL/2358' MSL.
Trees beginning 887' from DER, 384' left of centerline, up to 100' AGL/2341' MSL.
Rwy 23: Trees beginning 215' from DER, 227' right of centerline, up to 100' AGL/2339' MSL.
Trees beginning 431' from DER, 250' left of centerline, up to 100' AGL/2379' MSL.
Rwy 33: Trees beginning 359' from DER, 318' right of centerline, up to 100' AGL/2409' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5 and 15: Turn right heading 240° to intercept JST R-222, Thence. . . .
TAKE-OFF RUNWAY 23: Climb heading 226° to intercept JST R-222, Thence . . . .
TAKE-OFF RUNWAY 33: Turn left heading 200° to intercept JST R-222, Thence . . . .

. . . . via JST R-222 to cross JENER/JST 16 DME at or above 5000. Thence via (assigned route).

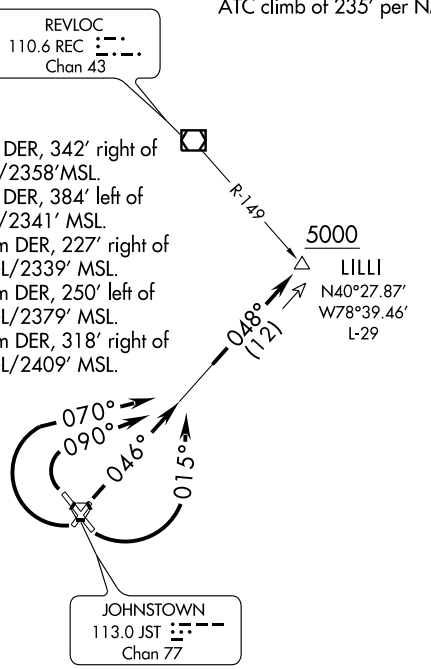
NE-4, 14 JAN 2010 to 11 FEB 2010

LILLI THREE DEPARTURE

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2

TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard with minimum ATC climb of 235′ per NM to 5000.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326′ from DER, 342′ right of centerline, up to 100′ AGL/2358′MSL.
Trees beginning 887′ from DER, 384′ left of centerline, up to 100′ AGL/2341′ MSL.
Rwy 23: Trees beginning 215′ from DER, 227′ right of centerline, up to 100′ AGL/2339′ MSL.
Trees beginning 431′ from DER, 250′ left of centerline, up to 100′ AGL/2379′ MSL.
Rwy 33: Trees beginning 359′ from DER, 318′ right of centerline, up to 100′ AGL/2409′ MSL.



NOTE: During VFR conditions watch for opposing traffic on JST R-048.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 046° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 15: Turn left heading 015° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 23: Turn right heading 070° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 33: Turn right heading 090° to intercept JST R-048, Thence . . . .

. . . . via JST R-048 to cross LILLI INT at or above 5000 Thence via (assigned route).

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4386
049°	TDZE	2283
	Apt Elev	2284

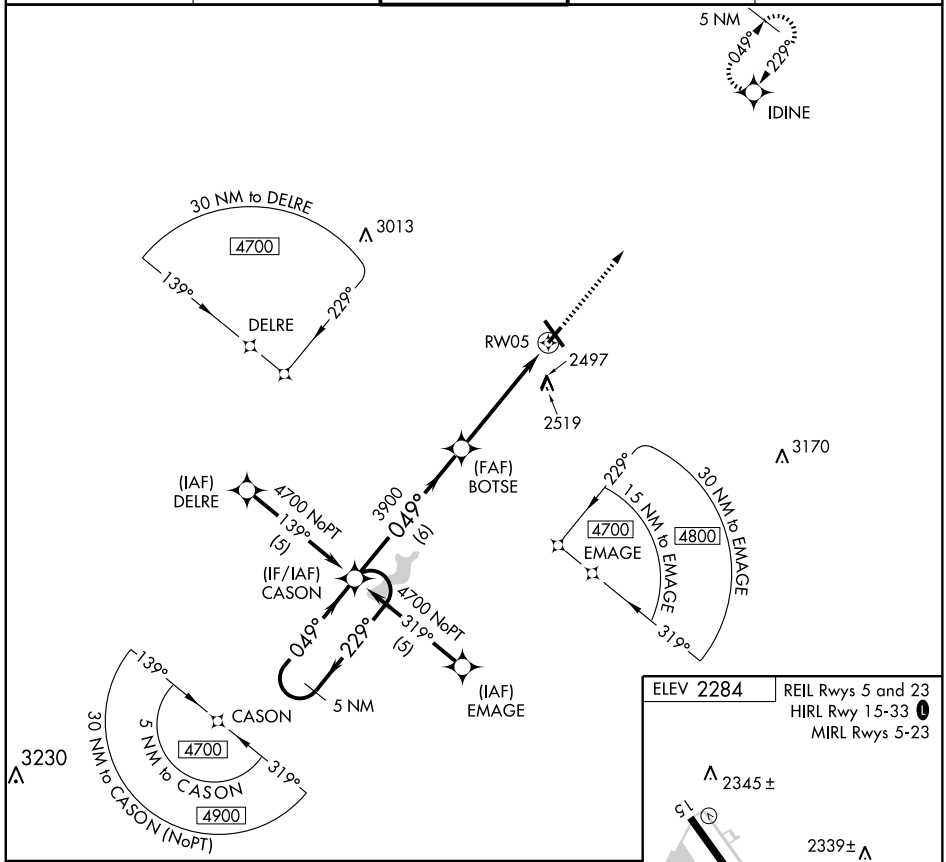
RNAV (GPS) RWY 5

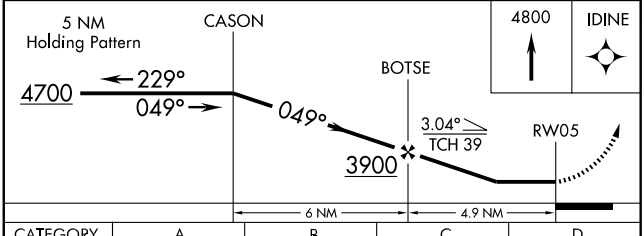
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4800 direct IDINE and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95

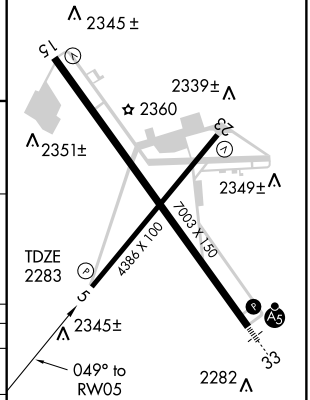




CATEGORY	A	B	C	D
LNAV MDA	2640-1 357 (400-1)			2640-1¼ 357 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

ELEV 2284

REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23



NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7003
CH 53513	154°	TDZE	2276
W15A		Apt Elev	2284

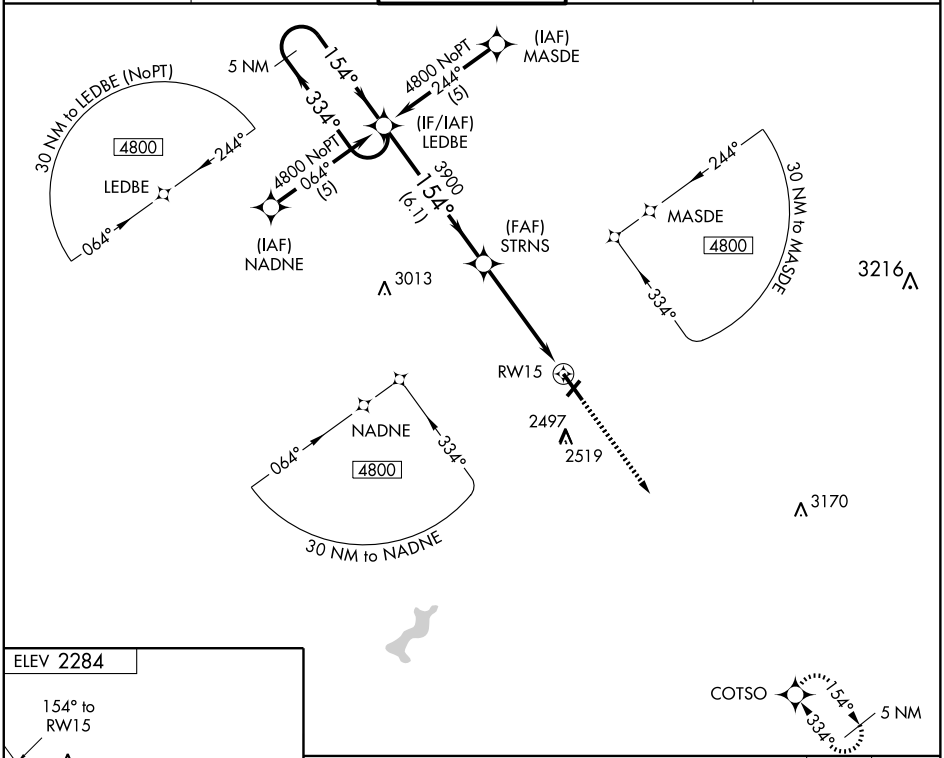
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

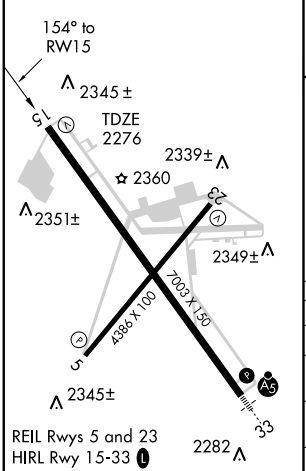
RNAV (GPS) RWY 15

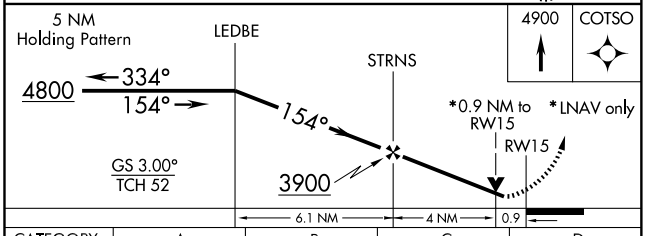
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4900 direct COTSO and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	2526-¾	250 (300-¾)		
LNAV/VNAV DA	2595-1	319 (400-1)		
LNAV MDA	2620-1	344 (400-1)		2620-1¼ 344 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4386
229°	TDZE	2284
	Apt Elev	2284

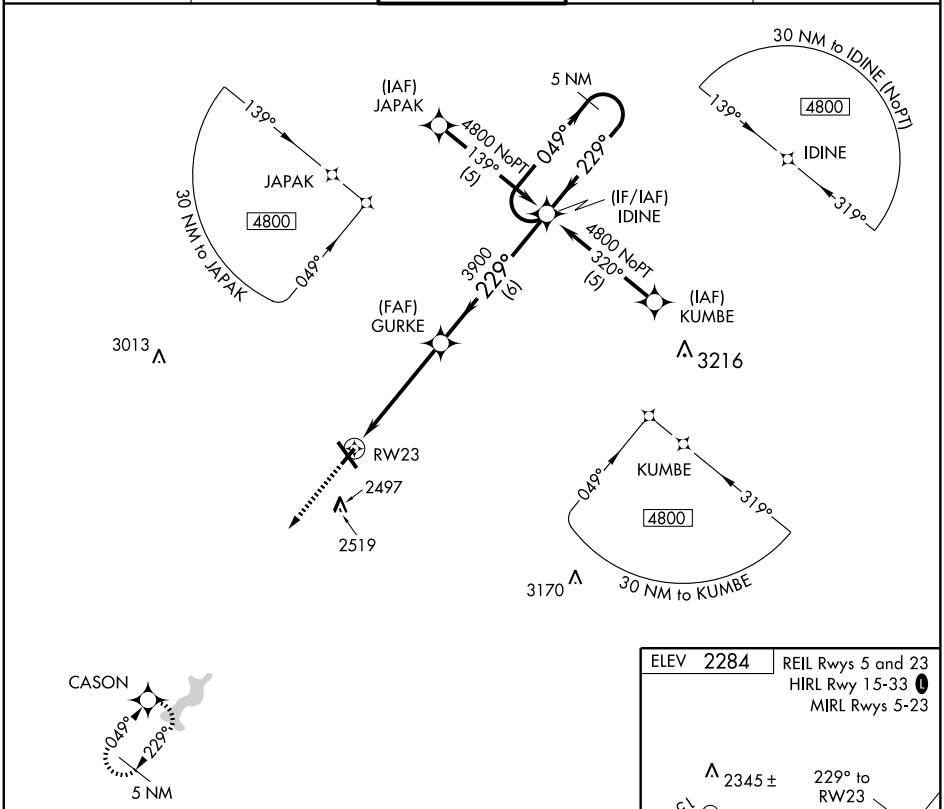
RNAV (GPS) RWY 23

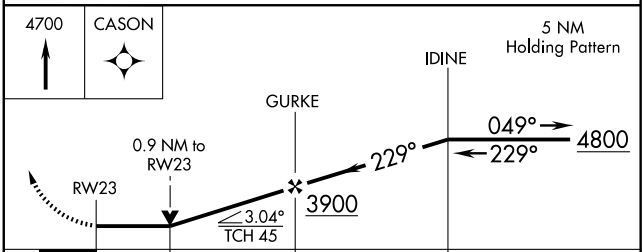
JOHNSTOWN /JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4700 direct CASON and hold.

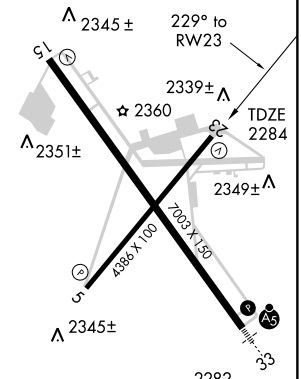
ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

ELEV 2284
REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23



NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7003
CH 61113	334°	TDZE	2281
W33A		Apt Elev	2284

RNAV (GPS) RWY 33

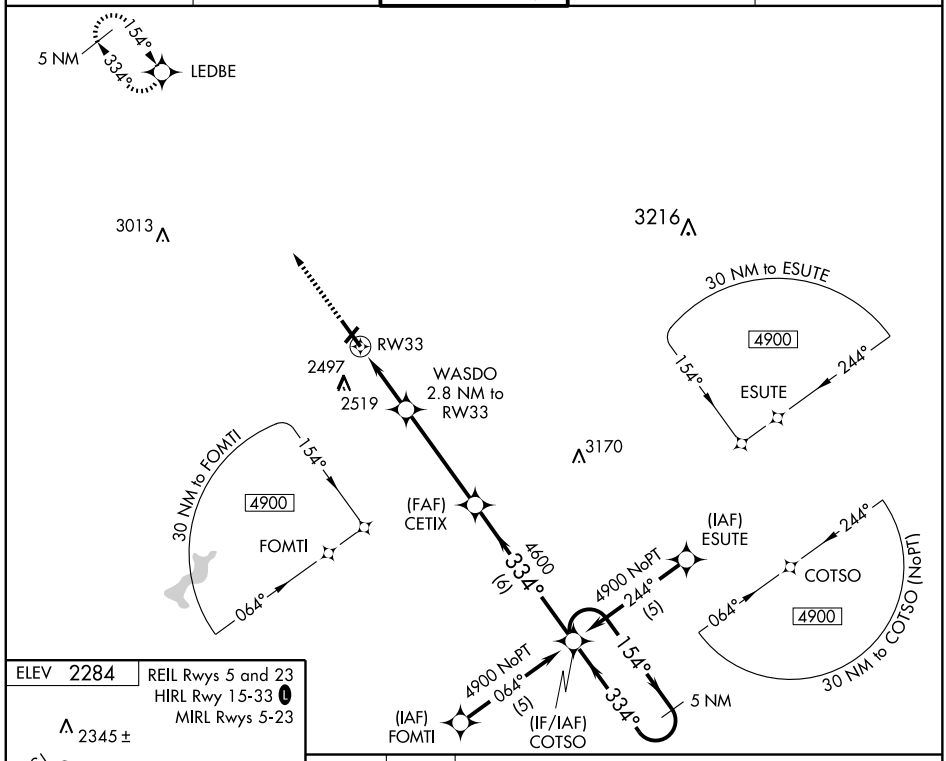
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

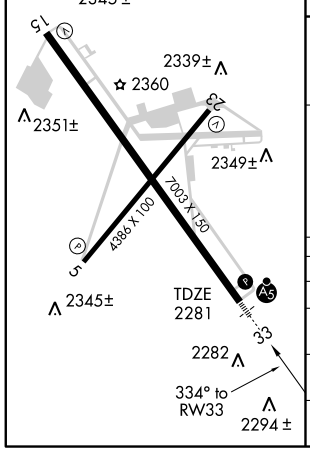
Inoperative table does not apply to LNAV Cat. D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1 mile.

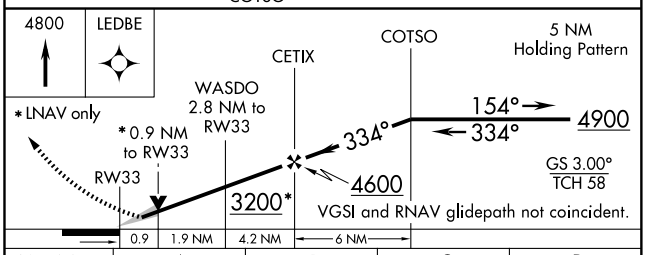
MALSR

MISSED APPROACH: Climb to 4800 direct LEDBE and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	2481-½ 200 (200-½)			
LNAV/VNAV DA	2552-½ 271 (300-½)			2552-¾ 271 (300-¾)
LNAV MDA	2600-½ 319 (400-½)			2600-1 319 (400-1)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 15

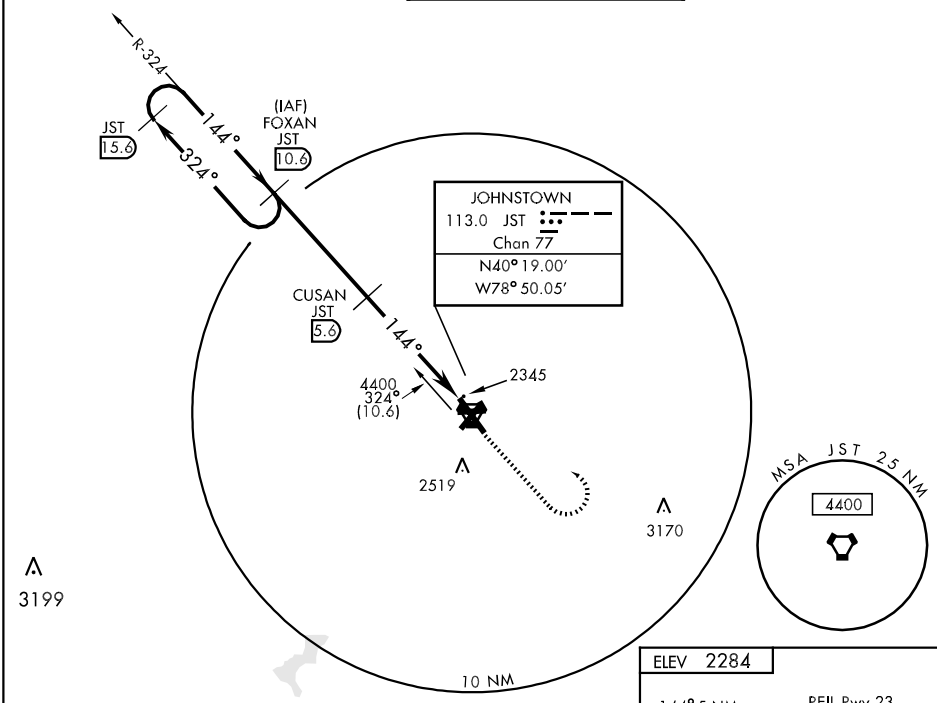
VORTAC JST	APCH CRS	Rwy ldg 7003
113.0	144°	TDZE 2276
Chan 77		Arpt Elev 2284

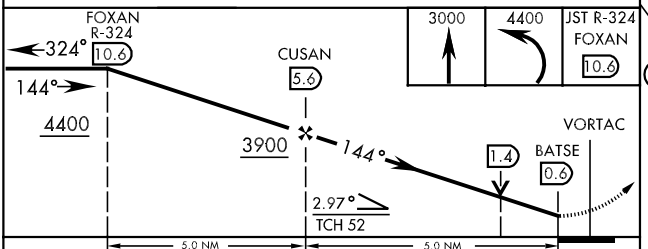
AL-898 [USAF]

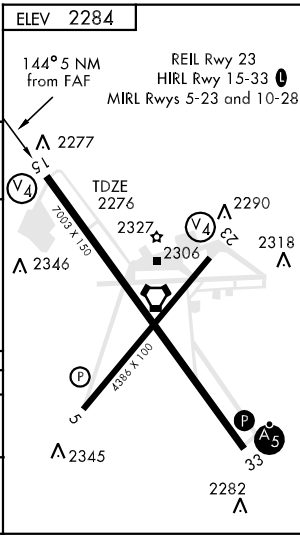
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 3000, then climbing left turn to 4400 via JST R-324 to FOXAN/JST 10.6 DME and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	ASOS
118.325	121.2 299.2	125.75 253.5 (CTAF) L	121.6	118.325







CATEGORY	A	B	C	D
S-15	2600-1 324 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

TACAN RWY 23

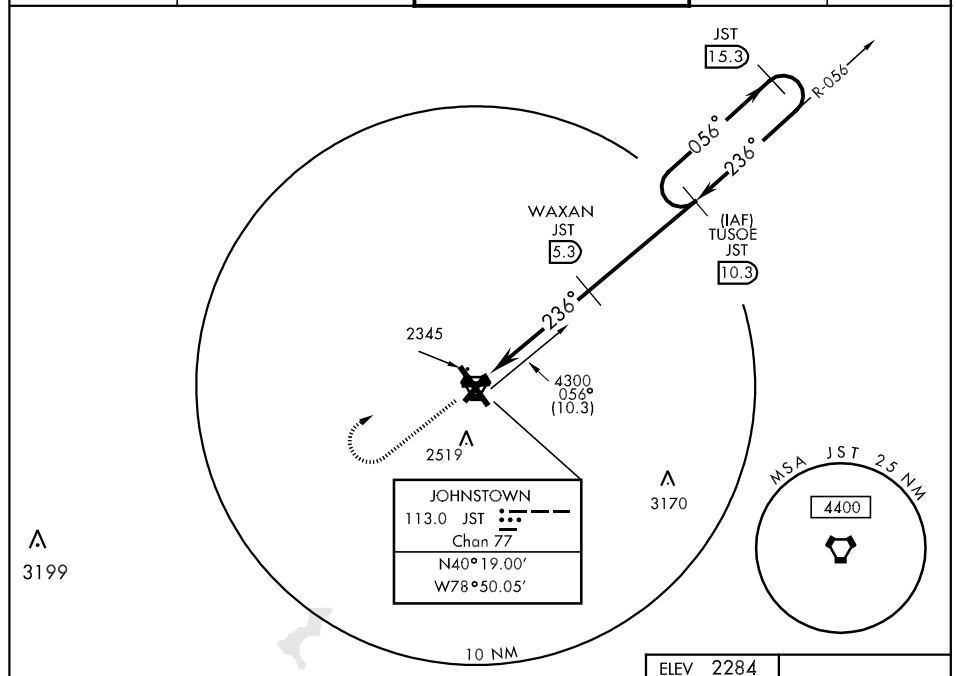
VORTAC JST	APCH CRS	Rwy ldg 4507
113.0	236°	TDZE 2281
Chan 77		Arpt Elev 2284

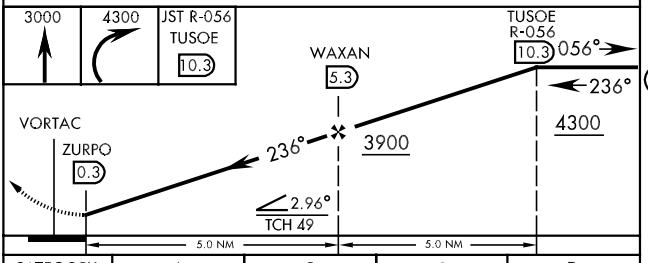
AL-898 [USAF]

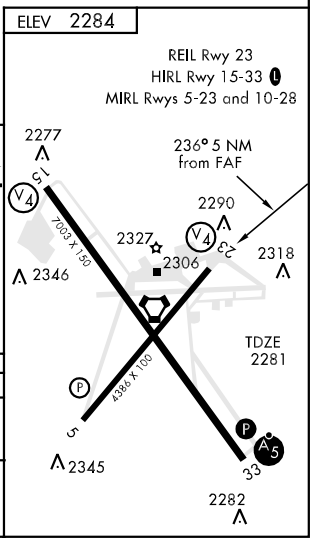
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 3000, then climbing right turn to 4300 via JST R-056 to TUSOE/JST 10.3 DME and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	ASOS
118.325	121.2 299.2	125.75 253.5 (CTAF) C	121.6	118.325







CATEGORY	A	B	C	D
S-23	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

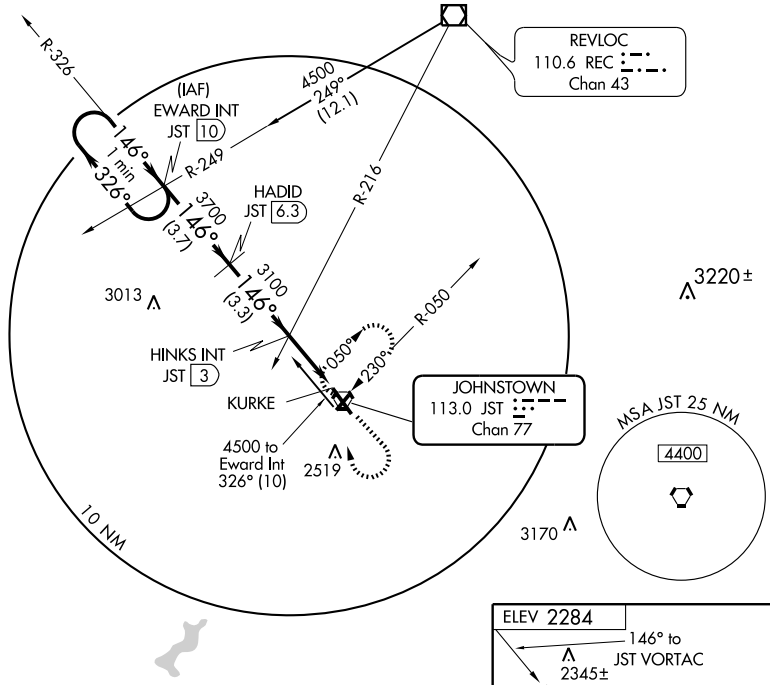
VORTAC JST	APP CRS	Rwy Idg	7003
113.0	146°	TDZE	2276
Chan 77		Apt Elev	2284

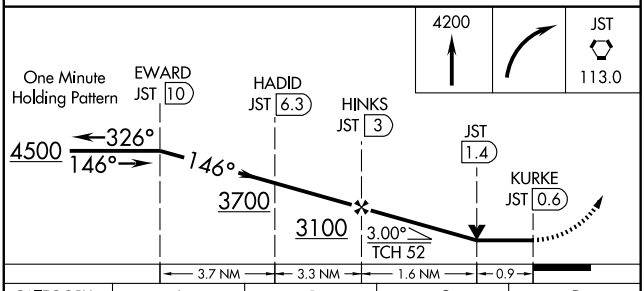
JOHNSTOWN /
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

VOR/DME RWY 15

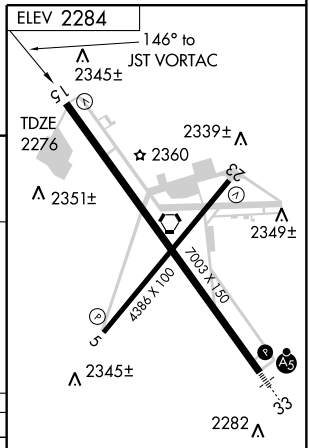
MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6





CATEGORY	A	B	C	D
S-15	2600-1 324 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)



REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23 and 10-28

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC JST 113.0 Chan 77	APP CRS 230°	Rwy Idg 4386 TDZE 2284 Apt Elev 2284

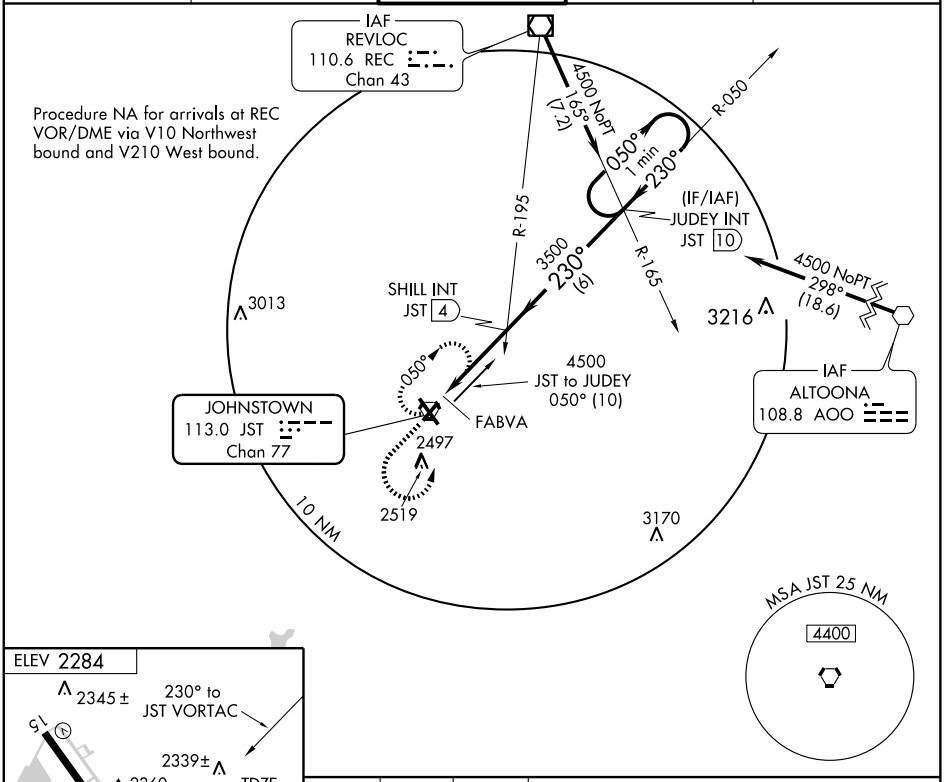
VOR/DME RWY 23

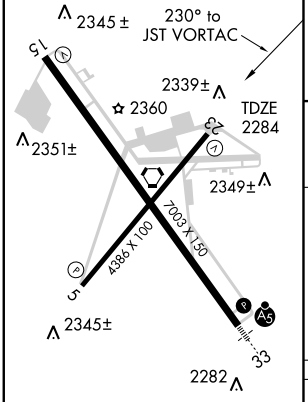
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

Visibility reduction by helicopters NA.

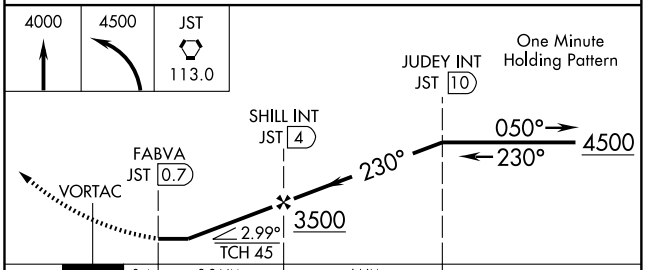
MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95





REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23



CATEGORY	A	B	C	D
S-23	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC JST 113.0 Chan 77	APP CRS 042°	Rwy Idg 4386 TDZE 2283 Apt Elev 2284

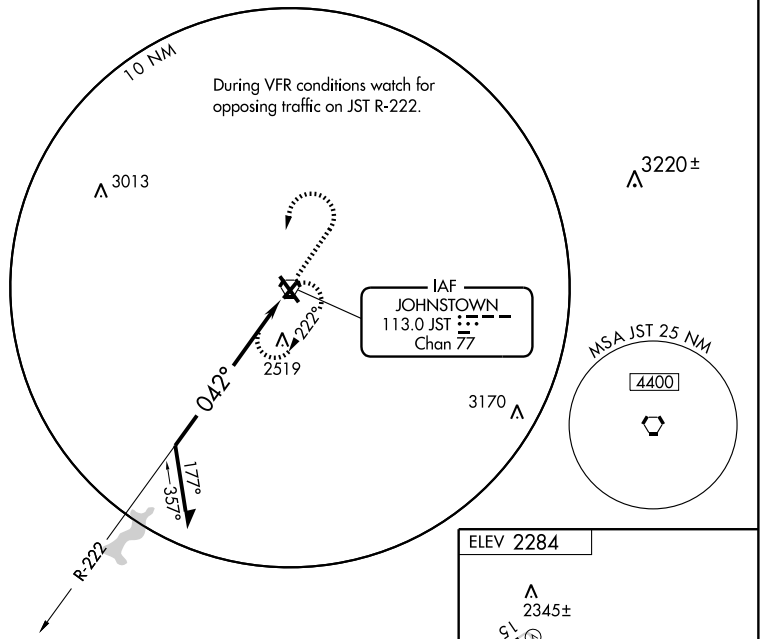
JOHNSTOWN /
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

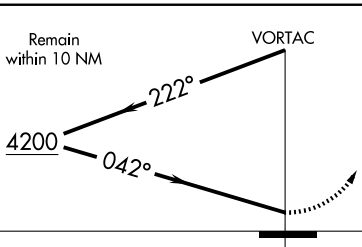
VOR RWY 5

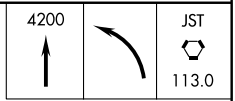
If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 280 feet.

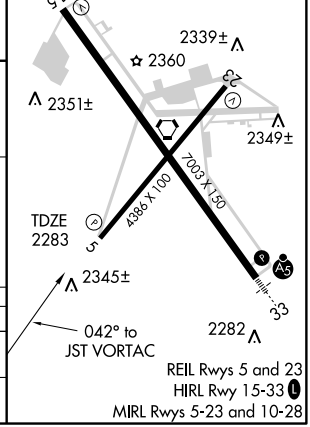
MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6









CATEGORY	A	B	C	D
S-5	2880-1 597 (600-1)		2880-1½ 597 (600-1½)	2880-1¾ 597 (600-1¾)
CIRCLING	2880-1 596 (600-1)		2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

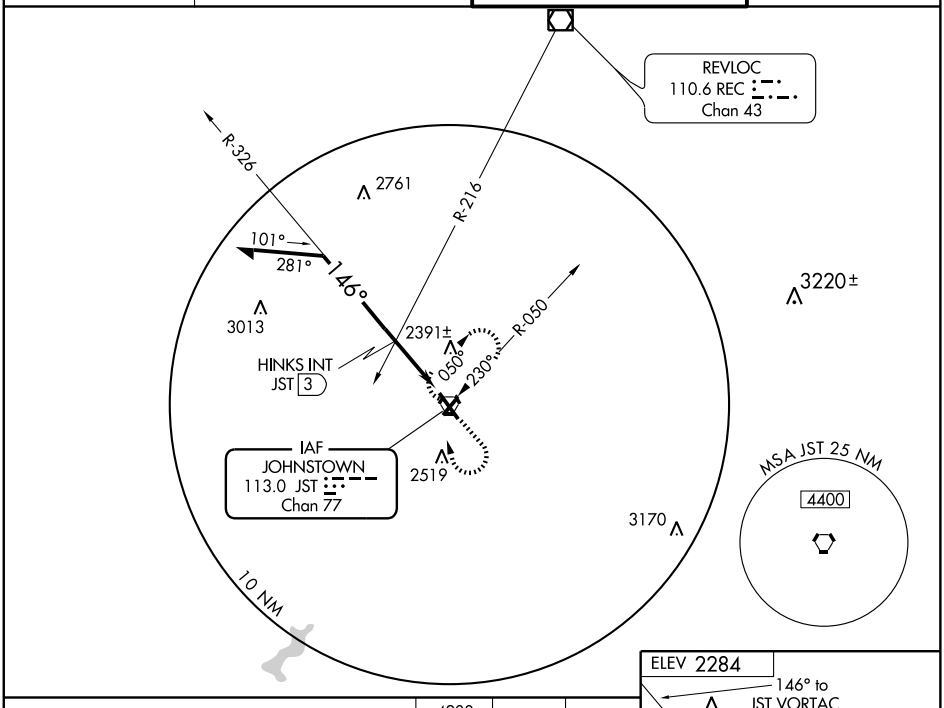
VORTAC JST	APP CRS	Rwy Idg	7003
113.0	146°	TDZE	2276
Chan 77		Apt Elev	2284

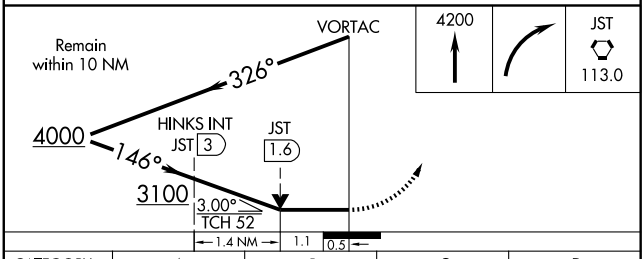
JOHNSTOWN /
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

VOR RWY 15

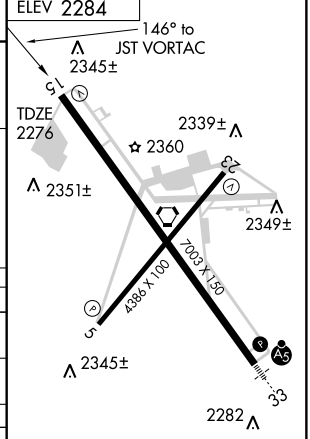
MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6





CATEGORY	A	B	C	D
S-15	3100-1 824 (900-1)	3100-1¼ 824 (900-1¼)	3100-2½ 824 (900-2½)	3100-2¾ 824 (900-2¾)
CIRCLING	3100-1 816 (900-1)	3100-1¼ 816 (900-1¼)	3100-2½ 816 (900-2½)	3100-2¾ 816 (900-2¾)
HINKS FIX MINIMUMS				
S-15	2660-1 384 (400-1)			2660-1¼ 384 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)



REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23 and 10-28

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC JST 113.0 Chan 77	APP CRS 230°	Rwy Idg 4386 TDZE 2284 Apt Elev 2284

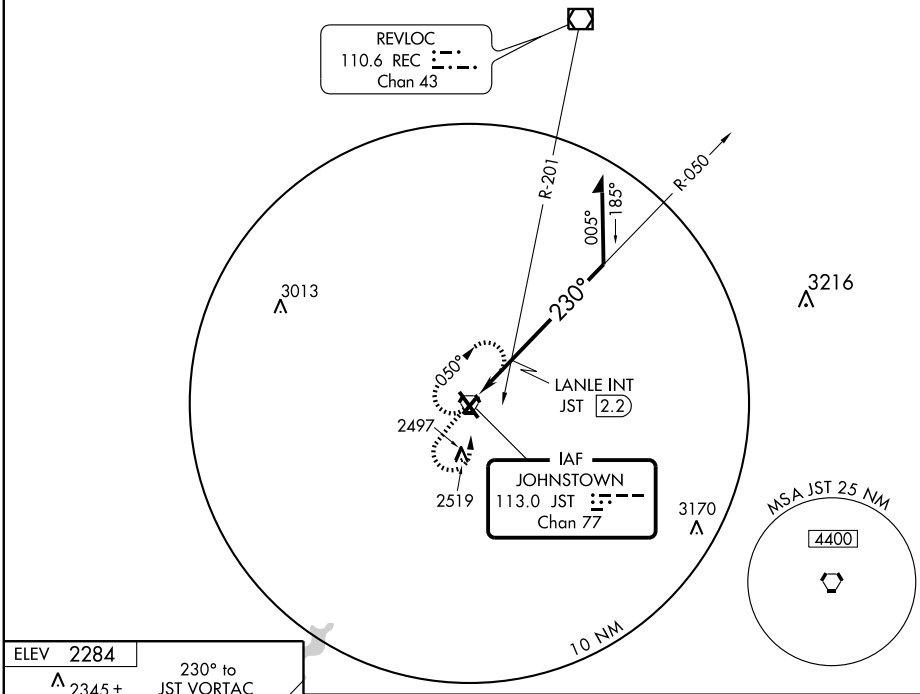
VOR RWY 23

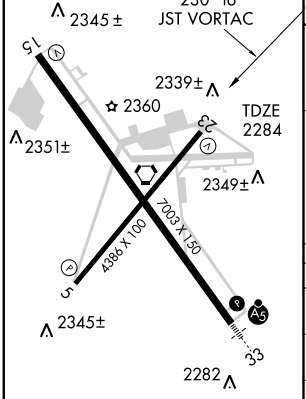
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

Visibility reduction by helicopters NA.

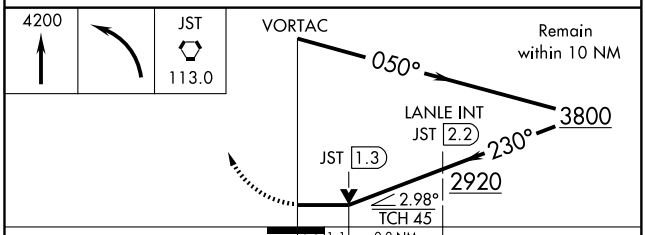
MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95



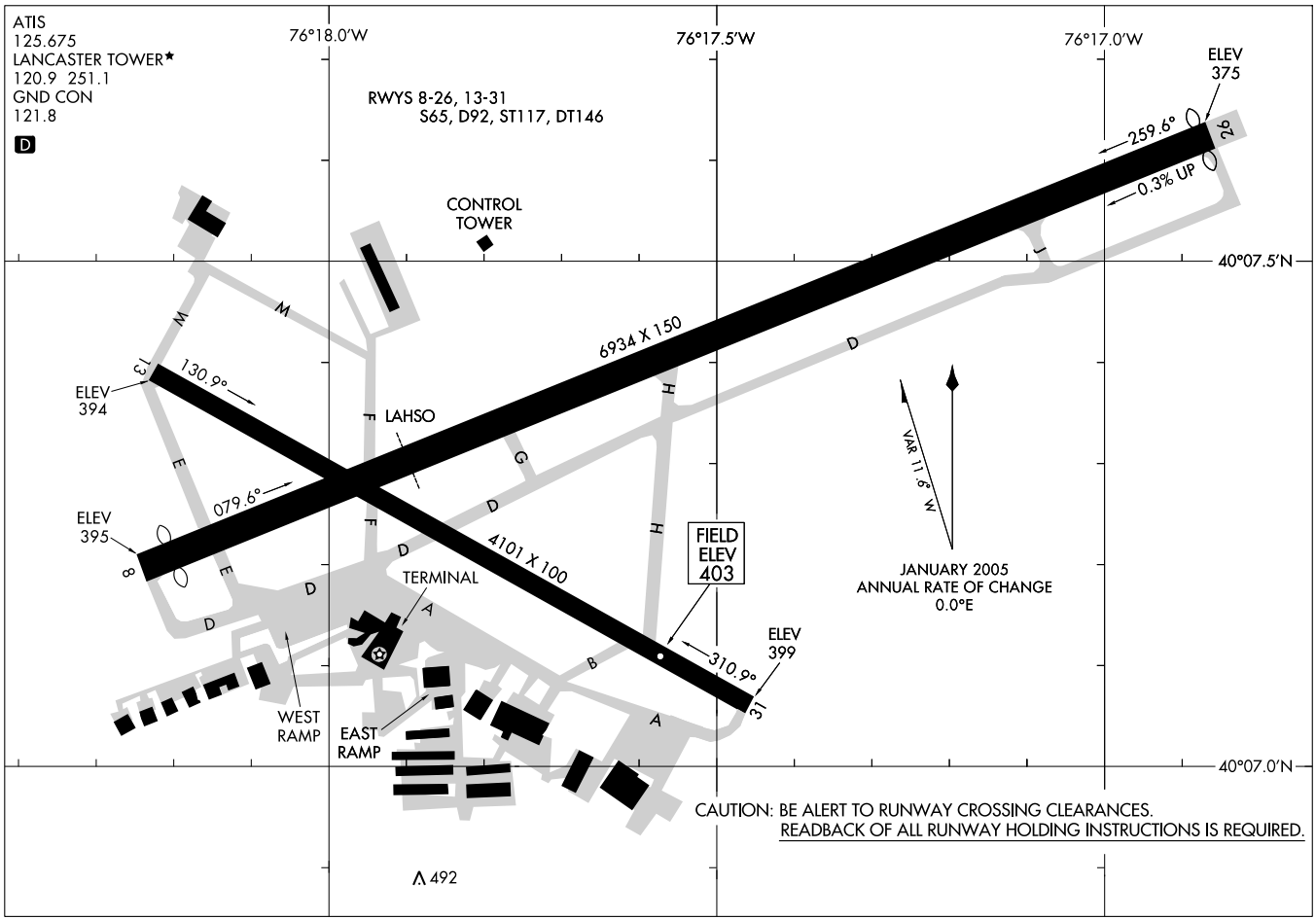


REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23



CATEGORY	A	B	C	D
S-23	2920-1 636 (700-1)		2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
CIRCLING	2920-1 636 (700-1)		2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
LANLE FIX MINIMUMS				
S-23	2660-1 376 (400-1)			2660-1¼ 376 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010



AIRPORT DIAGRAM

AL-927 (FAA)

LANCASTER (LNS)

LANCASTER, PENNSYLVANIA

ILS or LOC RWY 8

LANCASTER (LNS)

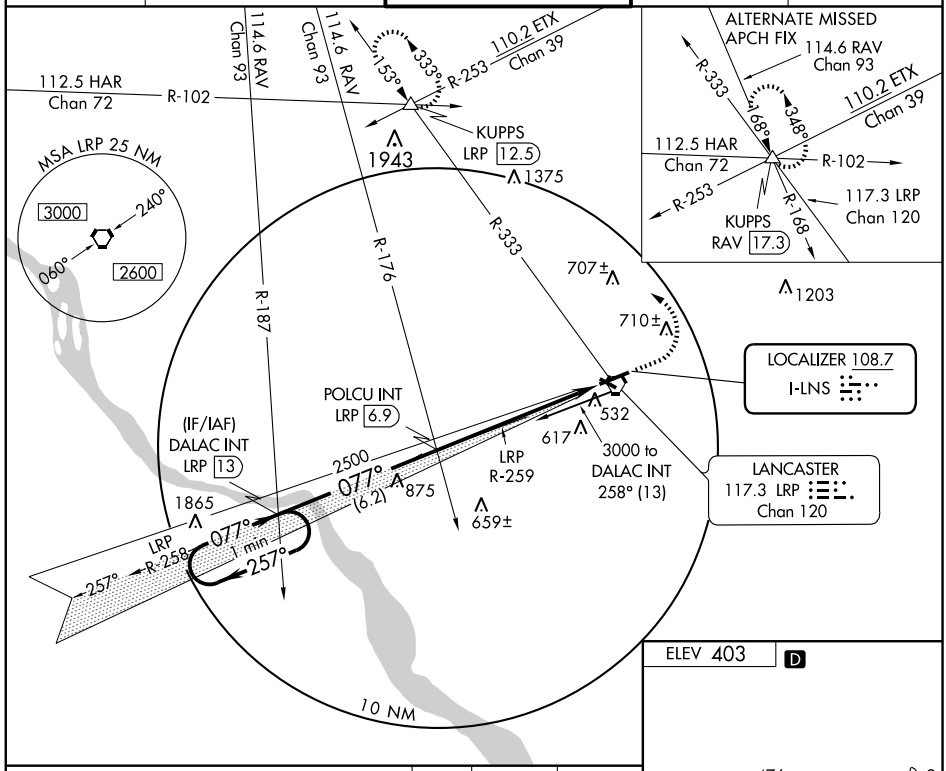
LOC I-LNS	APP CRS	Rwy Idg	6275
108.7	077°	TDZE	399
		Apt Elev	403

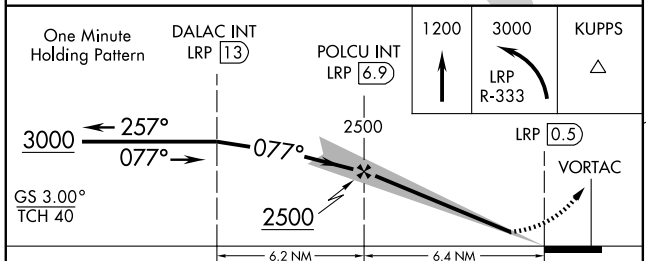
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and MDA 80 feet, increase S-LOC and Circling Cats C and D visibility ¼ mile.

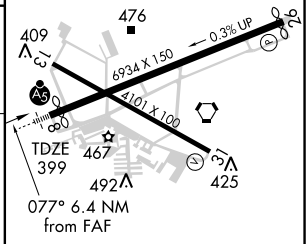
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 8	599-¾ 200 (200-¾)			
S-LOC 8	840-1 441 (500-1)		840-1¼ 441 (500-1¼)	840-1½ 441 (500-1½)
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6275
CH 77915	077°	TDZE	399
W08A		Apt Elev	403

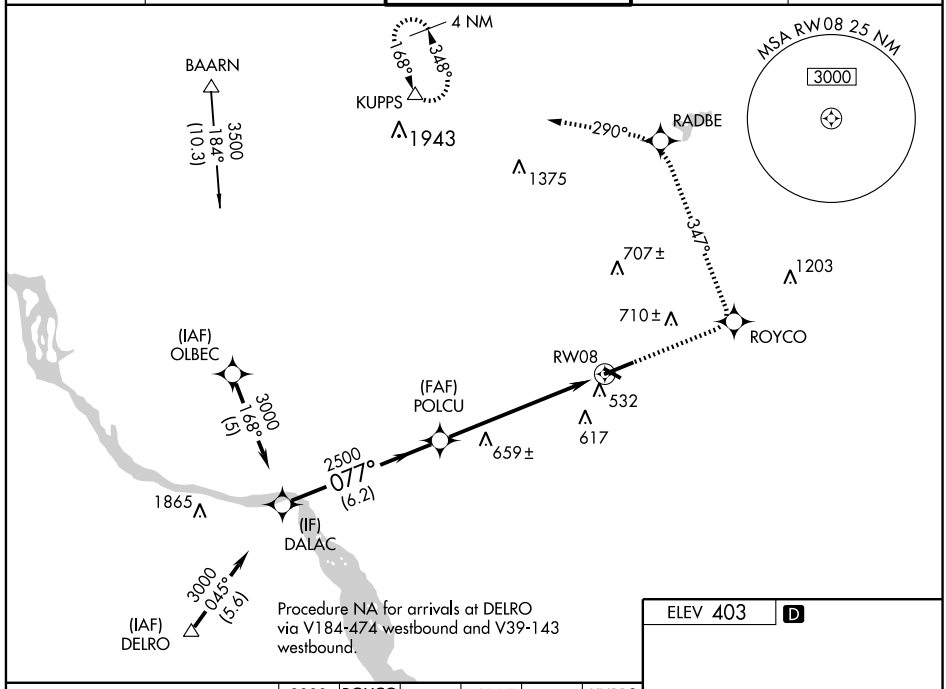
RNAV (GPS) RWY 8
LANCASTER (LNS)

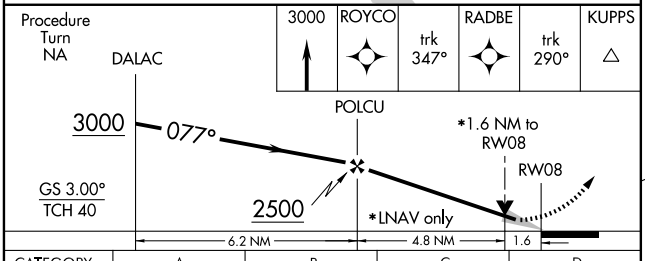
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

MALSR

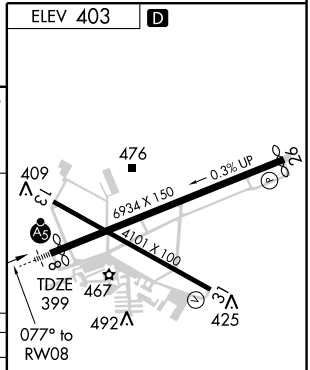
MISSED APPROACH: Climb to 3000 direct ROYCO and via track 347° to RADBE and via track 290° to KUPPS and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	649-1 250 (300-1)			
LNAV/VNAV DA	879-1¾ 480 (500-1¾)			
LNAV MDA	940-1 541 (600-1)		940-1½ 541 (600-1½)	940-1¾ 541 (600-1¾)
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)



REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

APP CRS	Rwy Idg	5775
257°	TDZE	387
	Apt Elev	403

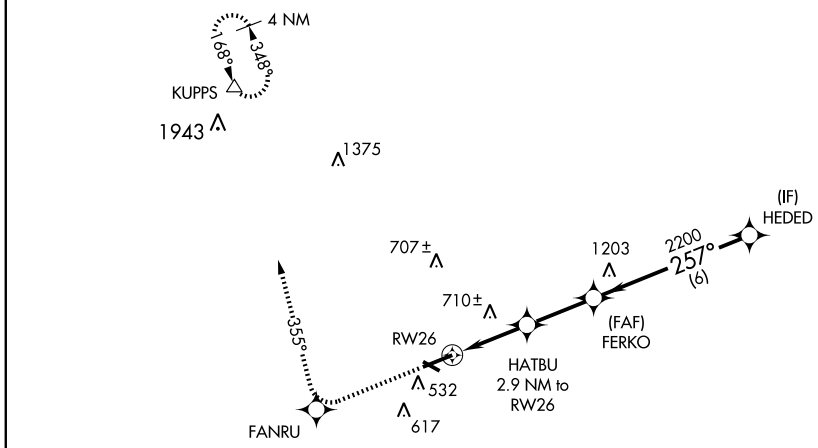
RNAV (GPS) RWY 26
LANCASTER (LNS)

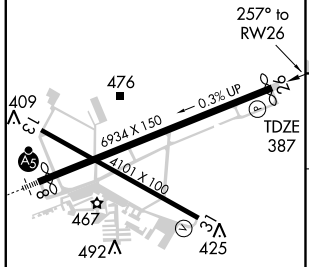
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C and D visibility ¼ mile.
VDP NA when using Harrisburg Intl altimeter setting.

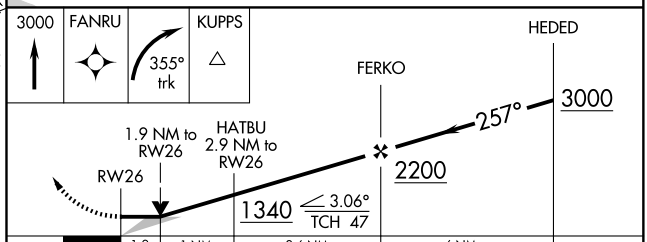
MISSED APPROACH: Climb to 3000 direct FANRU and right turn via 355° track to KUPPS and hold.

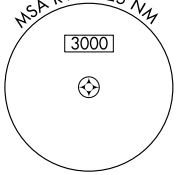
ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95

RADAR REQUIRED









CATEGORY	A	B	C	D
LNAV MDA	1020-1 633 (700-1)		1020-1¾ 633 (700-1¾)	1020-2 633 (700-2)
CIRCLING	1020-1 617 (700-1)		1020-1¾ 617 (700-1¾)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4102
308°	TDZE	403
	Apt Elev	403

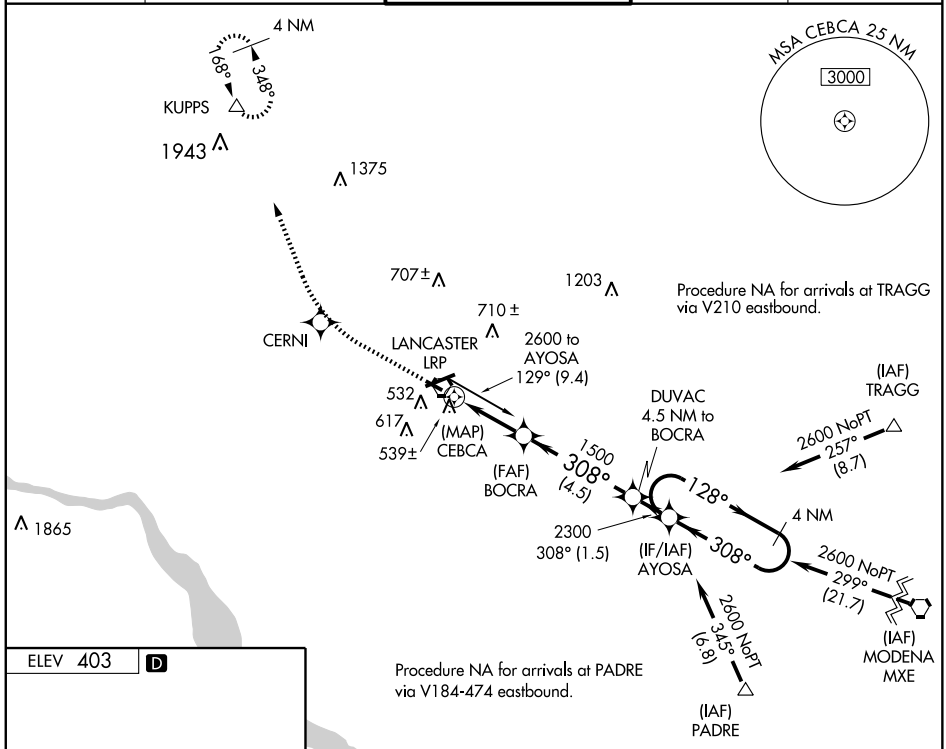
RNAV (GPS) RWY 31
LANCASTER (LNS)

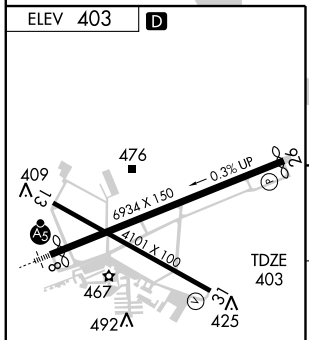
NA

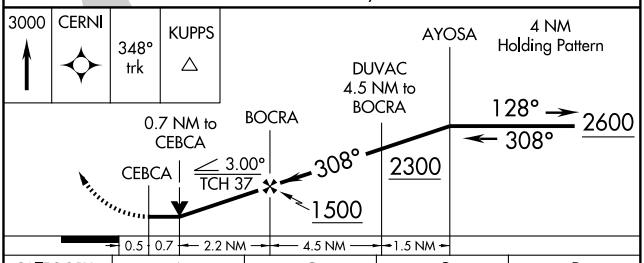
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CERNI WP and via 348° track to KUPPS WP and hold.

ATIS	HARRISBURG APP CON		LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45	281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	800-1 397 (400-1)			800-1¼ 397 (400-1¼)
CIRCLING	920-1 517 (600-1)		920-1½ 517 (600-1½)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC LRP	APP CRS	Rwy Idg	6275
117.3	090°	TDZE	399
Chan 120		Apt Elev	403

VOR/DME RWY 8

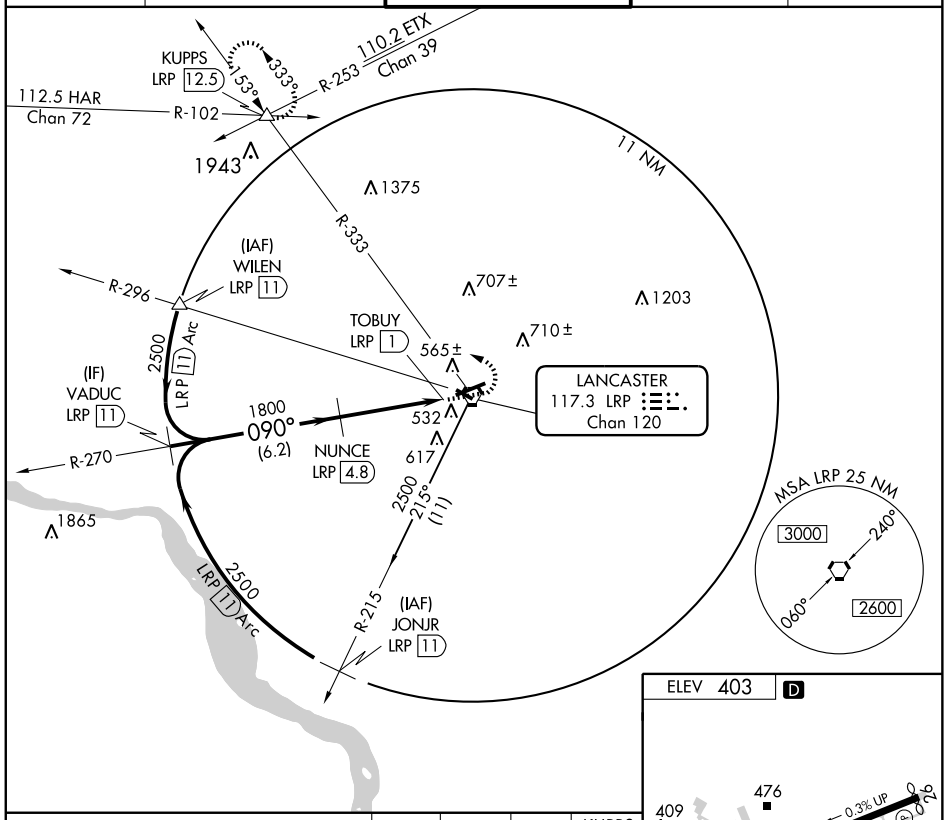
LANCASTER (LNS)

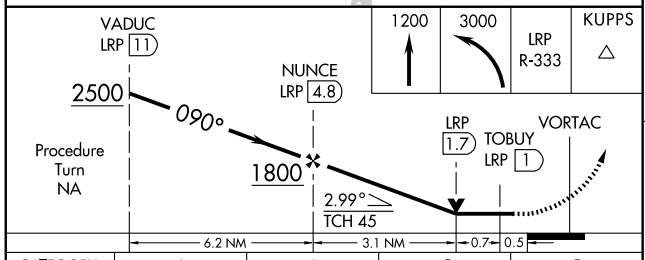
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-8 and Circling Cats C and D visibility¼ mile.

MALSR

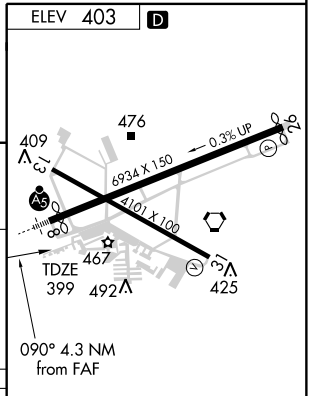
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95





CATEGORY	A	B	C	D
S-8	820-1 421 (500-1)		820-1¼ 421 (500-1¼)	
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)



REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC LRP	APP CRS	Rwy Idg	5775
117.3	247°	TDZE	387
Chan 120		Apt Elev	403

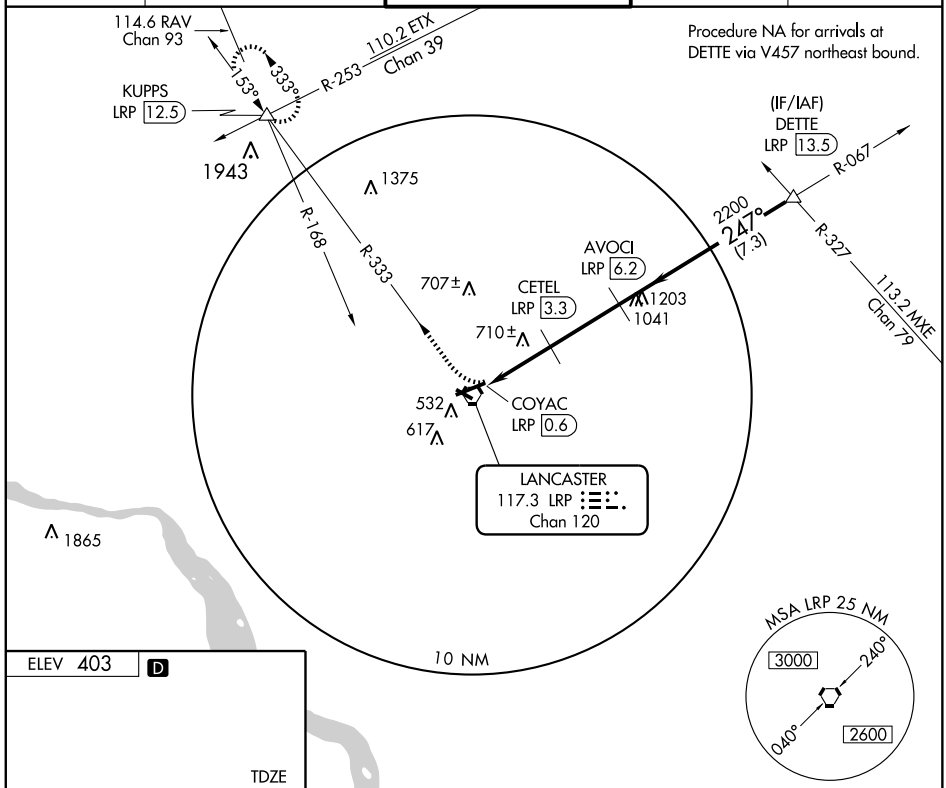
VOR/DME RWY 26
LANCASTER (LNS)

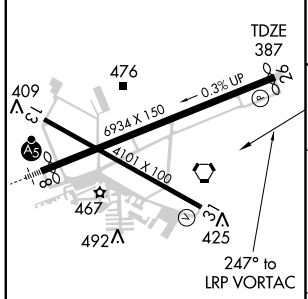
Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility ¼ mile.

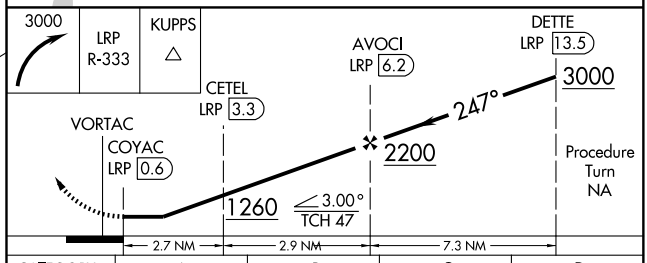
MISSED APPROACH: Climbing right turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON		LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45	281.525	120.9 (CTAF) L 251.1	121.8	122.95

Procedure NA for arrivals at DETTE via V457 northeast bound.







CATEGORY	A	B	C	D
S-26	1020-1 633 (700-1)		1020-1¾ 633 (700-1¾)	1020-2 633 (700-2)
CIRCLING	1020-1 617 (700-1)		1020-1¾ 617 (700-1¾)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 14 JAN 2010 to 11 FEB 2010

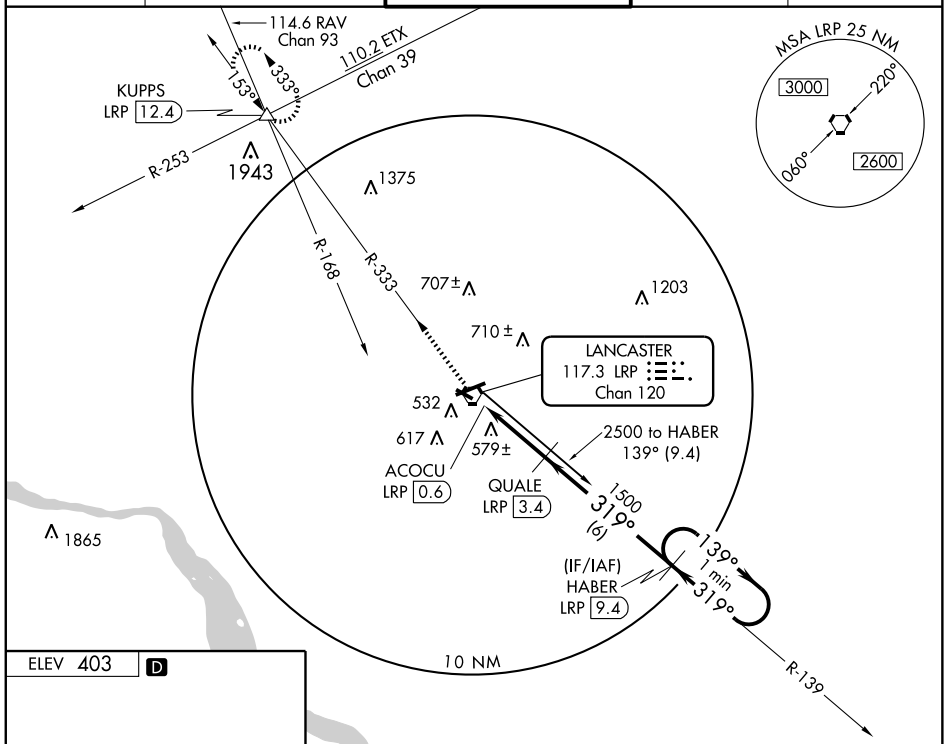
VORTAC LRP	APP CRS	Rwy Idg	4102
117.3	319°	TDZE	403
Chan 120		Apt Elev	403

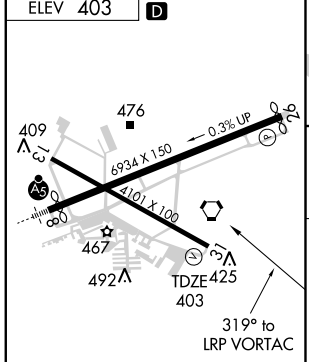
VOR/DME RWY 31
LANCASTER (LNS)

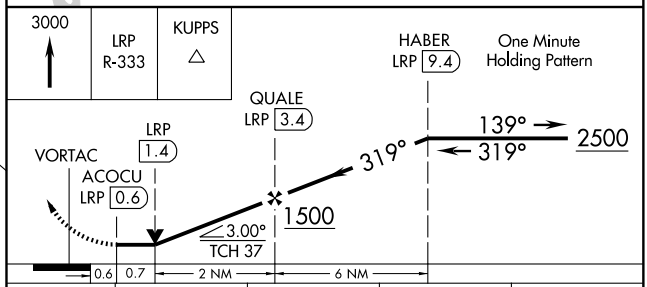
If local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS INT/LRP 12 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-31	840-1	437 (500-1)	840-1¼ 437 (500-1¼)	840-1½ 437 (500-1½)
CIRCLING	920-1	517 (600-1)	920-1½ 517 (600-1½)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC LRP	APP CRS	Rwy Idg	6275
117.3	090°	TDZE	399
Chan 120		Apt Elev	403

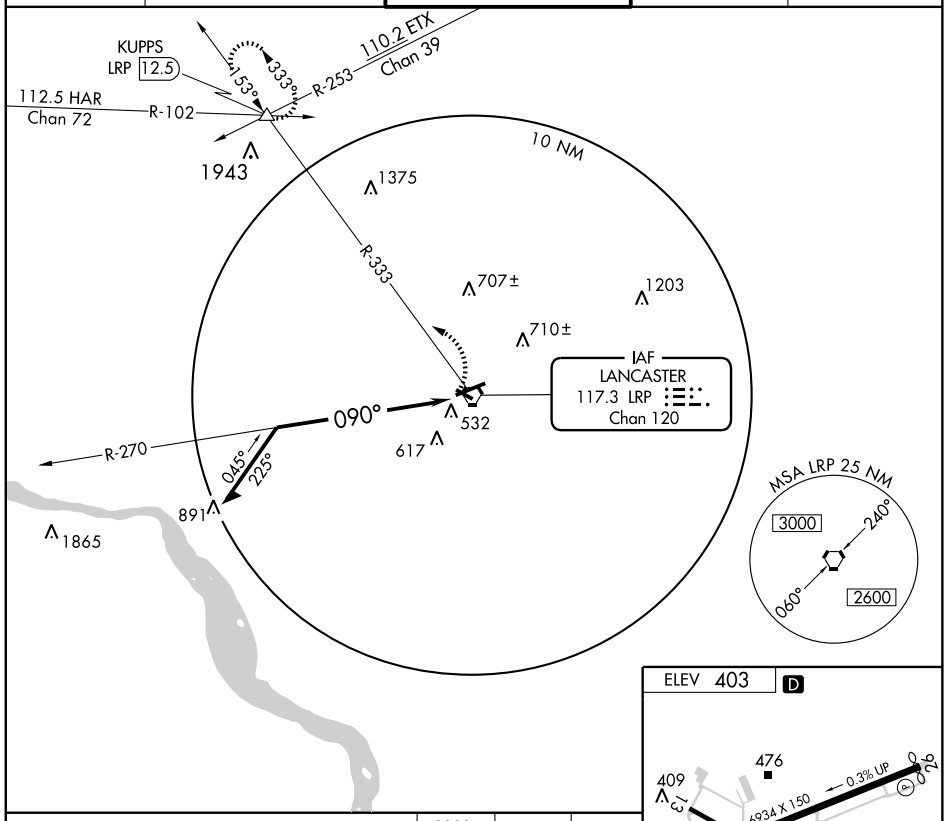
VOR RWY 8
LANCASTER (LNS)

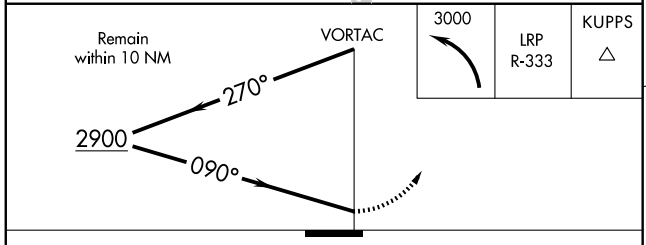
T Inoperative table does not apply.
A When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet.

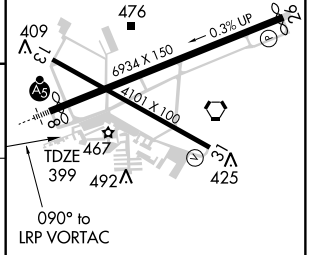
MALSR

MISSED APPROACH: Climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-8	1400-1¼ 1001 (1000-1¼)	1400-1½ 1001 (1000-1½)	1400-3 1001 (1000-3)	
CIRCLING	1400-1¼ 997 (1000-1¼)	1400-1½ 997 (1000-1½)	1400-3 997 (1000-3)	

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

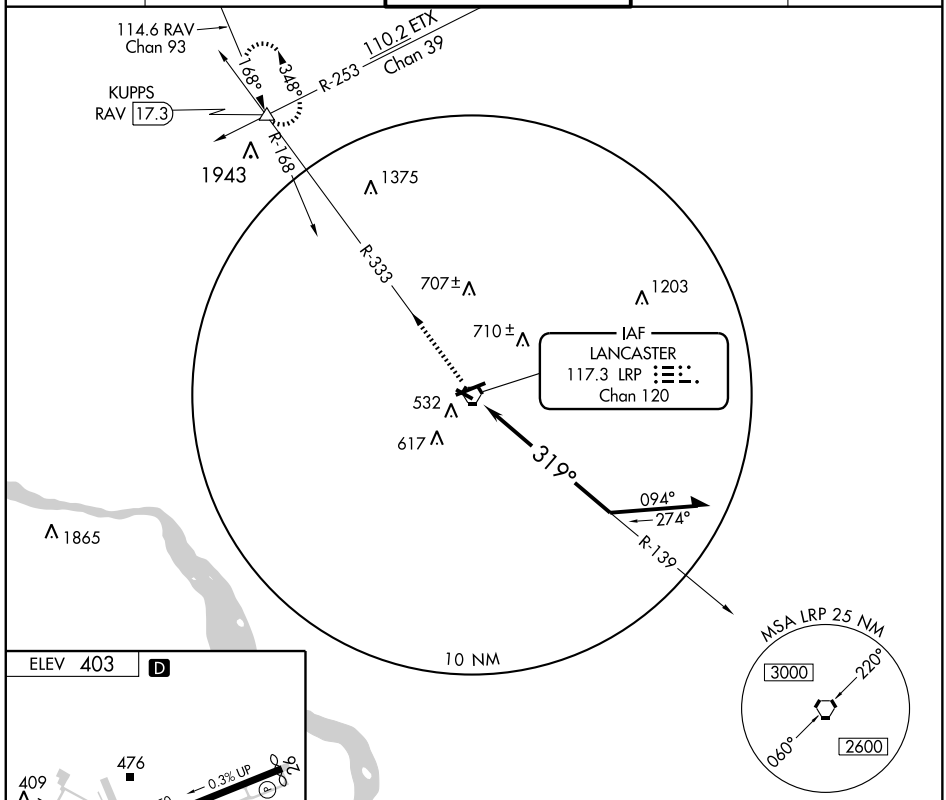
NE-4, 14 JAN 2010 to 11 FEB 2010

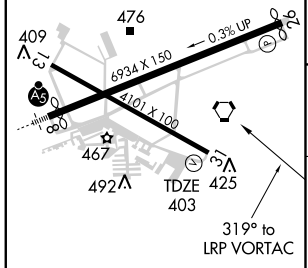
VORTAC LRP	APP CRS	Rwy Idg 4102
117.3	319°	TDZE 403
Chan 120		Apt Elev 403

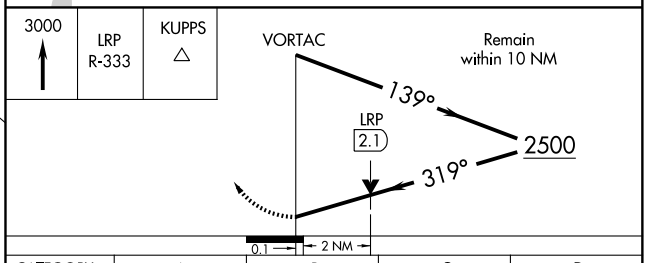
VOR RWY 31
LANCASTER (LNS)

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS Int/RAV 17.3 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-31	1060-1	657 (700-1)	1060-1¾ 657 (700-1¾)	1060-2 657 (700-2)
CIRCLING	1060-1	657 (700-1)	1060-1¾ 657 (700-1¾)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

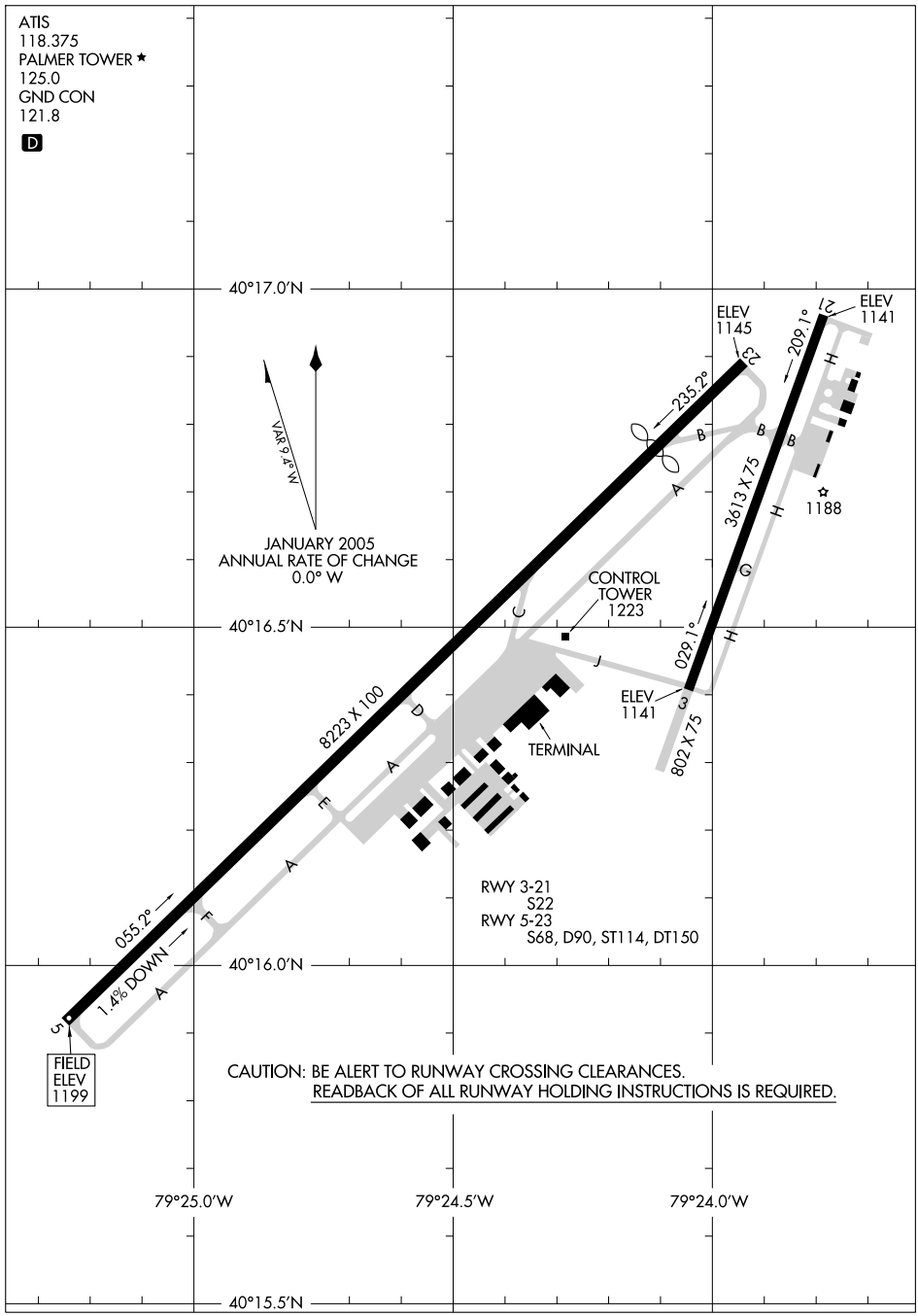
NE-4, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-5125 (FAA)

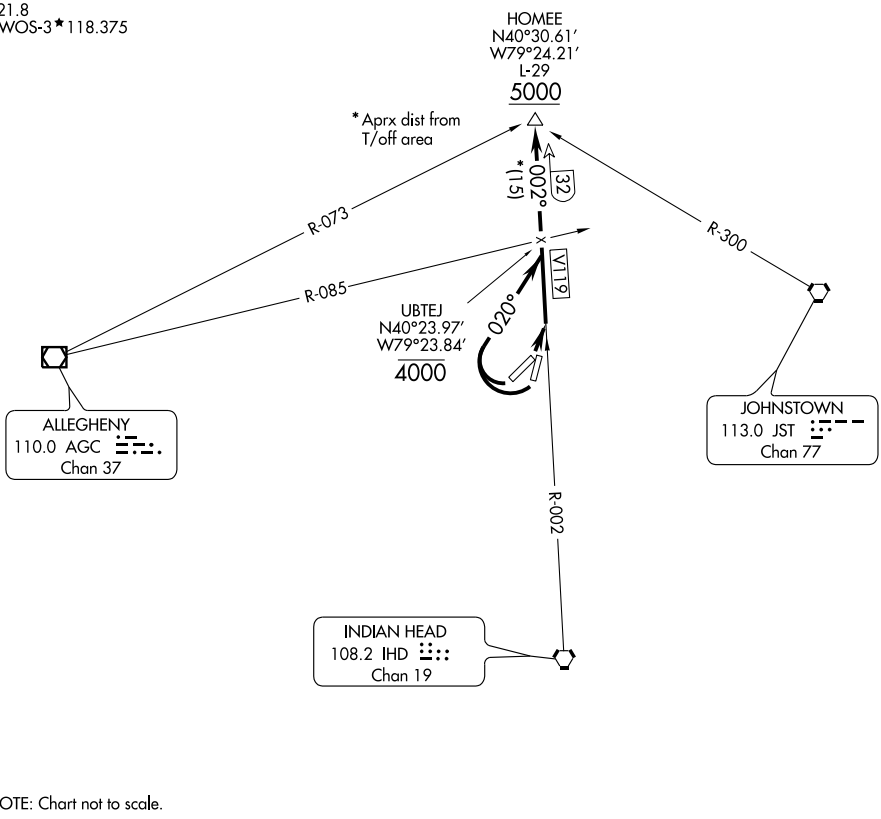
LATROBE/ ARNOLD PALMER RGNL (LBE)
LATROBE, PENNSYLVANIA



NE-4, 14 JAN 2010 to 11 FEB 2010

HOMEE TWO DEPARTURE

ATIS 118.375
CLEVELAND CENTER
124.4 327.1
PALMER TOWER*
125.0 (CTAF)
GND CON
121.8
AWOS-3*118.375



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002. Thence . . . .

TAKE-OFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002. Thence . . . .

. . . . Via V119 to HOMEE INT. Cross AGC R-085 at or below 4000′. Cross HOMEE INT at or above 5000′. Thence via (assigned route).

LOC I-LBE	APP CRS	Rwy Idg	7373
110.9	233°	TDZE	1145
		Apt Elev	1199

ILS or LOC RWY 23

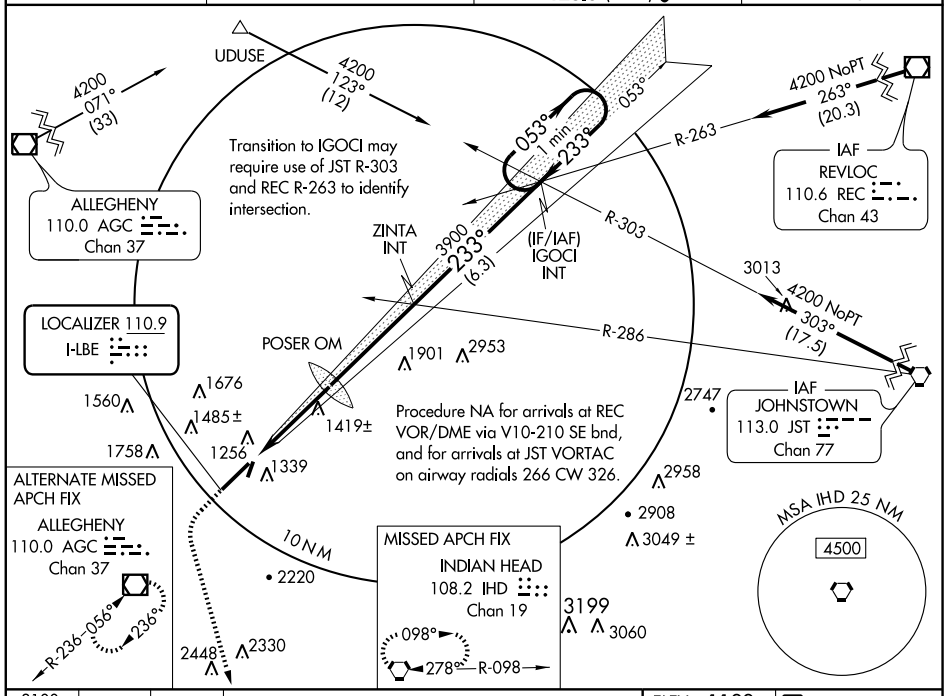
LATROBE/ARNOLD PALMER RGNL (LBE)

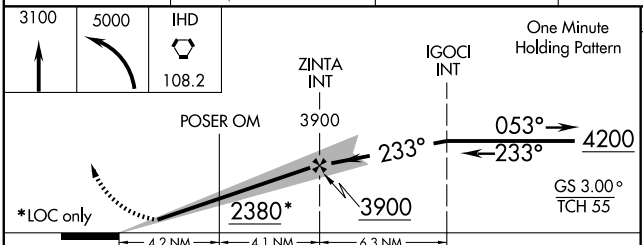
Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR, increase S-LOC 23 Cat B visibility to 1½. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase ILS DA to 1409′, and all MDAs 80′. Circling to Rwy 3 NA at night.

MALSR

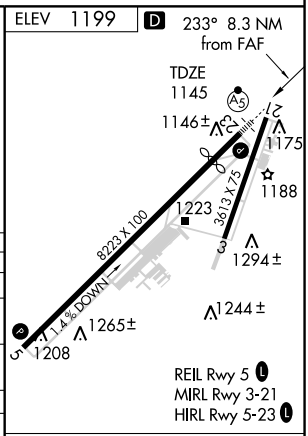
MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8





CATEGORY	A	B	C	D
S-ILS 23	1345-½ 200 (200-½)			
S-LOC 23	2380-1¼ 1235 (1200-1¼)		2380-2½ 1235 (1200-2½)	
CIRCLING	2380-1¼ 1181 (1200-1¼)	2380-1½ 1181 (1200-1½)	2380-3 1181 (1200-3)	
POSER OM MINIMUMS				
S-LOC 23	1680-½ 535 (500-½)		1680-1 535 (500-1)	1680-1¼ 535 (500-1¼)
CIRCLING	1720-1 521 (600-1)		1780-1½ 581 (600-1½)	1800-2 601 (700-2)



FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-4, 14 JAN 2010 to 11 FEB 2010

NDB BHU	APP CRS	Rwy Idg	7373
382	233°	TDZE	1139
		Apt Elev	1185

NDB RWY 23

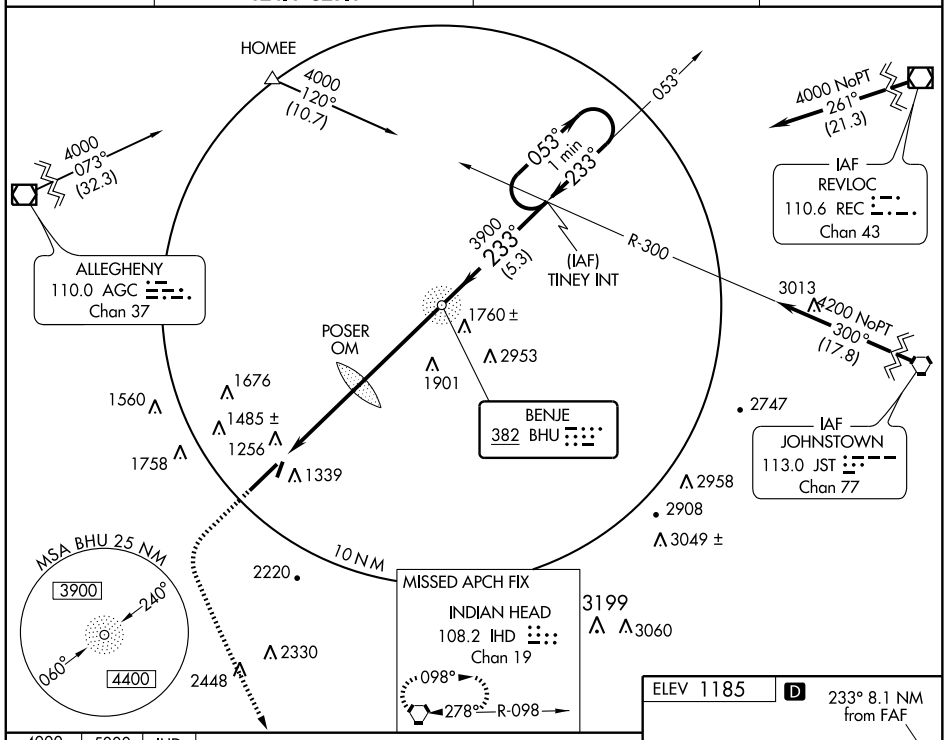
LATROBE/ ARNOLD PALMER RGNL (LBE)

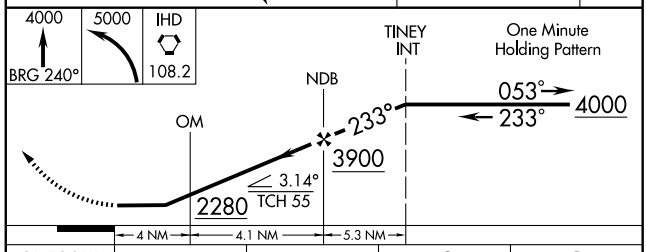
Circling not authorized SE of Rwy 3-21.
Circling not authorized to Rwy 3 at night.
Inoperative table does not apply.

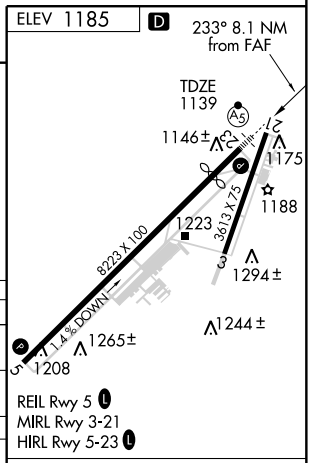
MALSR

MISSED APPROACH: Climb to 4000 via BHU 240° bearing then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8







CATEGORY	A	B	C	D
S-23	2280-1¼ 1141 (1100-1¼)	2280-1½ 1141 (1100-1½)	2280-3 1141 (1100-3)	
CIRCLING	2280-1¼ 1095 (1100-1¼)	2280-1½ 1095 (1100-1½)	2280-3 1095 (1100-3)	
OM MINIMUMS				
S-23	1940-1 801 (800-1)	1940-1¼ 801 (800-1¼)	1940-2¼ 801 (800-2¼)	1940-2½ 801 (800-2½)
CIRCLING	1940-1 755 (800-1)	1940-1¼ 755 (800-1¼)	1940-2¼ 755 (800-2¼)	1940-2½ 755 (800-2½)

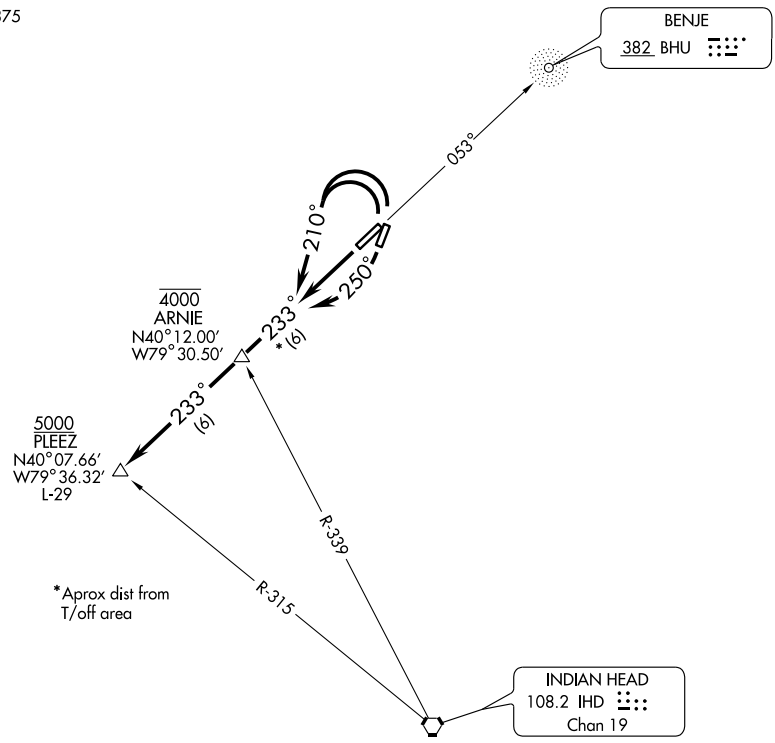
FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-4. 14 JAN 2010 to 11 FEB 2010

PLEEZ TWO DEPARTURE

ATIS 118.375
CLEVELAND CENTER
124.4 327.1
PALMER TOWER*
125.0 (CTAF)
GND CON
121.8
AWOS-3*118.375



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Turn left heading 210° to intercept BHU 233° bearing. Thence . . . .
TAKE-OFF RUNWAY 21: Turn right heading 250° to intercept BHU 233° bearing. Thence . . . .
TAKE-OFF RUNWAY 23: Maintain runway heading to intercept BHU 233° bearing. Thence . . . .
. . . . Via BHU 233° bearing to PLEEZ INT.
Cross ARNIE INT at or below 4000′.
Cross PLEEZ INT at or above 5000′. Thence via (assigned route).

APP CRS	Rwy Idg	8223
053°	TDZE	1199
	Apt Elev	1199

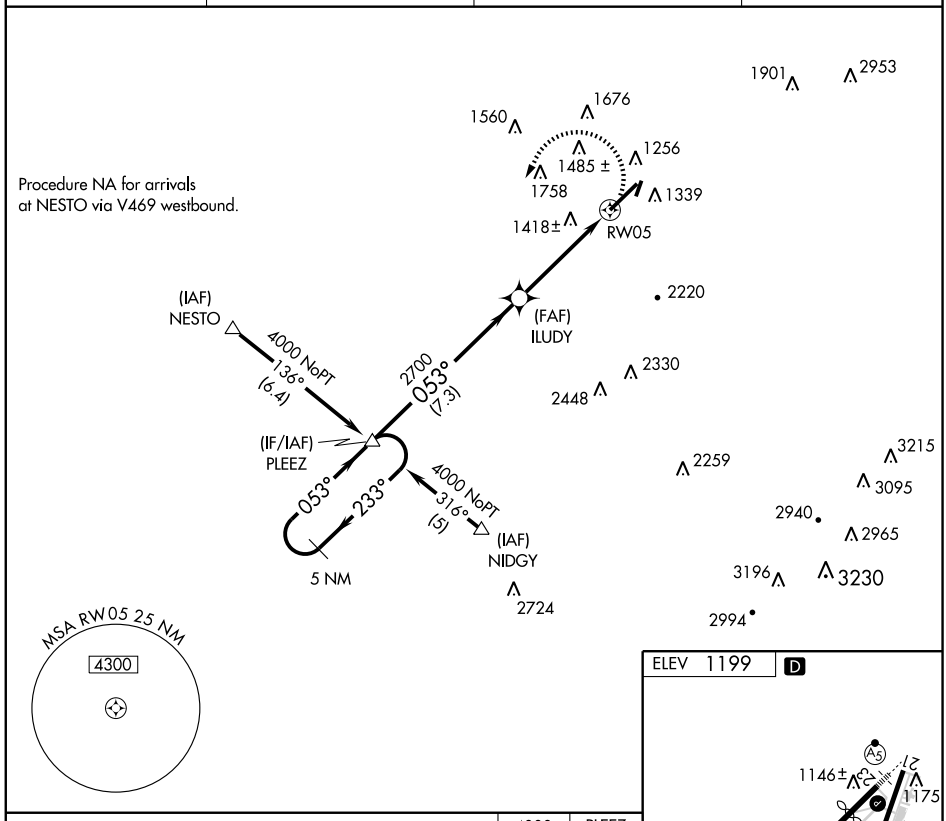
RNAV (GPS) RWY 5

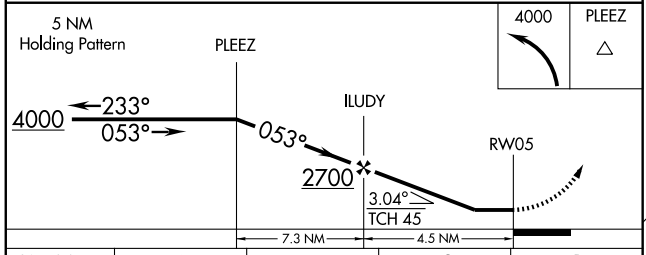
LATROBE/ARNOLD PALMER RGNL (LBE)

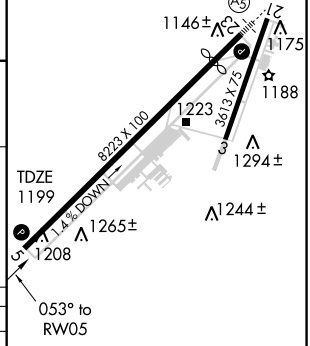
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PLEEZ and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8







CATEGORY	A	B	C	D
LNAV MDA	1680 - 1	481 (500-1)	1680 - 1¼ 481 (500-1¼)	1680 - 1½ 481 (500-1½)
CIRCLING	1720 - 1	521 (600-1)	1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 70499 W23A	APP CRS 233°	Rwy Idg 7373 TDZE 1145 Apt Elev 1199

RNAV (GPS) RWY 23

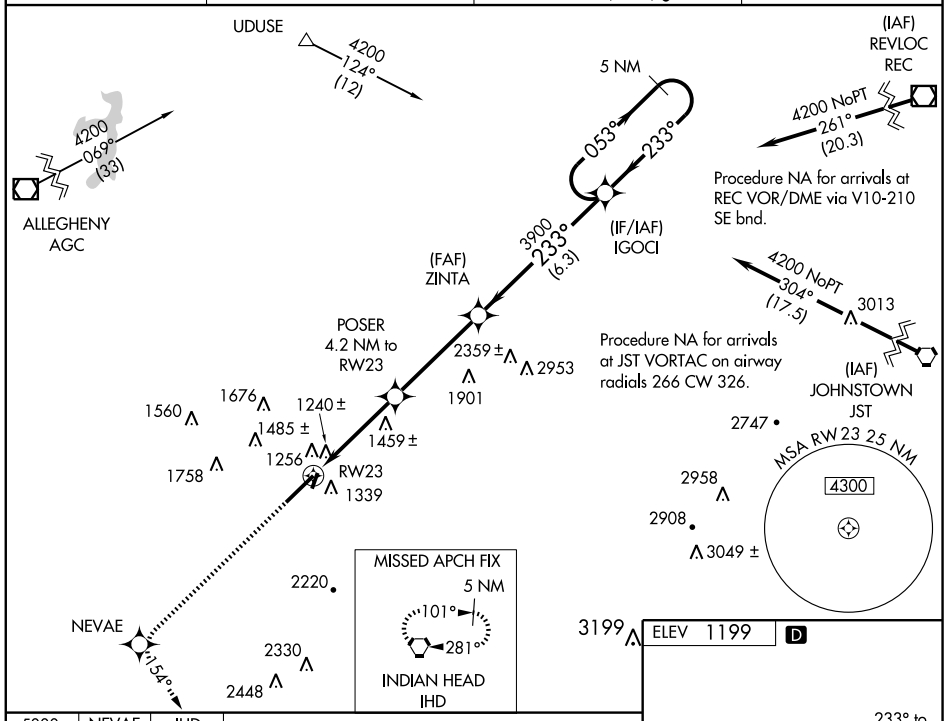
LATROBE/ARNOLD PALMER RGNL (LBE)

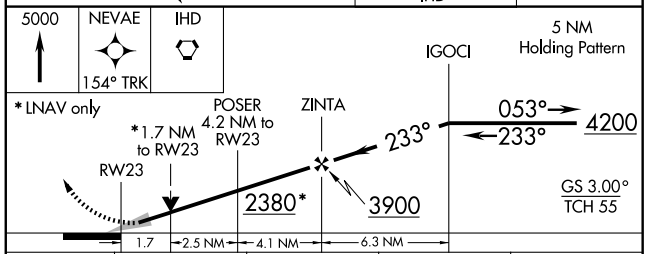
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21.
For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).
If local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1484', LNAV/VNAV DA to 1608', and all MDAs 80'.
Baro-VNAV and VDP NA when using Allegheny County altimeter setting.

MALSR

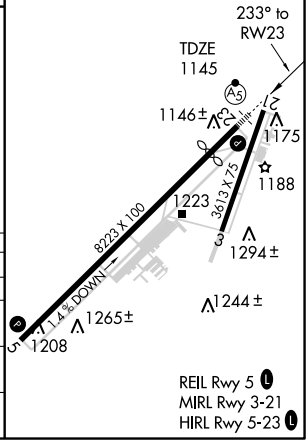
MISSED APPROACH: Climb to 5000 direct NEVAE and via 154° track to IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8





CATEGORY	A	B	C	D
LPV DA	1420 - ½ 275 (300-½)			
LNAV/VNAV DA	1544 - 1 399 (400-1)			
LNAV MDA	1720 - ½ 575 (600-½)		1720 - 1 575 (600-1)	1720 - 1¼ 575 (600-1¼)
CIRCLING	1720 - 1 521 (600-1)		1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)



NE-4, 14 JAN 2010 to 11 FEB 2010

LQX NDB	APP CRS	Rwy Idg	3000
339	070°	TDZE	534
		Apt Elev	534

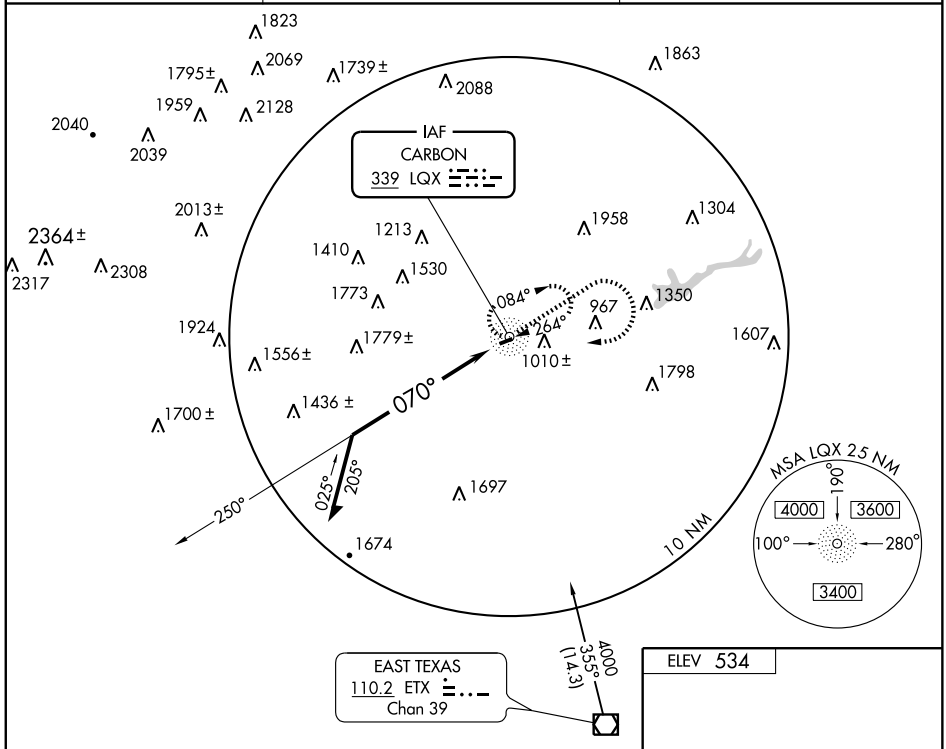
NDB RWY 8

LEHIGHTON / JAKE ARNER MEMORIAL (22N)

Use Allentown/Lehigh Valley Intl altimeter setting.

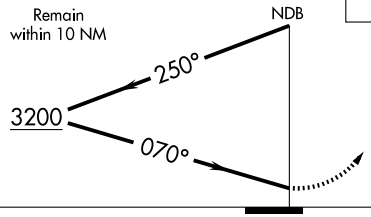
MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct LQX NDB and hold.

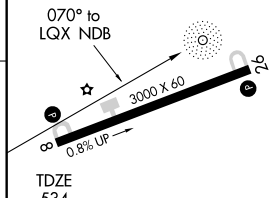
ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L



ELEV 534

2500	4000	LQX
		339





CATEGORY	A	B	C	D
S-8	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	
CIRCLING	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

LQX NDB	APP CRS	Rwy Idg	3000
339	264°	TDZE	534
		Apt Elev	534

NDB RWY 26

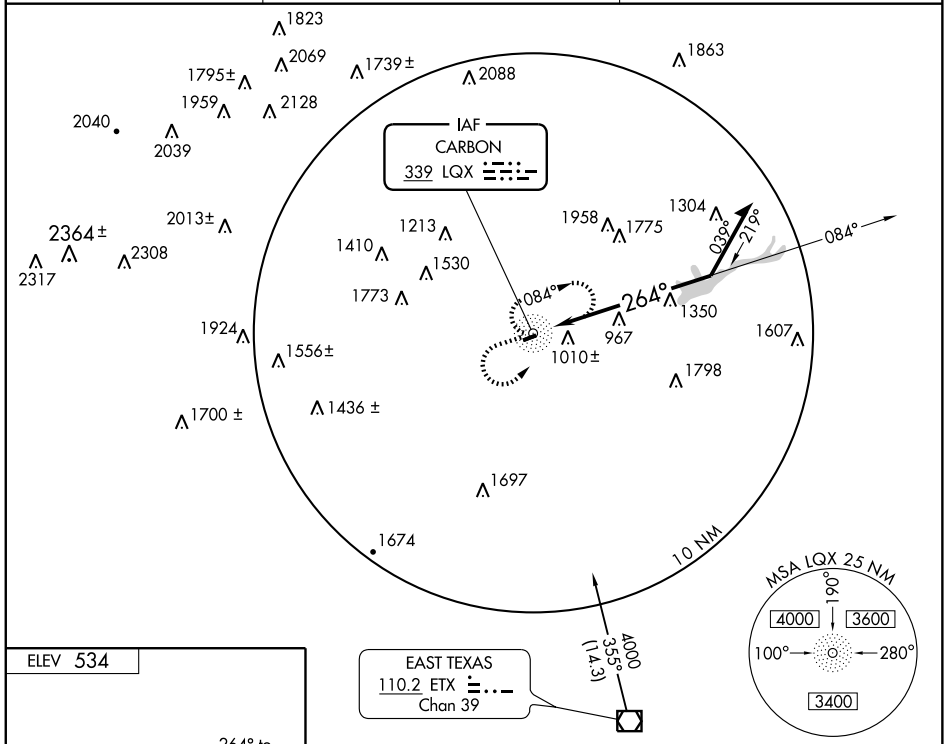
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

T
NA

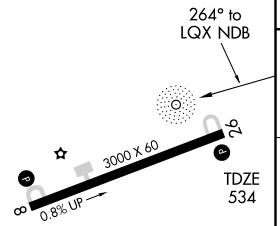
Use Allentown/Lehigh Valley Intl altimeter setting.

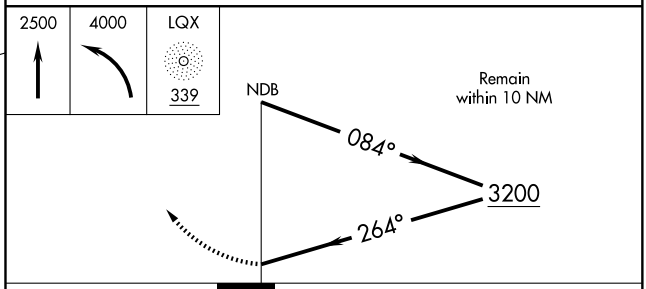
MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct LQX NDB and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L



ELEV 534





CATEGORY	A	B	C	D
S-26	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	
CIRCLING	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3000
081°	TDZE	534
	Apt Elev	534

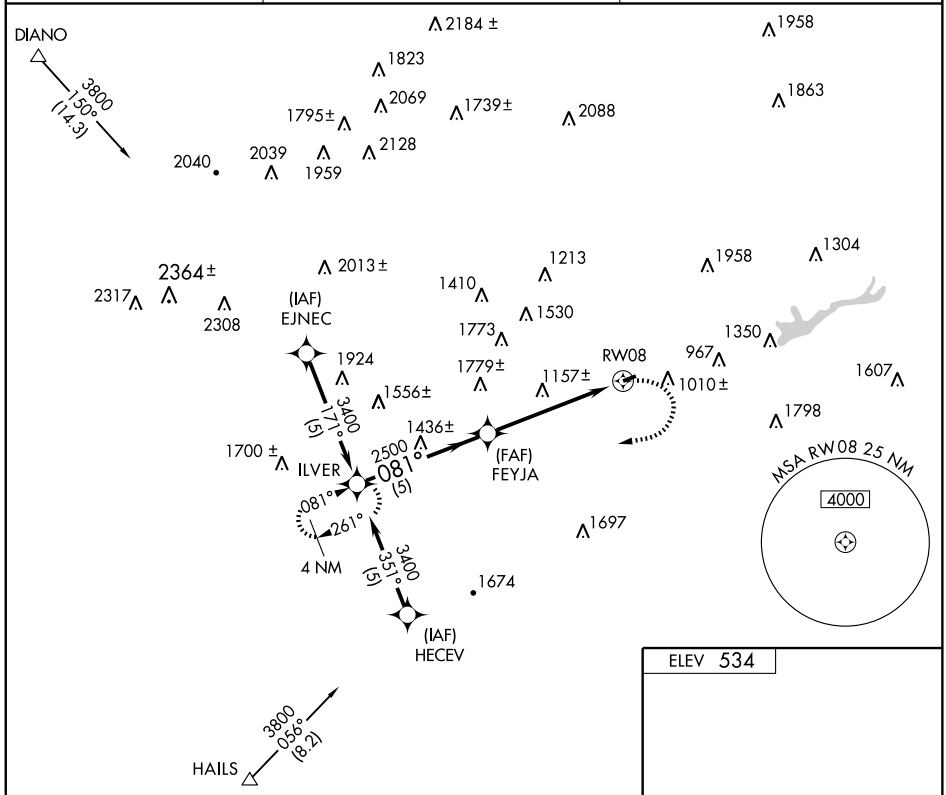
RNAV (GPS) RWY 8

LEHIGHTON / JAKE ARNER MEMORIAL (22N)

Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

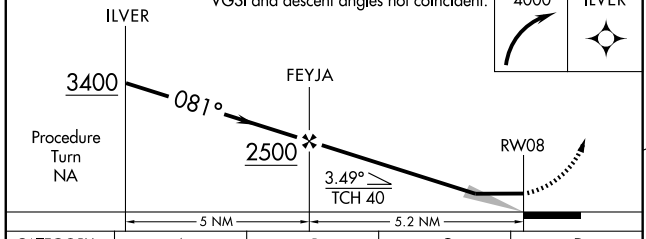
MISSED APPROACH: Climbing right turn to 4000 direct ILVER WP and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L

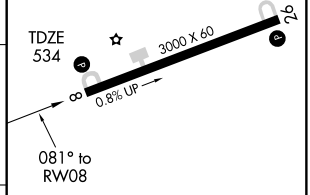


VGSI and descent angles not coincident.

4000 | ILVER



ELEV 534



CATEGORY	A	B	C	D
LNAV MDA	1600-1¼ 1066 (1100-1¼)	1600-1½ 1066 (1100-1½)	NA	
CIRCLING	1600-1¼ 1066 (1100-1¼)	1600-1½ 1066 (1100-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3000
261°	TDZE	534
	Apt Elev	534

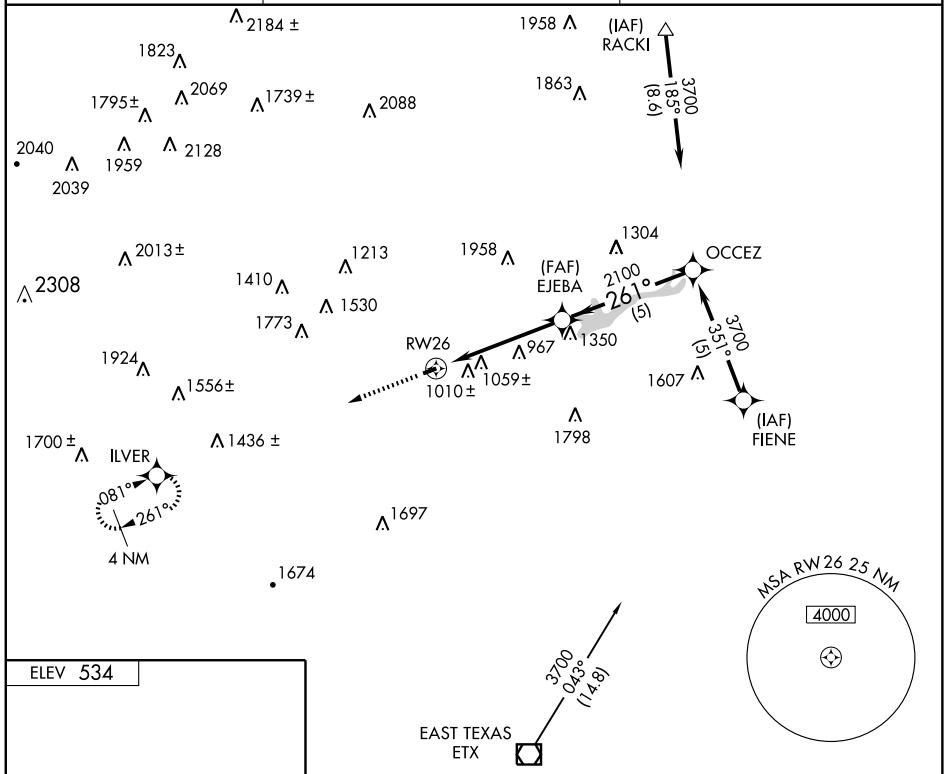
RNAV (GPS) RWY 26

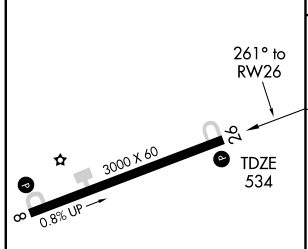
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

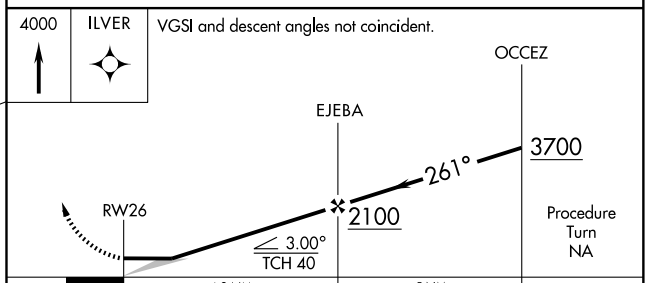
Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct ILVER WP and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 846 (900-1)	1380-1¼ 846 (900-1¼)	NA	
CIRCLING	1520-1¼ 986 (1000-1¼)	1520-1½ 986 (1000-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
259°	TDZE	N/A
	Apt Elev	556

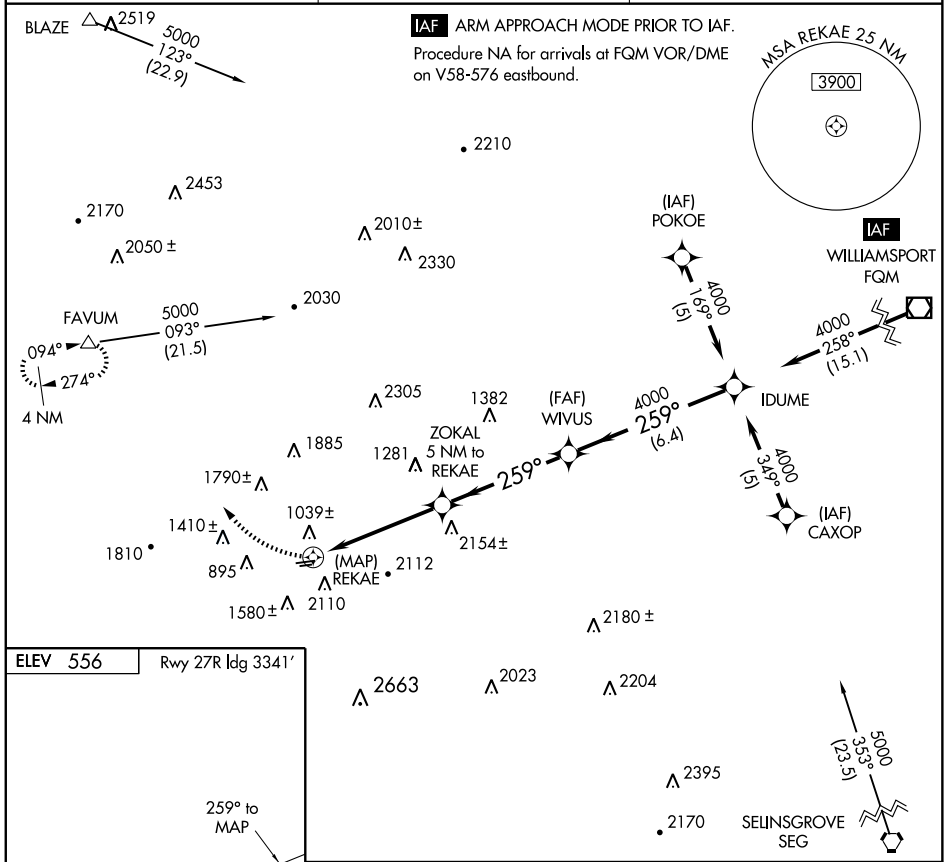
RNAV (GPS)-A

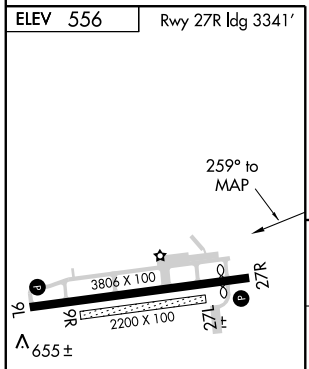
LOCK HAVEN / WILLIAM T. PIPER MEMORIAL (LHV)

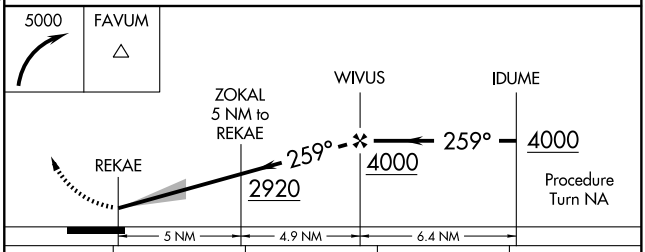
Use Williamsport Rgnl altimeter setting.
Circling NA south of Rwy 09-27. Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.

WILLIAMSPORT ASOS	NEW YORK CENTER	UNICOM
125.225	134.8 338.3	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1384 (1400-1¼)	1940-1½ 1384 (1400-1½)	2000-3 1444 (1500-3)	NA

REIL Rwys 9L and 27R
MIRL Rwy 9L-27R (L)

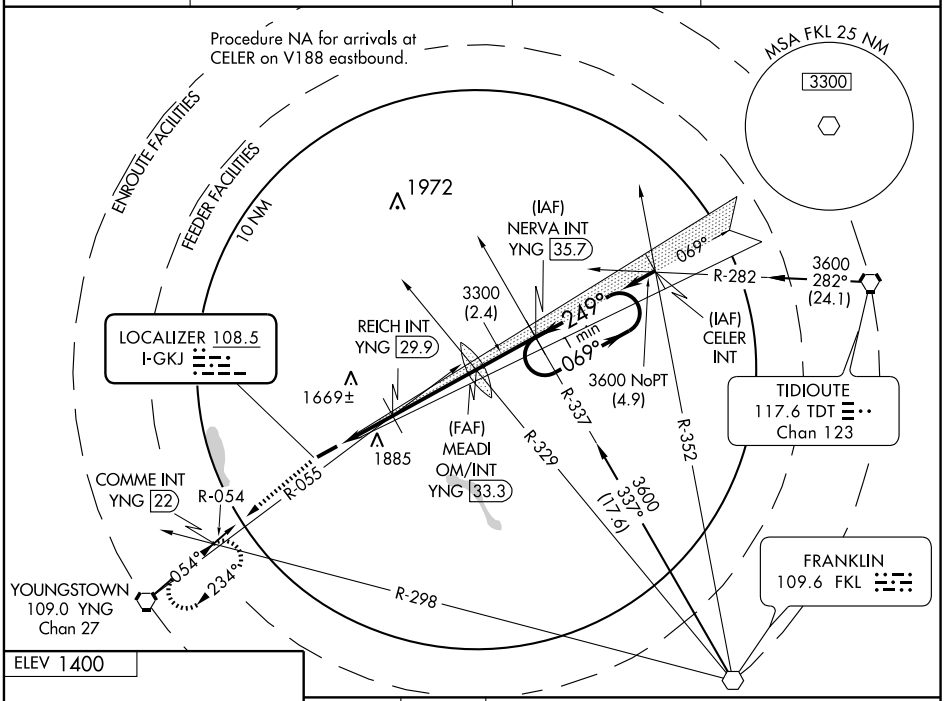
LOC I-GKJ	APP CRS	Rwy Idg	5001
108.5	249°	TDZE	1400
		Apt Elev	1400

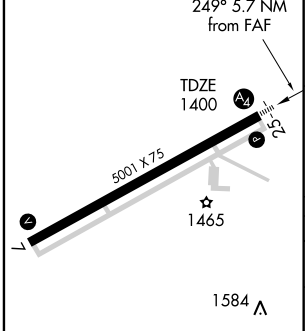
LOC RWY 25

MEADVILLE / PORT MEADVILLE (GKJ)

NA Inoperative table does not apply.	MALS	MISSED APPROACH: Climb to 3000 via heading 234° and YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.

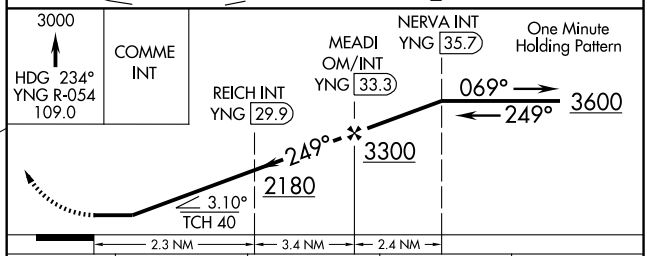
ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L





MIRL Rwy 7-25 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-25	2180-1 780 (800-1)	2180-1¼ 780 (800-1¼)	2180-2¼ 780 (800-2¼)	2180-2½ 780 (800-2½)
CIRCLING	2180-1 780 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)
REICH FIX MINIMUMS				
S-25	1780-1 380 (400-1)			1780-1¼ 380 (400-1¼)
CIRCLING	1900-1 500 (500-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

NE-4, 14 JAN 2010 to 11 FEB 2010

MEADVILLE, PENNSYLVANIA AL-5560 (FAA)

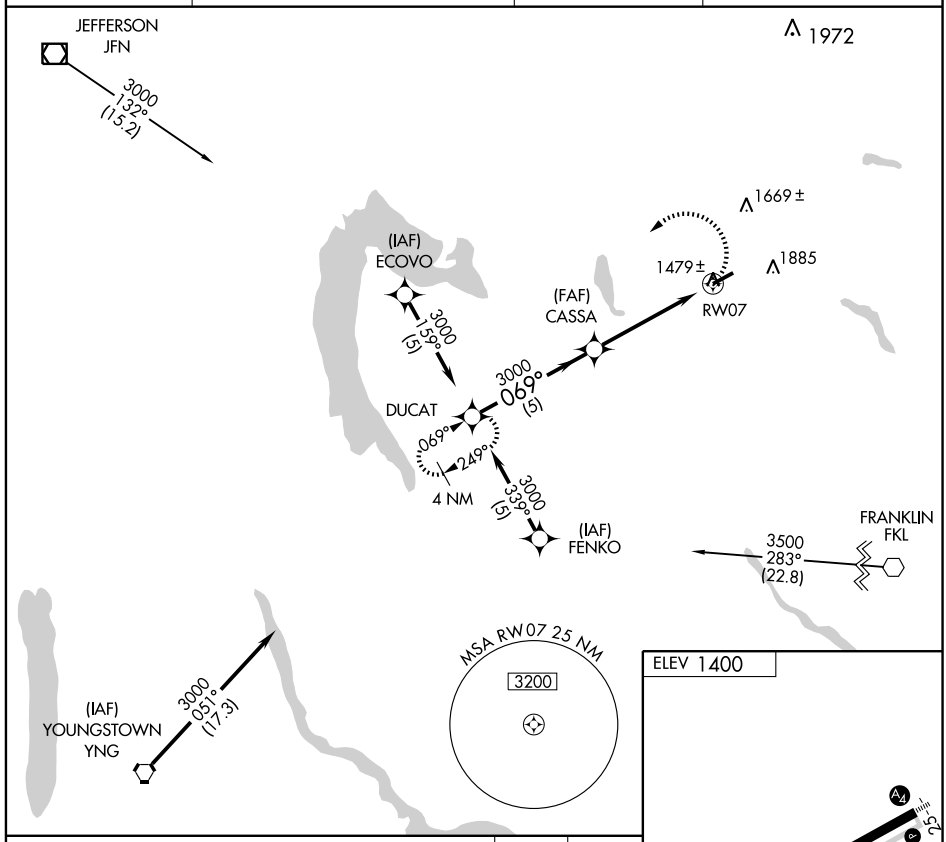
APP CRS	Rwy Idg	5001
069°	TDZE	1400
	Apt Elev	1400

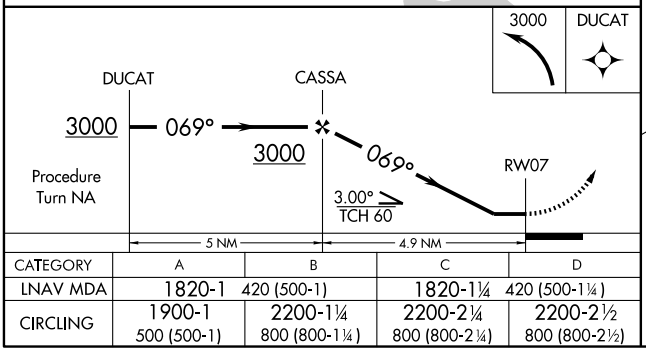
RNAV (GPS) RWY 7

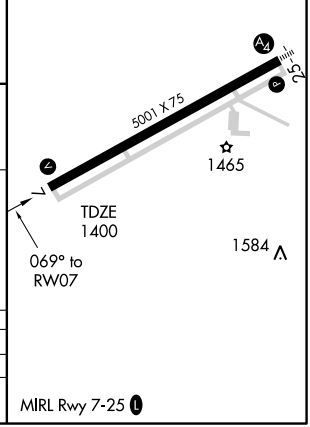
MEADVILLE / PORT MEADVILLE (GKJ)

▼ GPS or RNP-0.3 required. ▲ NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 3000 direct DUCAT WP and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1820-1	420 (500-1)	1820-1¼	420 (500-1¼)
CIRCLING	1900-1 500 (500-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

NE-4, 14 JAN 2010 to 11 FEB 2010

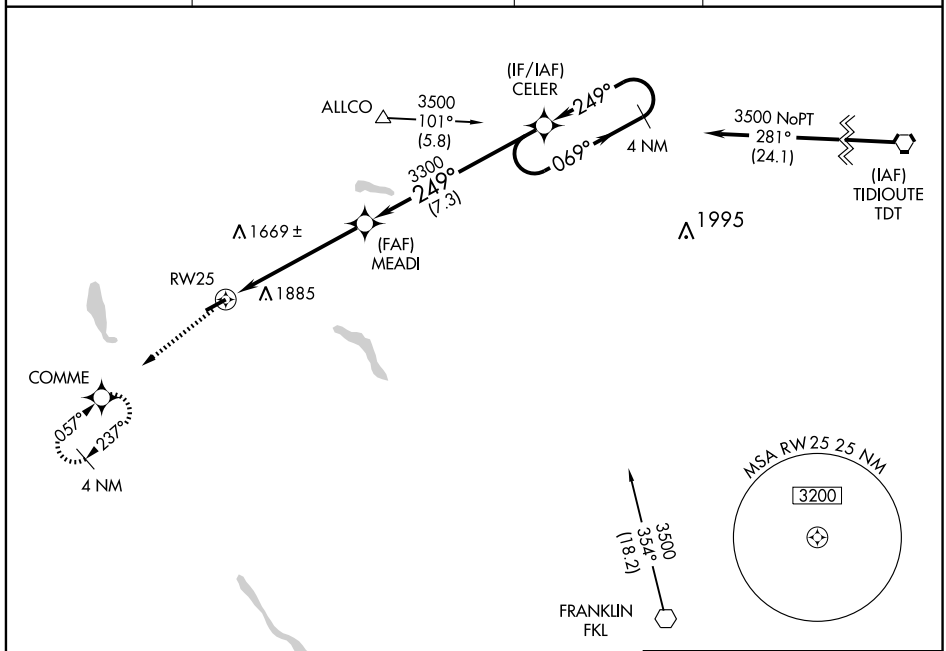
APP CRS	Rwy Idg	5001
249°	TDZE	1400
	Apt Elev	1400

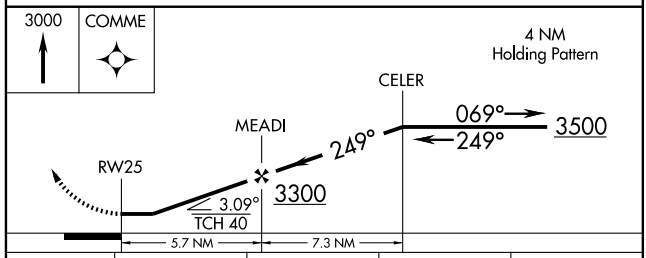
RNAV (GPS) RWY 25

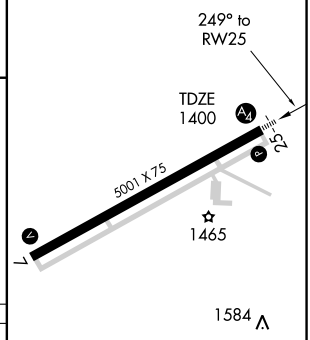
MEADVILLE / PORT MEADVILLE (GKJ)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALS	MISSED APPROACH: Climb to 3000 direct COMME WP and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2140-1 740 (800-1)		2140-2 740 (800-2)	2140-2¼ 740 (800-2¼)
CIRCLING	2140-1 740 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

MIRL Rwy 7-25 L

NE-4, 14 JAN 2010 to 11 FEB 2010

MEADVILLE, PENNSYLVANIA AL-5560 (FAA)

VORTAC YNG	APP CRS	Rwy Idg	5001
109.0	054°	TDZE	1400
Chan 27		Apt Elev	1400

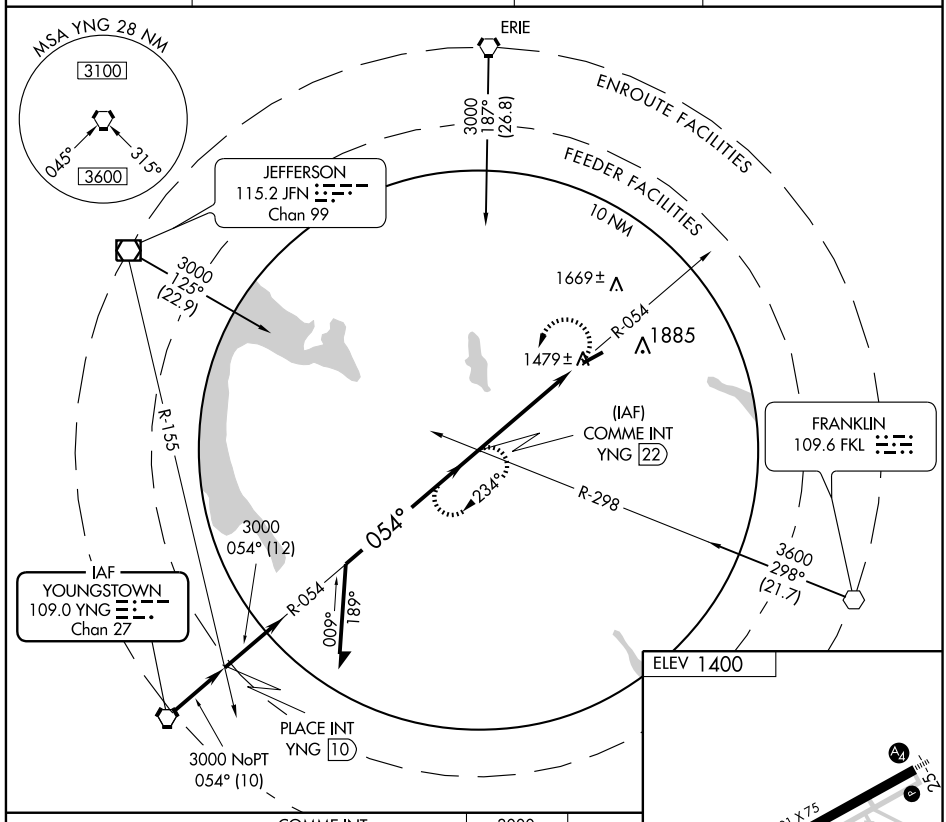
VOR RWY 7

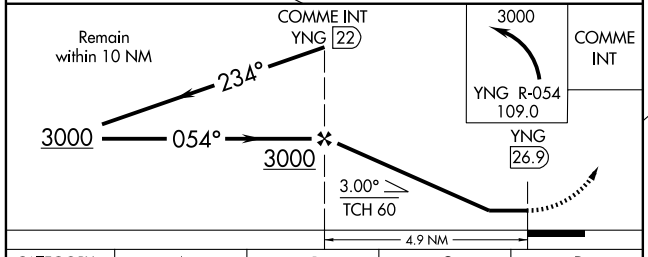
MEADVILLE / PORT MEADVILLE (GKJ)

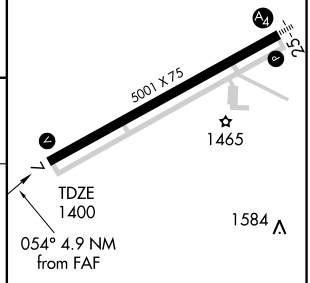
NA

MISSED APPROACH: Climbing left turn to 3000 via YNG R-054 to COMME Int and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-7	1940-1 540 (600-1)	1940-1¼ 540 (600-1¼)	1940-1½ 540 (600-1½)	1940-2 540 (600-2)
CIRCLING	1940-1 540 (600-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

MIRL Rwy 7-25 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4. 14 JAN 2010 to 11 FEB 2010

MIFFLINTOWN, PENNSYLVANIA AL-10300 (FAA)

RNAV (GPS) RWY 26

MIFFLINTOWN (P34)

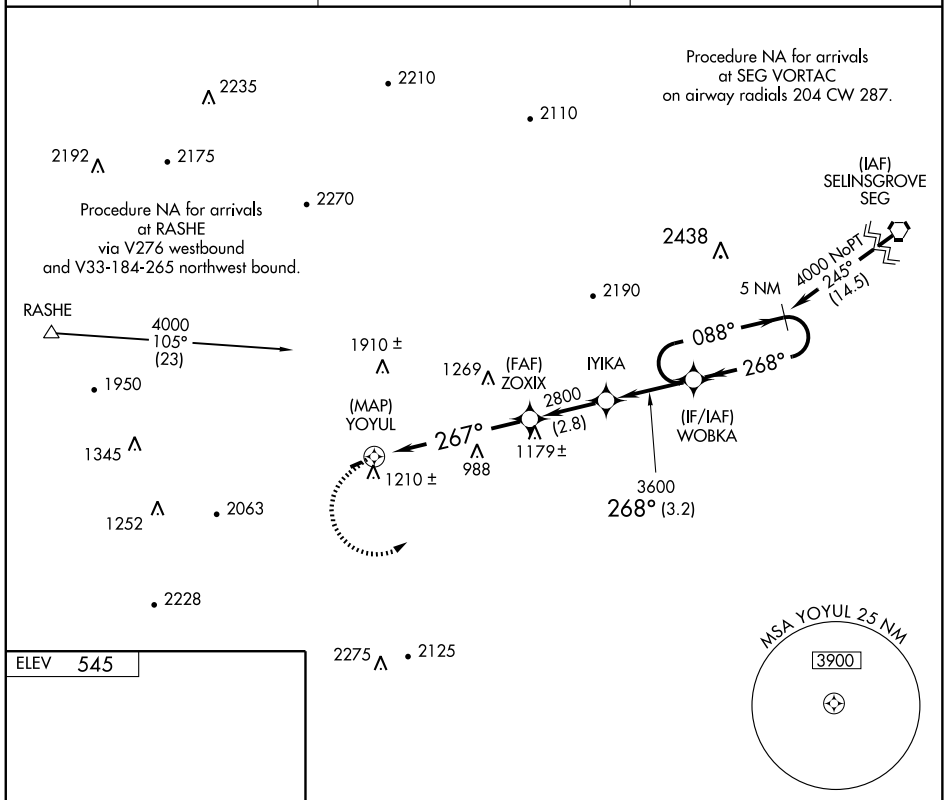
APP CRS	Rwy Idg	2627
267°	TDZE	545
	Apt Elev	545

Procedure NA at night. Use Penn Valley altimeter setting, if not received, use Reedsville altimeter setting and increase all MDAs 240 feet. DME/DME RNP-0.3 NA.

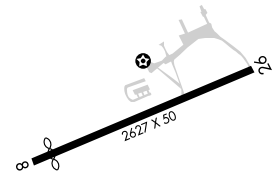
NA

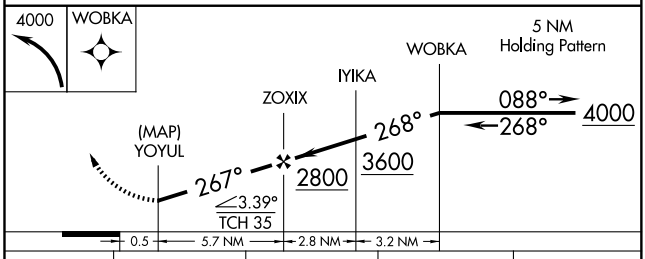
MISSED APPROACH: Climbing left turn to 4000 direct WOBKA and hold.

PENN VALLEY ASOS	NEW YORK APP CON	UNICOM
119.275	134.8 338.2	122.8 (CTAF) L



ELEV 545



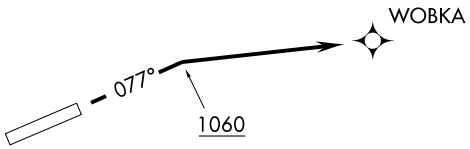


CATEGORY	A	B	C	D
LNAV MDA	1440-1¼ 895 (900-1¼)		NA	
CIRCLING	1560-1¼ 1015 (1100-1¼)	1640-1½ 1095 (1100-1½)	NA	

LIRL Rwy 8-26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

PENN VALLEY ASOS
119.275
UNICOM
122.8 (CTAF)



NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF OBSTACLES
Rwy 8: Terrain 1333′ from DER, 699′ left of centerline, 619′ MSL.
Trees 6019′ from DER, 356′ left of centerline, up to 100′ AGL/ 739′ MSL.
Trees 1.2 NM from DER, 2350′ right of centerline, up to 100′ AGL/759′ MSL.

TAKE-OFF MINIMUMS:
Rwy 26: NA - Obstacles.
Rwy 8: STANDARD with minimum climb of 265 feet per NM to 1200′.

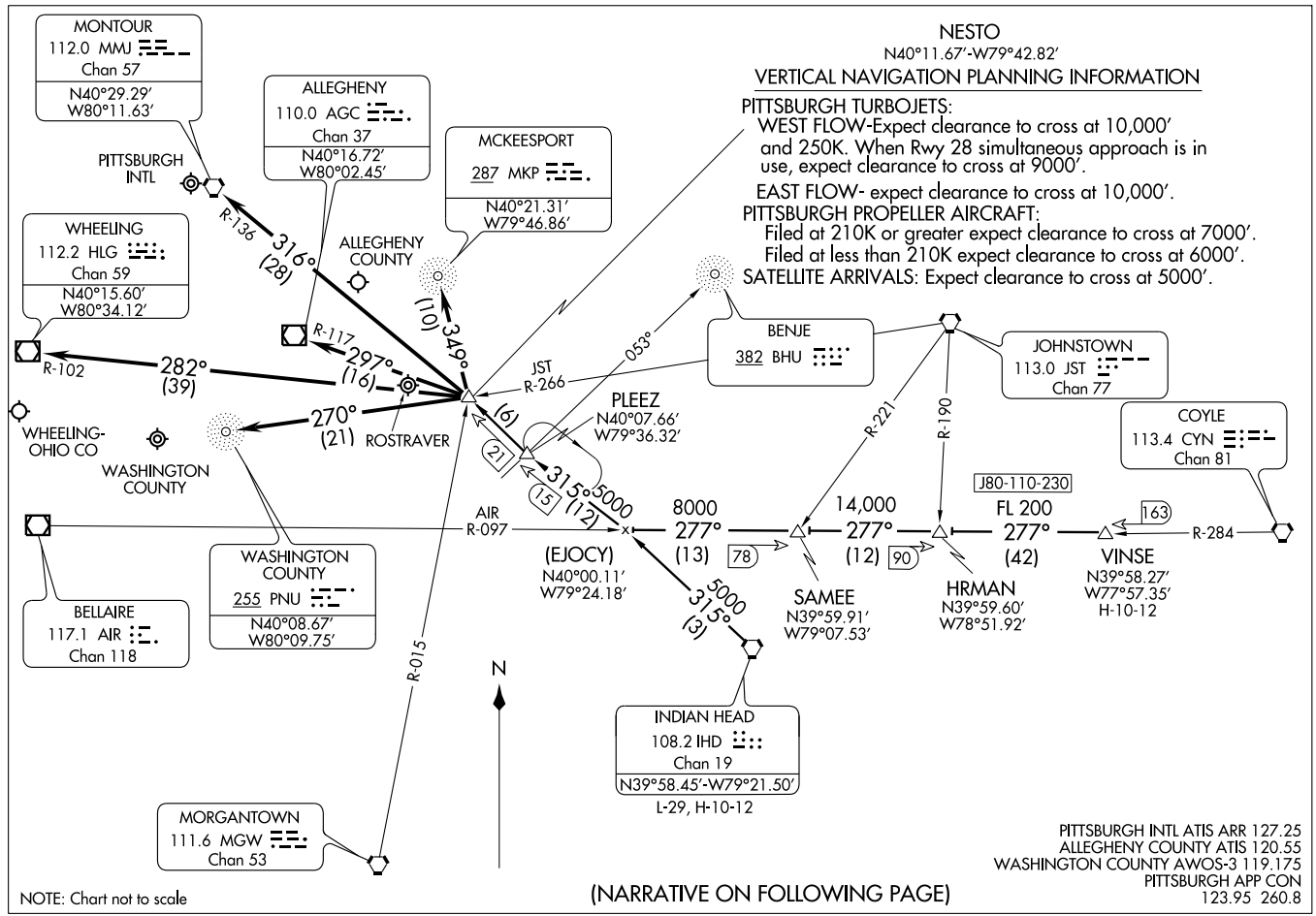
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 077° to 1060 feet, then climbing right turn direct WOBKA. Maintain 4000 feet or ATC assigned altitude.

NE-4, 14 JAN 2010 to 11 FEB 2010

NESTO TWO ARRIVAL



ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4001
CH 65608	076°	TDZE	1228
W08A		Apt Elev	1228

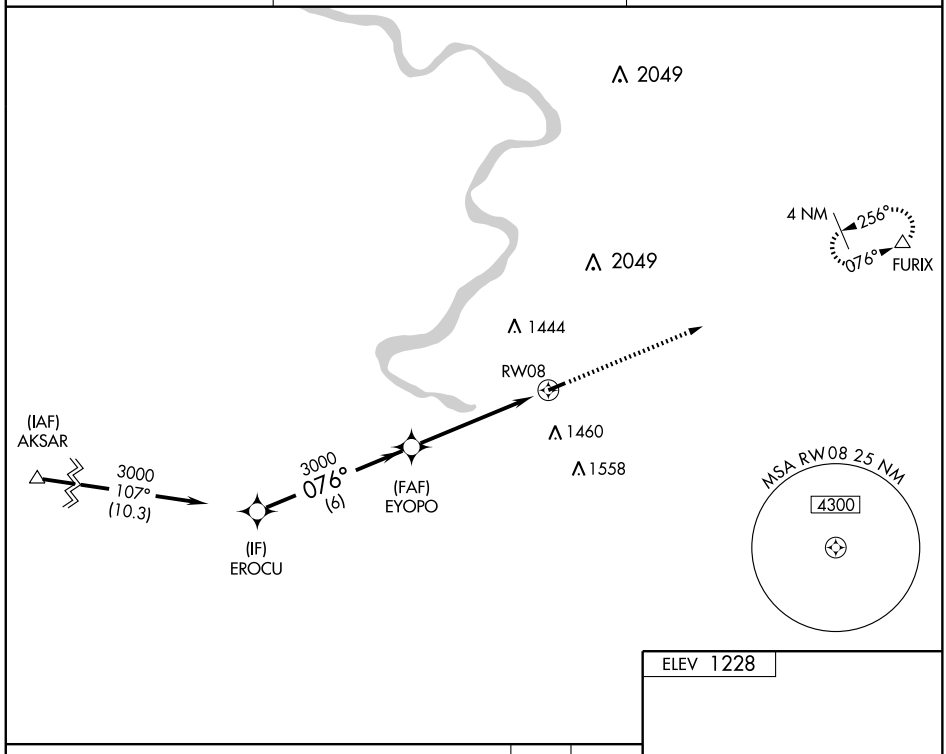
RNAV (GPS) RWY 8

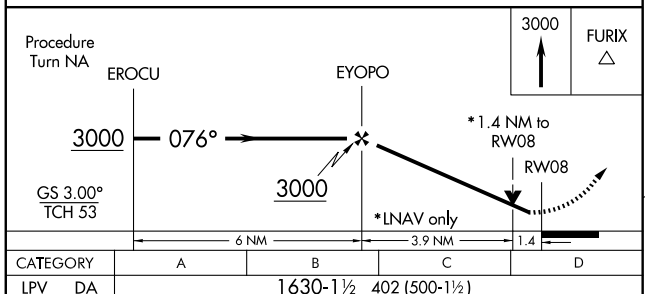
MONONGAHELA / ROSTRAVER (FWQ)

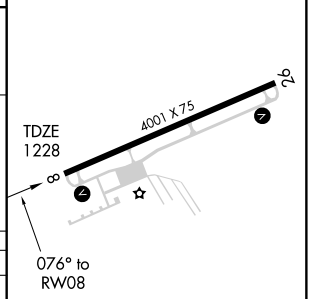
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alleghany County altimeter setting and increase all DA/MDA 40 feet and LNAV Cats C/D visibility ¼ mile. VDP NA when using Allegheny County altimeter setting. When VGSI inop, circling Rwy 26 NA at night.

MISSED APPROACH: Climb to 3000 direct FURIX and hold.

AWOS-3	PITTSBURGH APP CON	UNICOM
118.475	119.35 337.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1630-1½ 402 (500-1½)			
LNAV/VNAV DA	NA			
LNAV MDA	1720-1 492 (500-1)		1720-1¼ 492 (500-1¼)	1720-1½ 492 (500-1½)
CIRCLING	1720-1 492 (500-1)		1720-1½ 492 (500-1½)	1780-2 552 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4001
CH 56208	257°	TDZE	1224
W26A		Apt Elev	1228

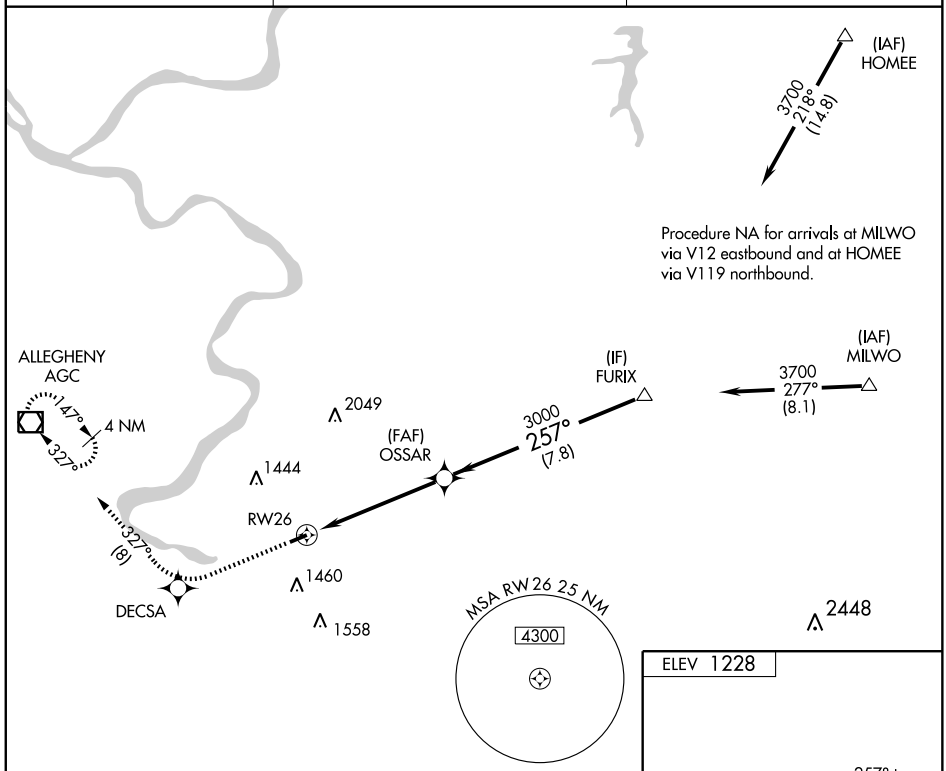
RNAV (GPS) RWY 26

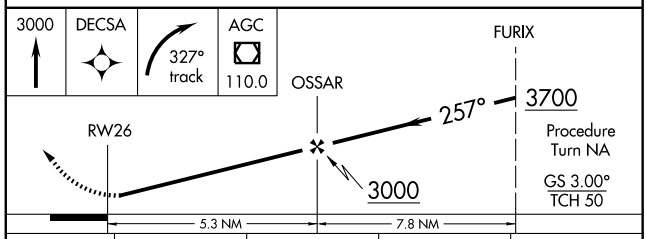
MONONGAHELA / ROSTRAVER (FWQ)

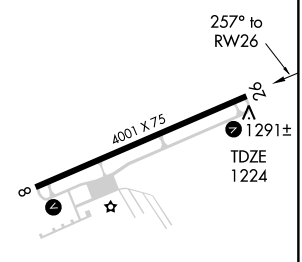
DME/DME RNP-0.3 NA When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile. When VGSI inop, straight-in/circling Rwy 26 NA at night.

MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	UNICOM
118.475	119.35 337.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1500-1 276 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1560-1 336 (400-1)			
CIRCLING	1700-1 472 (500-1)		1700-1½ 472 (500-1½)	1780-2 552 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3250
274°	TDZE	458
	Apt Elev	458

RNAV (GPS) RWY 28

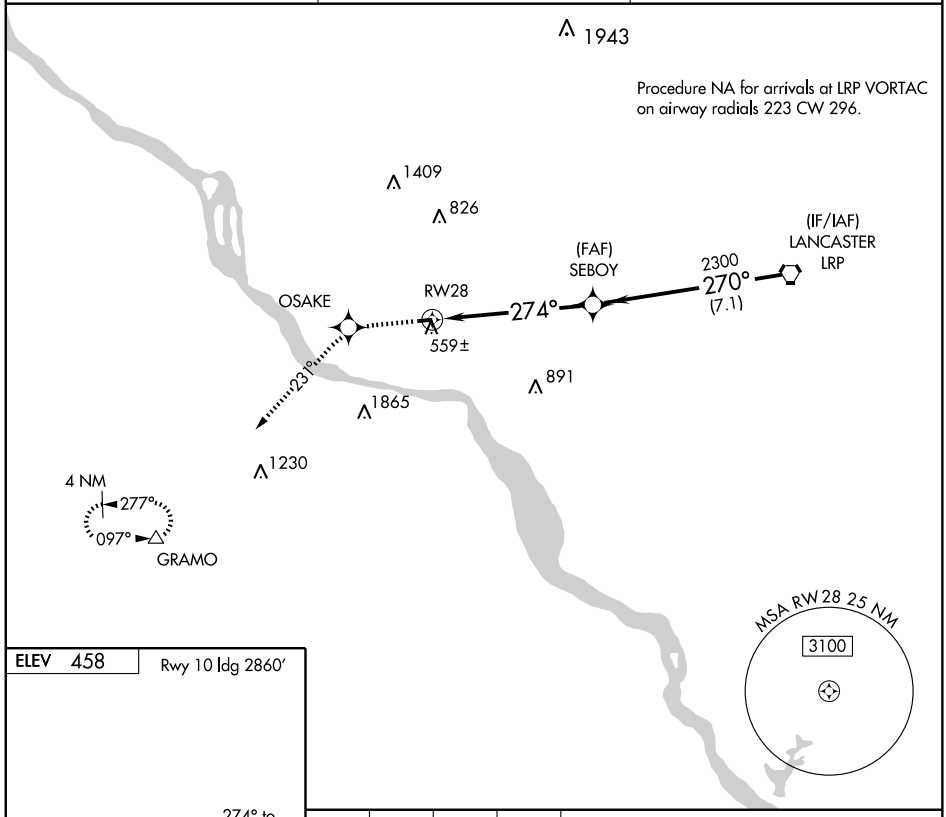
MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

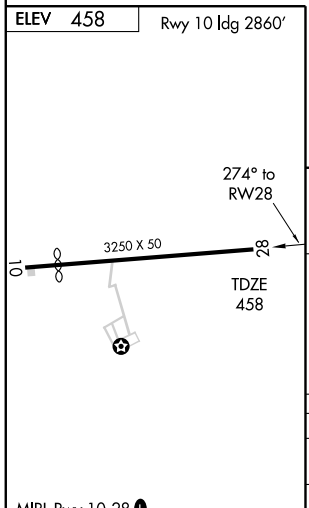
DME/DME RNP-0.3 NA. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

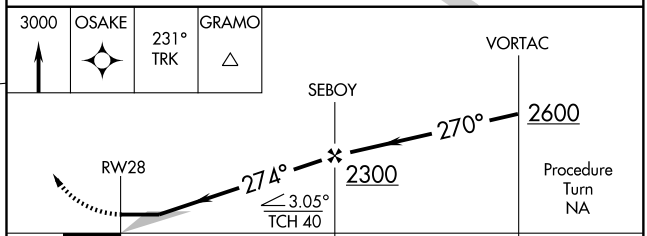
NA

MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.

HARRISBURG APP CON	HARRISBURG CLNC DEL	UNICOM
126.45 281.525	127.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900 - 1	442 (500-1)	NA	
CIRCLING	940 - 1 482 (500-1)	960 - 1 502 (600-1)	NA	

MIRL Rwy 10-28 L

NE-4, 14 JAN 2010 to 11 FEB 2010

MOUNT JOY/MARIETTA, PENNSYLVANIA

AL-6668 (FAA)

VORTAC LRP	APP CRS	Rwy Idg	3250
117.3	272°	TDZE	458
Chan 120		Apt Elev	458

VOR RWY 28

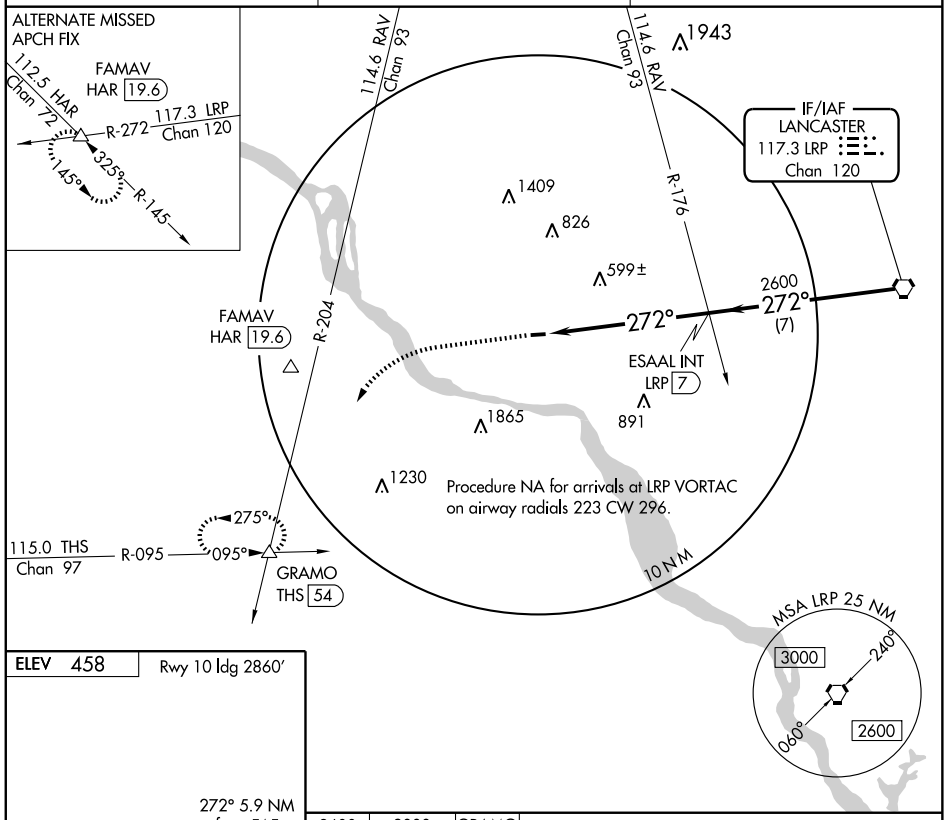
MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

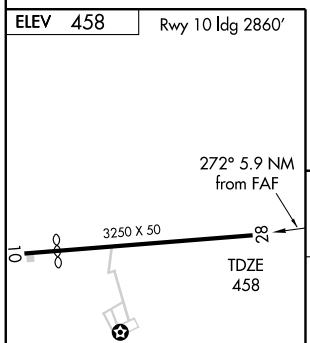
Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

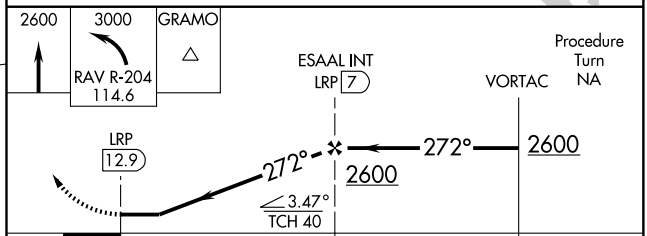
NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 via RAV VORTAC R-204 to GRAMO Int and hold.

HARRISBURG APP CON	HARRISBURG CLNC DEL	UNICOM
126.45 281.525	127.05	122.8 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-28	1120 - 1	662 (700-1)	NA	
CIRCLING	1120 - 1	662 (700-1)	NA	

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4000
CH 50311	050°	TDZE	1906
W05A		Apt Elev	1915

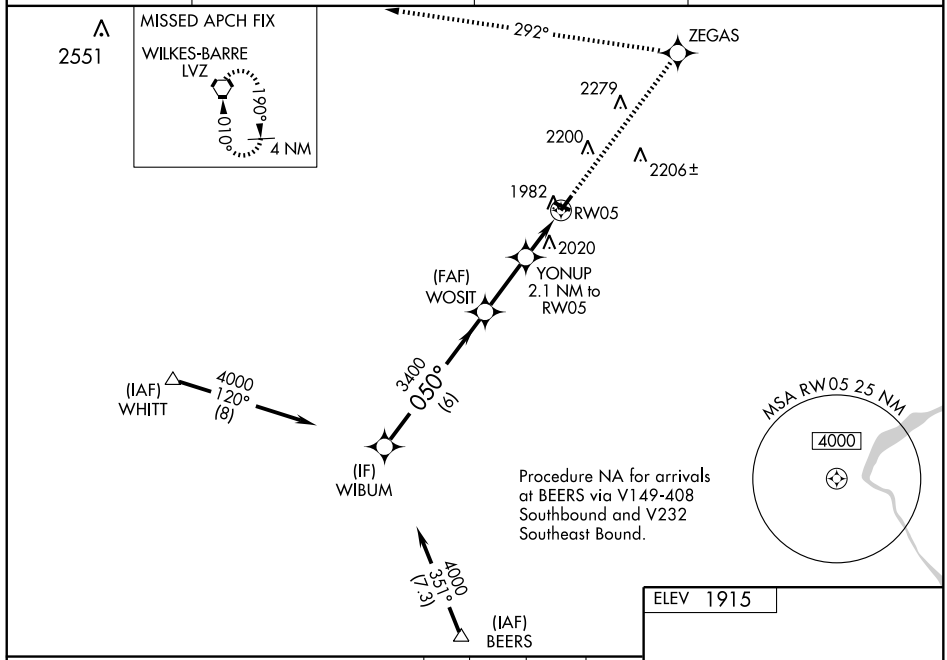
RNAV (GPS) RWY 5

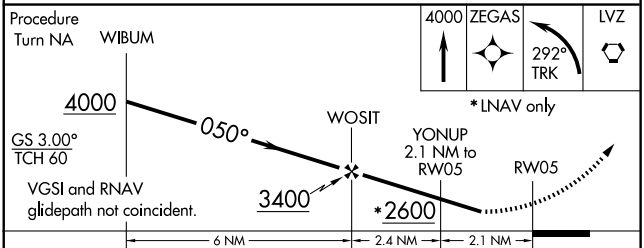
MOUNT POCONO/POCONO MOUNTAINS MUNI (MPO)

Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ¼ mile, Cat D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile.

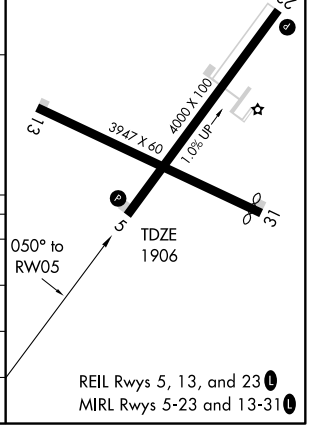
MISSED APPROACH: Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2160-1 254 (300-1)			
LNAV/VNAV DA	2252-1¼ 346 (400-1¼)			
LNAV MDA	2320-1 414 (500-1)		2320-1¼ 414 (500-1¼)	
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)



NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3947
CH 48911	128°	TDZE	1885
W13A		Apt Elev	1915

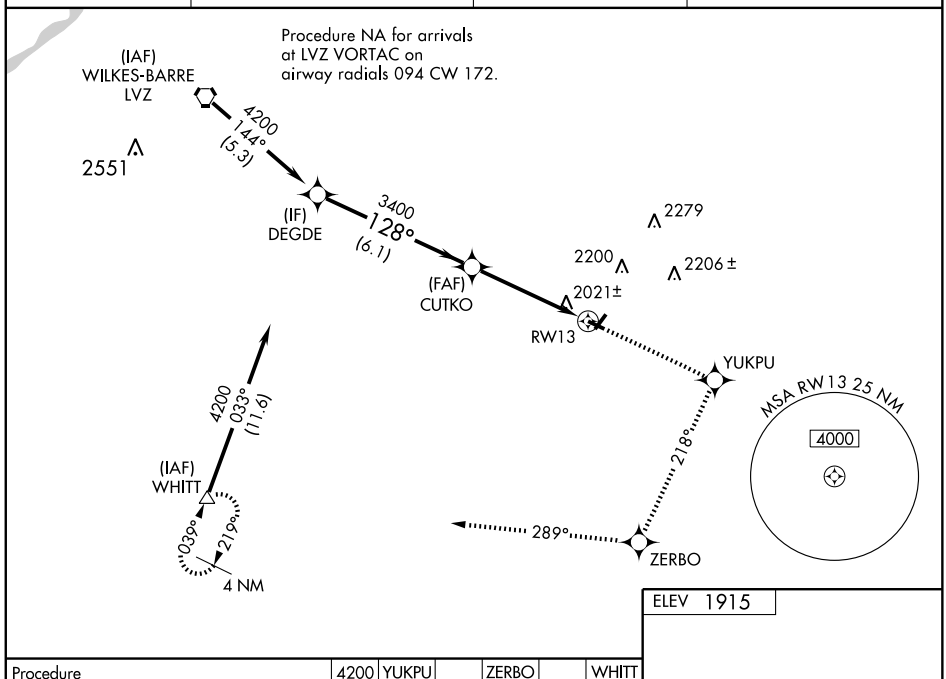
RNAV (GPS) RWY 13

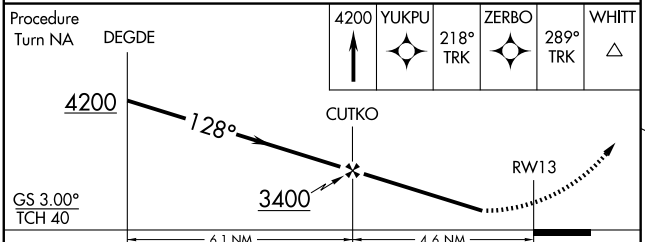
MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

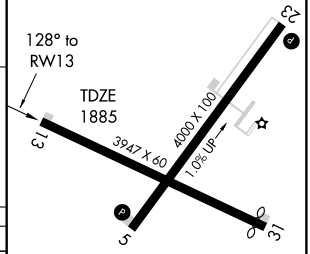
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct YUKPU and via 218° track to ZERBO and via 289° track to WHITT and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2278-1½ 393 (400-1½)			
LNAV/ VNAV DA	2315-1½ 430 (400-1½)			
LNAV MDA	2400-1 515 (500-1)		2400-1½ 515 (500-1½)	2400-1¾ 515 (500-1¾)
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, and 23 L
MIRL Rwys 5-23 and 13-31 L

NE-4. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3767
308°	TDZE	1885
	Apt Elev	1915

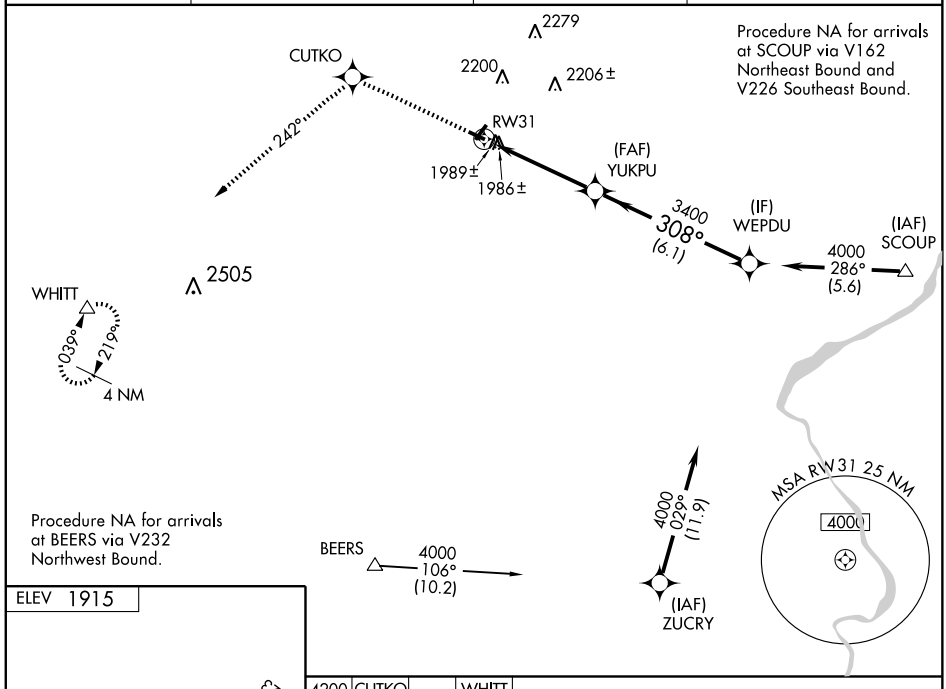
RNAV (GPS) RWY 31

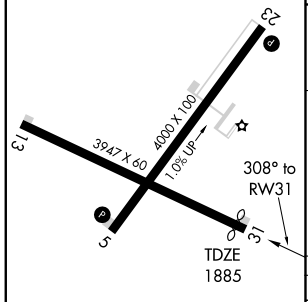
MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

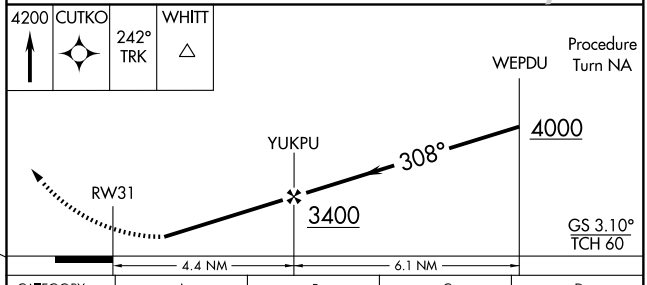
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro- VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 35°C (95°F).
Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct CUTKO and via 242° track to WHITT and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	2286-1¼ 401 (400-1¼)			
LNAV MDA	2240-1 355 (400-1)			2240-1¼ 355 (400-1¼)
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

MOUNT POCONO, PENNSYLVANIA AL-5153 (FAA)

VORTAC LVZ	APP CRS	Rwy Idg	3947
111.6	130°	TDZE	1884
Chan 53		Apt Elev	1916

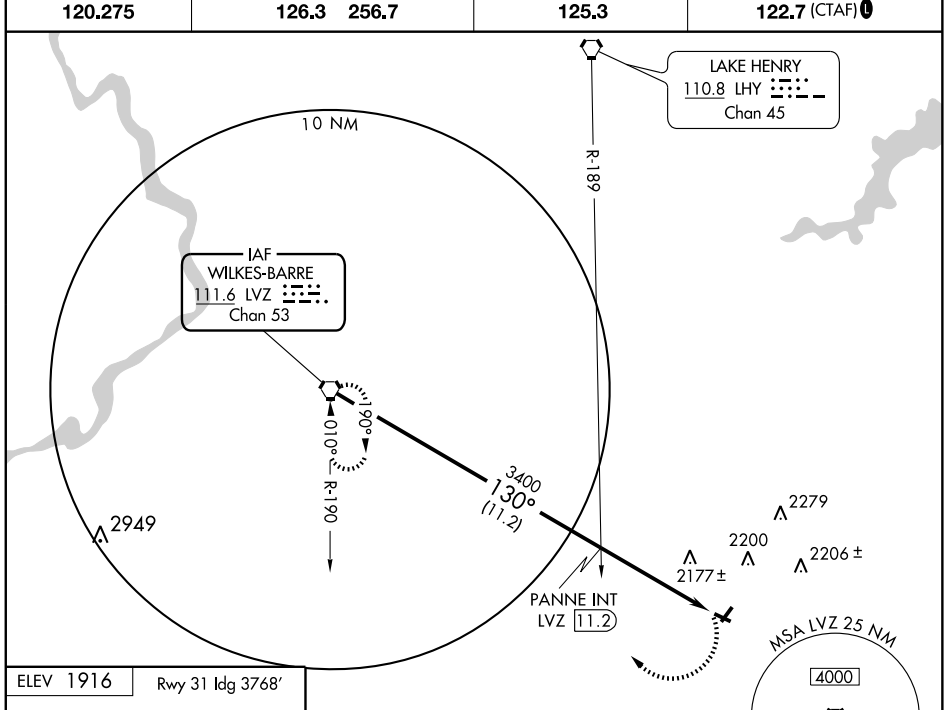
VOR RWY 13

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

NA

MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) L

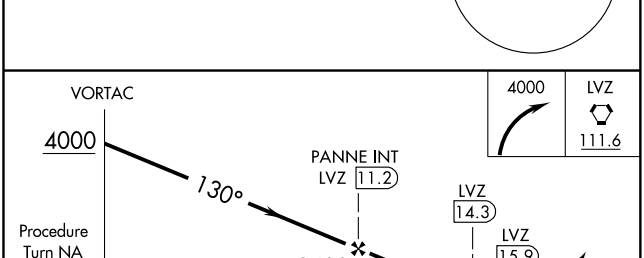


ELEV 1916 Rwy 31 Idg 3768'

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-13	2440-1 556 (600-1)		2440-1½ 556 (600-1½)	2440-1¾ 556 (600-1¾)
CIRCLING	2480-1 564 (600-1)	2500-1 584 (600-1)	2500-1½ 584 (600-1½)	2540-2 624 (700-2)

NE-4. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3599
CH 73001	183°	TDZE	523
W19A		Apt Elev	523

RNAV (GPS) RWY 19

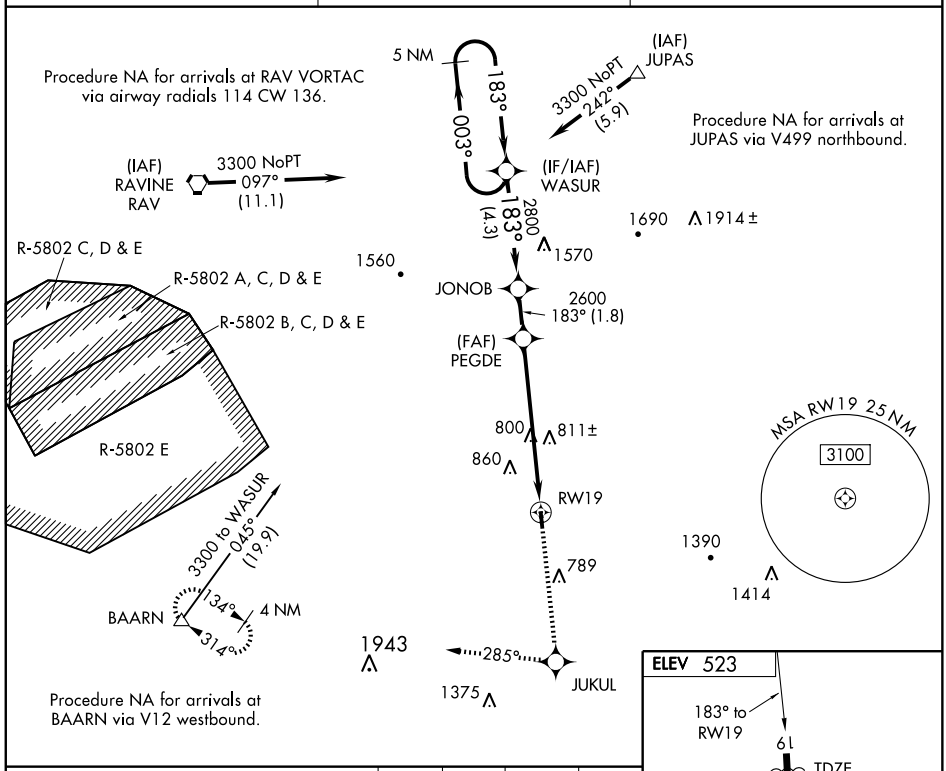
MYERSTOWN/ DECK (9D4)

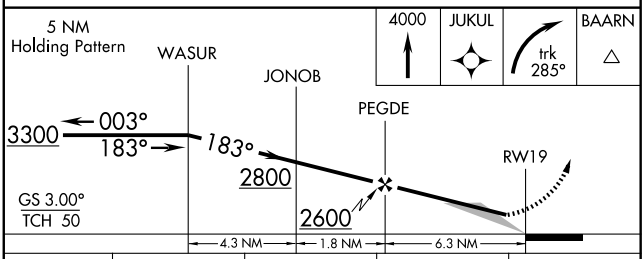
DME/DME RNP-0.3 NA. Use Reading Rgnl altimeter setting, if not received use Harrisburg Intl altimeter setting and increase DA to 854 and all MDAs 20 feet.

NA

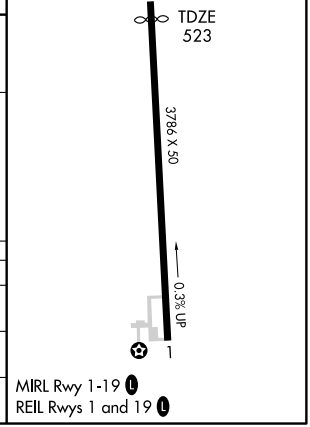
MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn via 285° track to BAARN and hold.

READING ASOS	HARRISBURG APP CON	UNICOM
127.1	118.25 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	837 - 1	314 (400-1)		NA
LNAV MDA	1180 - 1	657 (700-1)	1180 - 1¾ 657 (700-1¾)	NA
CIRCLING	1180 - 1	657 (700-1)	1180 - 1¾ 657 (700-1¾)	NA



MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

VORTAC RAV	APP CRS	Rwy Idg	N/A
114.6	145°	TDZE	N/A
Chan 93		Apt Elev	522

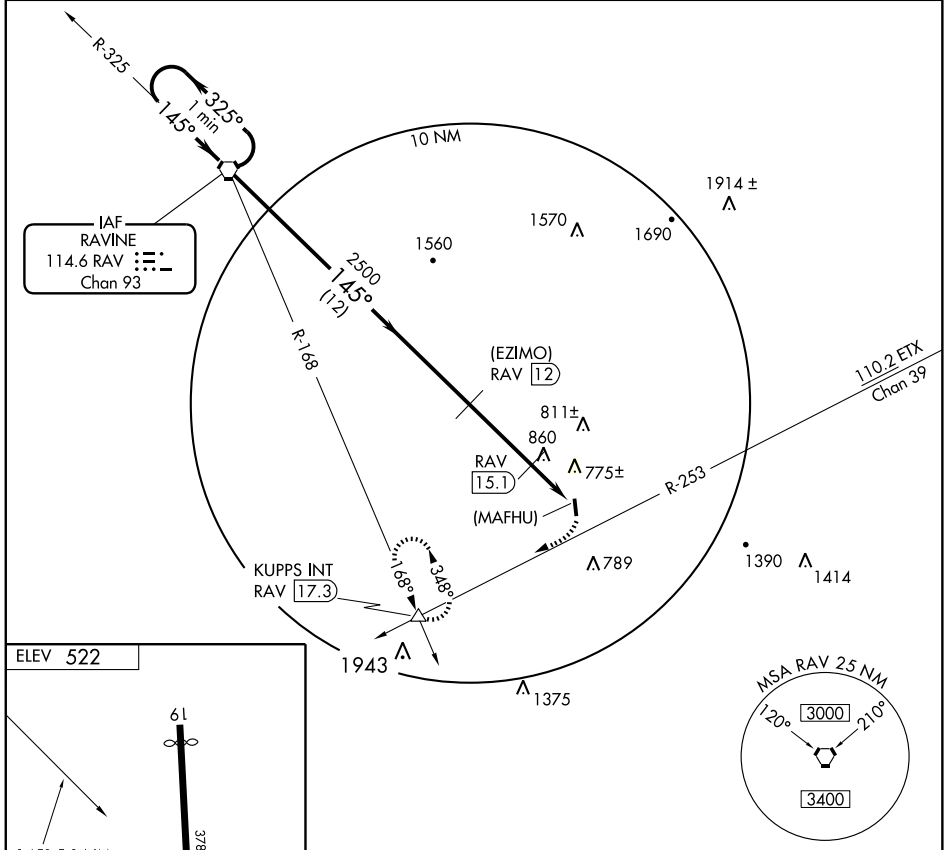
VOR/DME or GPS-A

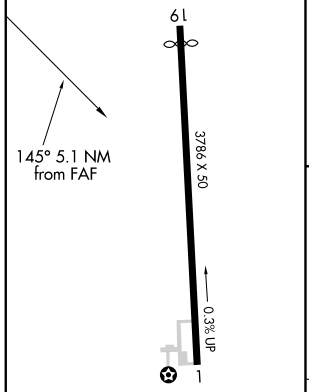
MYERSTOWN/ DECK (9D4)

Use Harrisburg Intl, PA altimeter setting.
If not received, procedure not authorized.
NA

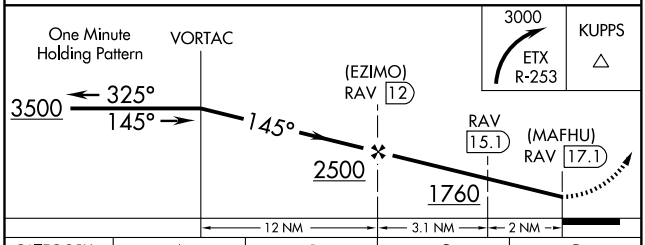
MISSED APPROACH: Climbing right turn to 3000, intecept the ETX VORTAC R-253 to KUPPS INT and hold.

HARRISBURG APP CON	UNICOM
118.25 269.45	122.8 (CTAF) L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
CIRCLING	1140-1 618 (700-1)		1140-1¾ 618 (700-1¾)	NA

NDB UCP	APP CRS	Rwy Idg	3995
272	225°	TDZE	1027
		Apt Elev	1070

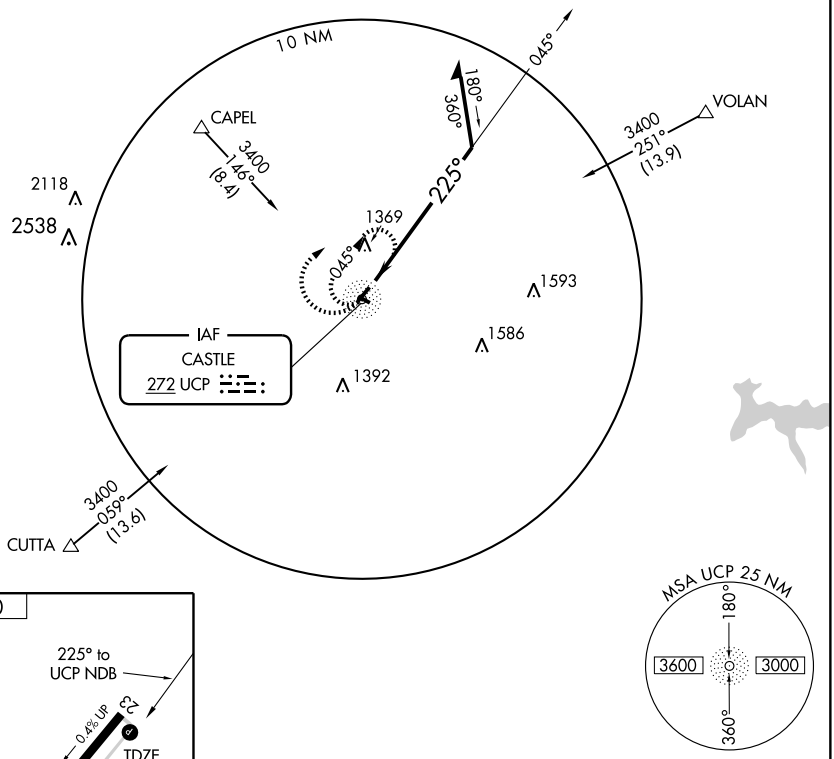
NDB RWY 23
NEW CASTLE MUNI (UCP)

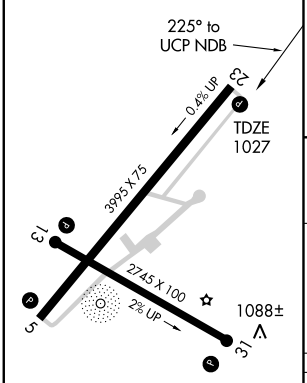
T
NA

When local altimeter setting not received, use Youngstown/Warren altimeter setting.
When VGSI inop, Circling Rwy 31 NA at night.

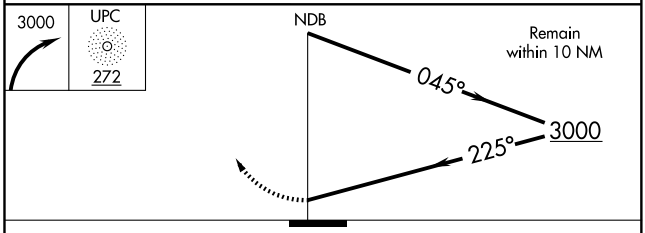
MISSED APPROACH: Climbing right turn to 3000 in the UCP NDB holding pattern.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L





REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-23	2000-1¼ 973 (1000-1¼)	2000-1½ 973 (1000-1½)	2000-3 973 (1000-3)	NA
CIRCLING	2000-1¼ 930 (1000-1¼)	2000-1½ 930 (1000-1½)	2000-3 930 (1000-3)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3995
CH 78005	049°	TDZE	1027
W05A		Apt Elev	1070

RNAV (GPS) RWY 5

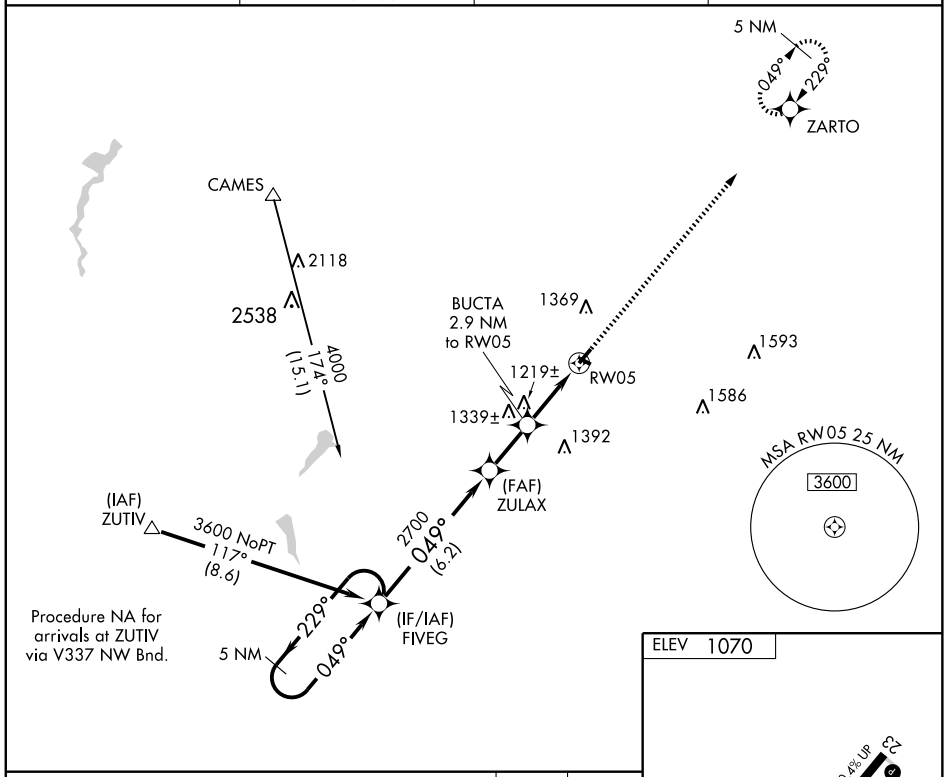
NEW CASTLE MUNI (UCP)

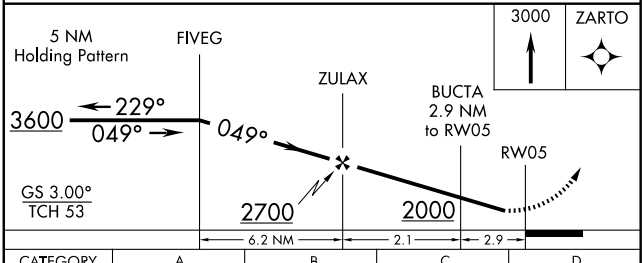
NA

When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

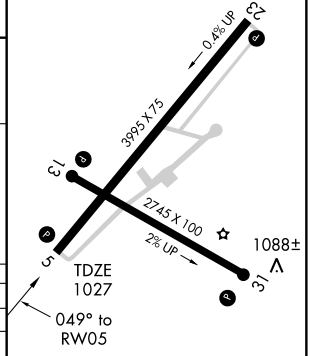
MISSED APPROACH: Climb to 3000 direct ZARTO and hold.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1307-1 280 (300-1)			NA
LNAV MDA	1480-1 453 (500-1)		1480-1¼ 453 (500-1¼)	NA
CIRCLING	1580-1 510 (600-1)	1700-1 630 (700-1)	1700-1¾ 630 (700-1¾)	NA



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3995
CH 45605	229°	TDZE	1027
W23A		Apt Elev	1070

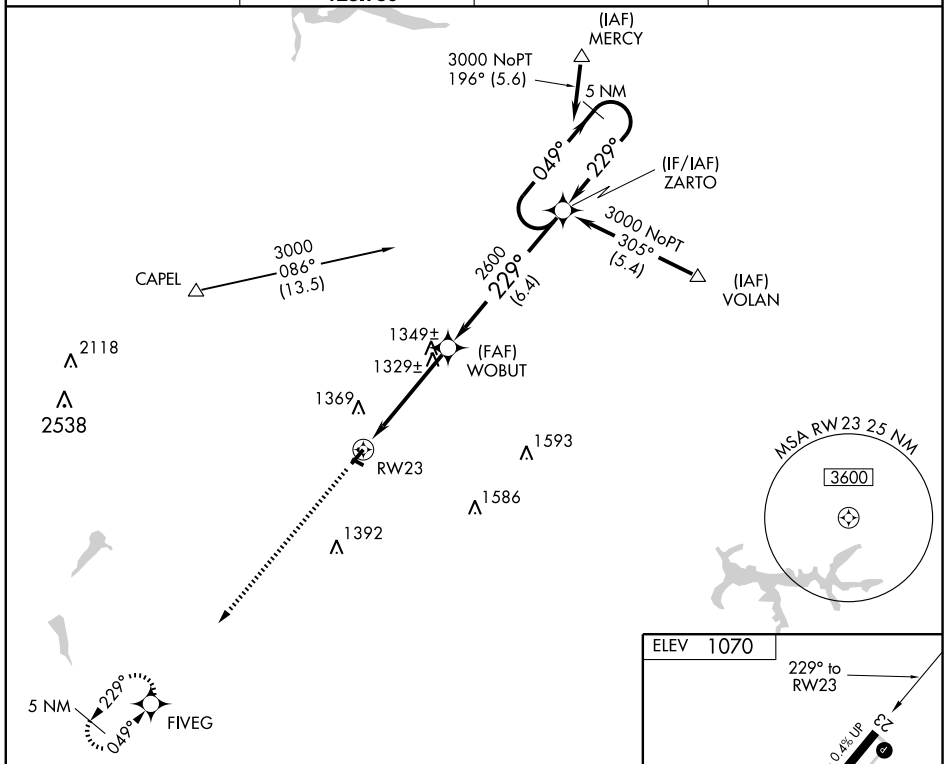
RNAV (GPS) RWY 23
NEW CASTLE MUNI (UCP)

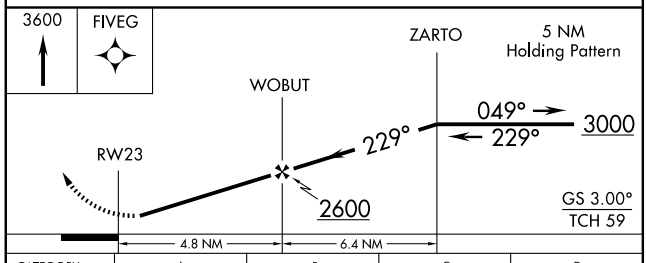
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV All Cats, LNAV Cat C, and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night.

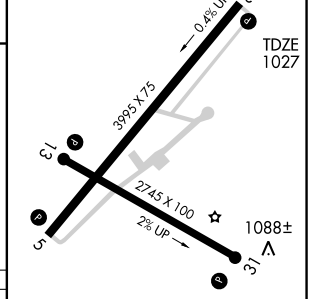
NA

MISSED APPROACH: Climb to 3600 direct FIVEG and hold.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1288-1 261 (300-1)			NA
LNAV MDA	1580-1 553 (600-1)		1580-1½ 553 (600-1½)	NA
CIRCLING	1580-1 510 (600-1)	1700-1 630 (700-1)	1700-1¾ 630 (700-1¾)	NA

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4. 14 JAN 2010 to 11 FEB 2010

NDB UKT 208	APP CRS 181°	Rwy Idg N/A TDZE N/A Apt Elev 568

NDB or GPS-A

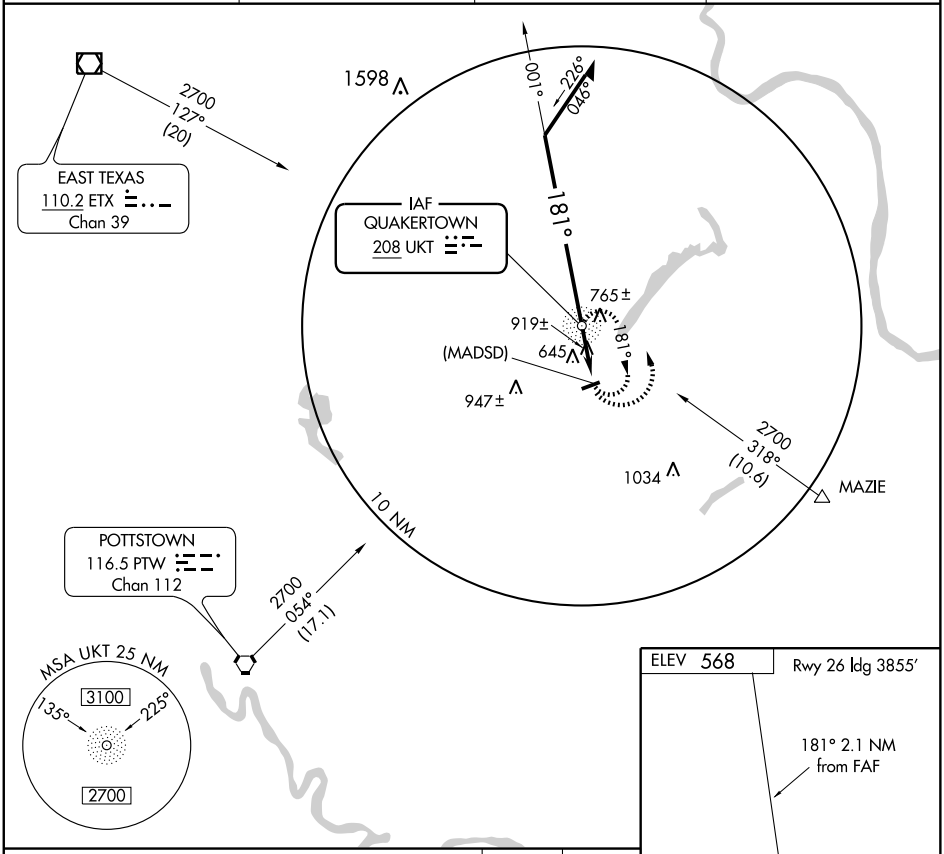
PERKASIE/ PENNRIDGE (CKZ)

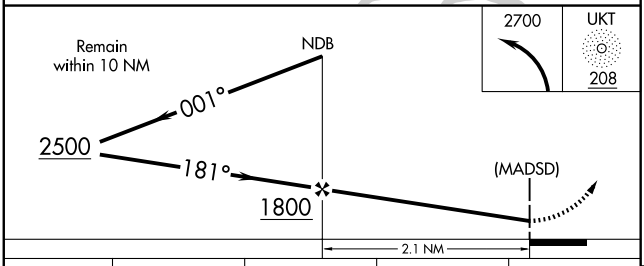
▼ If local altimeter setting not received, use Allentown altimeter setting and increase all MDAs 60 feet.

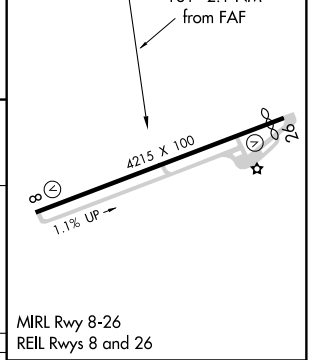
▲ NA

MISSED APPROACH: Climbing left turn to 2700 direct UKT NDB and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.325	123.8 291.7	118.55	123.0 (CTAF)







MIRL Rwy 8-26
REIL Rwys 8 and 26

CATEGORY	A	B	C	D
CIRCLING	1240-1	672 (700-1)	1240-2 672 (700-2)	NA

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NE-4, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 8

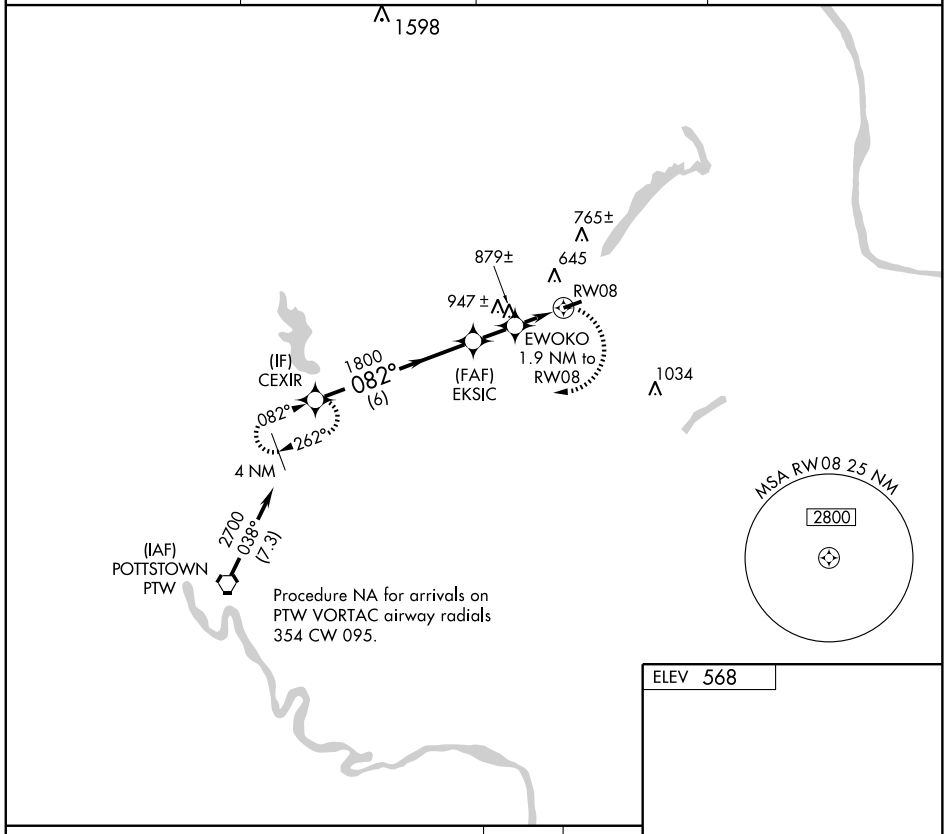
PERKASIE/ PENNRIDGE (CKZ)

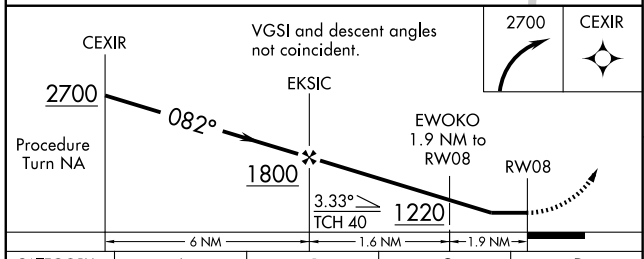
APP CRS	Rwy Idg	4215
082°	TDZE	557
	Apt Elev	568

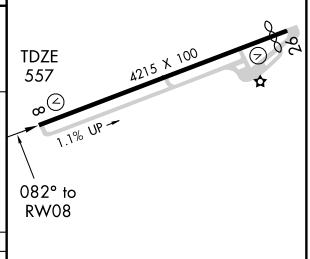
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Quakertown altimeter setting and increase all MDA 20 feet and increase LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2700 direct CEXIR and hold.

AWOS-3	PHILADELPHIA APP CON		CLNC DEL	UNICOM
126.325	123.8	291.7	118.55	123.0 (CTAF)







ELEV 568

CATEGORY	A	B	C	D
LNAV MDA	1140-1	583 (600-1)	1140-1½ 583 (600-1½)	NA
CIRCLING	1260-1	692 (700-1)	1260-2 692 (700-2)	NA

MIRL Rwy 8-26
REIL Rwys 8 and 26

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3855
262°	TDZE	564
	Apt Elev	568

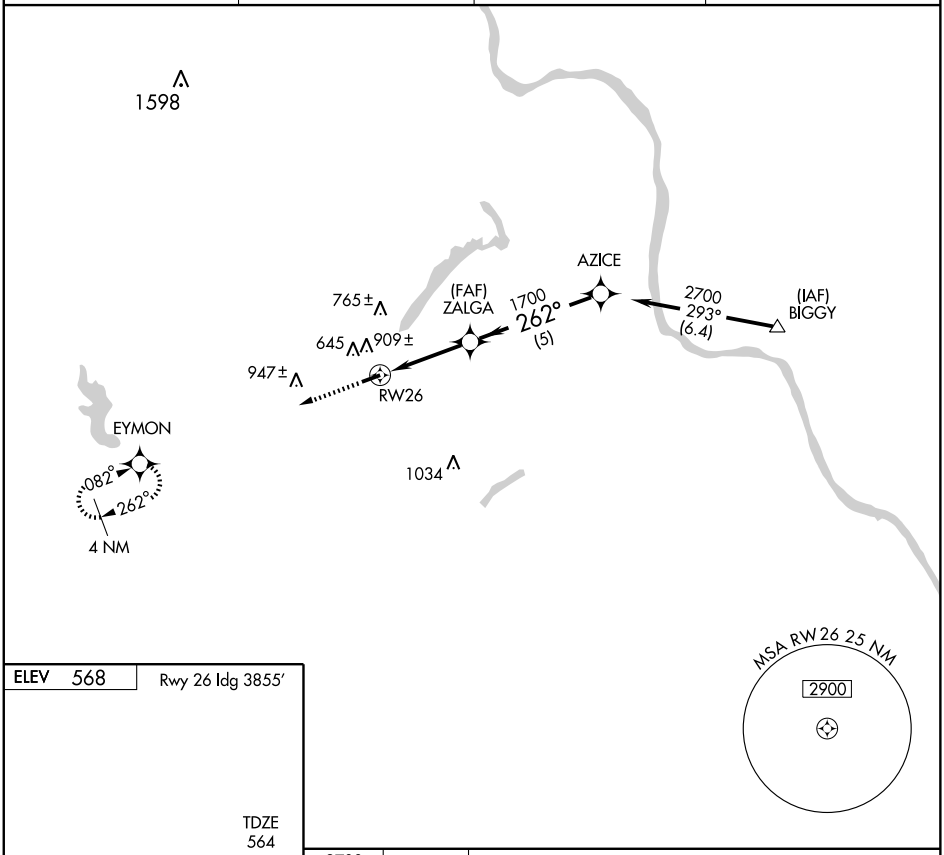
RNAV (GPS) RWY 26

PERKASIE/PENNRIDGE (CKZ)

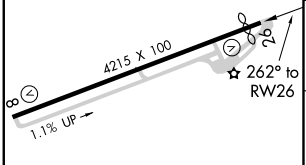
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

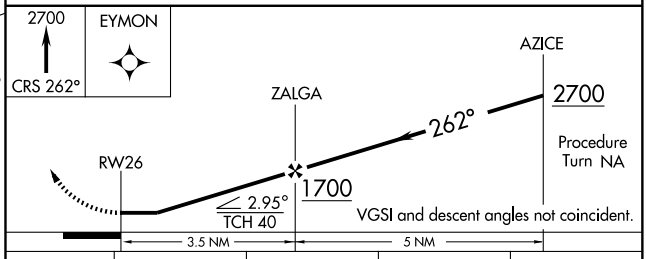
MISSED APPROACH: Climb to 2700 via 262° course to EYMON WP and hold.

AWOS-3	PHILADELPHIA APP CON		CLNC DEL	UNICOM
126.325	123.8	291.7	118.55	123.0 (CTAF)



ELEV 568 Rwy 26 Idg 3855'





CATEGORY	A	B	C	D
LNAV MDA	960-1 396 (400-1)			NA
CIRCLING	1260-1 692 (700-1)		1260-2 692 (700-2)	NA

MIRL Rwy 8-26
REIL Rwys 8 and 26

APP CRS	Rwy Idg	3523
065°	TDZE	301
	Apt Elev	302

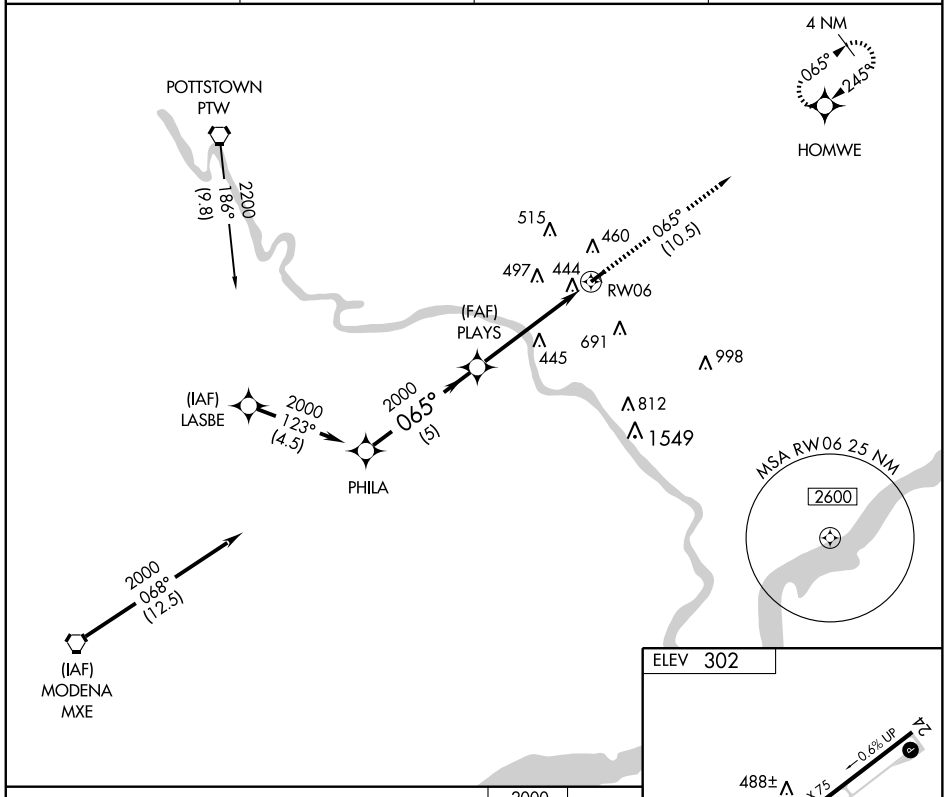
RNAV (GPS) RWY 6

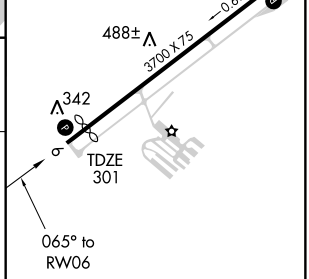
PHILADELPHIA / WINGS FIELD (LOM)

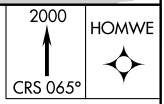
GPS or RNP -0.3 required.
NA DME/DME RNP -0.3 NA.

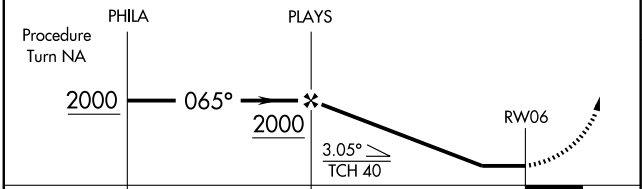
MISSED APPROACH: Climb to 2000 via 065° course to HOMWE WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.925	126.85 263.125	118.55	123.0 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	800-1 499 (500-1)		NA	
CIRCLING	880-1 578 (600-1)		NA	

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 24

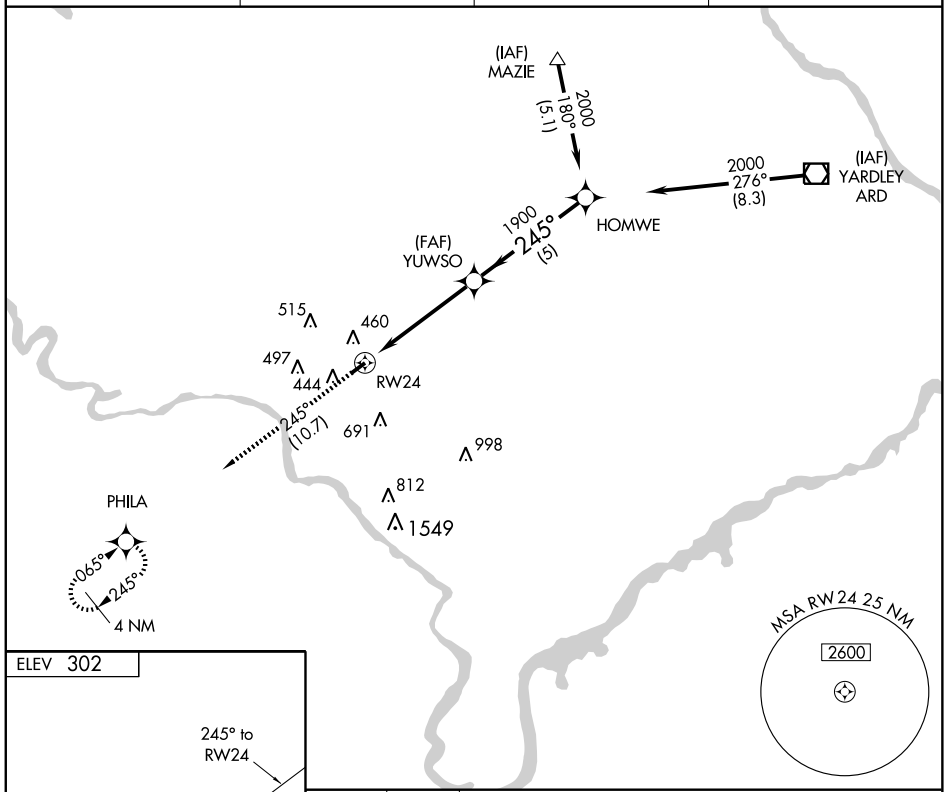
PHILADELPHIA / WINGS FIELD (LOM)

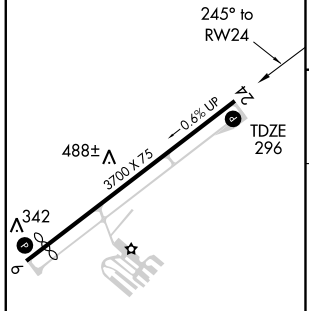
APP CRS		
245°	Rwy Idg	3700
	TDZE	296
	Apt Elev	302

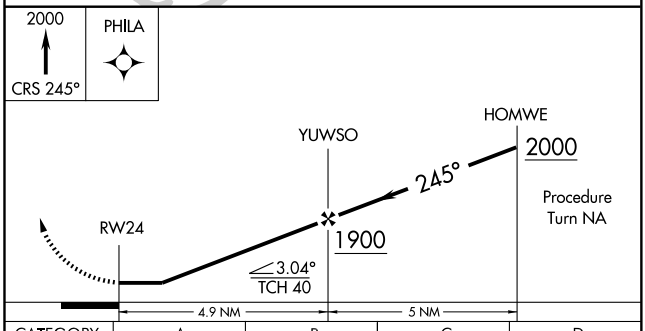
GPS or RNP -0.3 required.
NA DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 via 245° course to PHILA WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.925	126.85 263.125	118.55	123.0 (CTAF) L



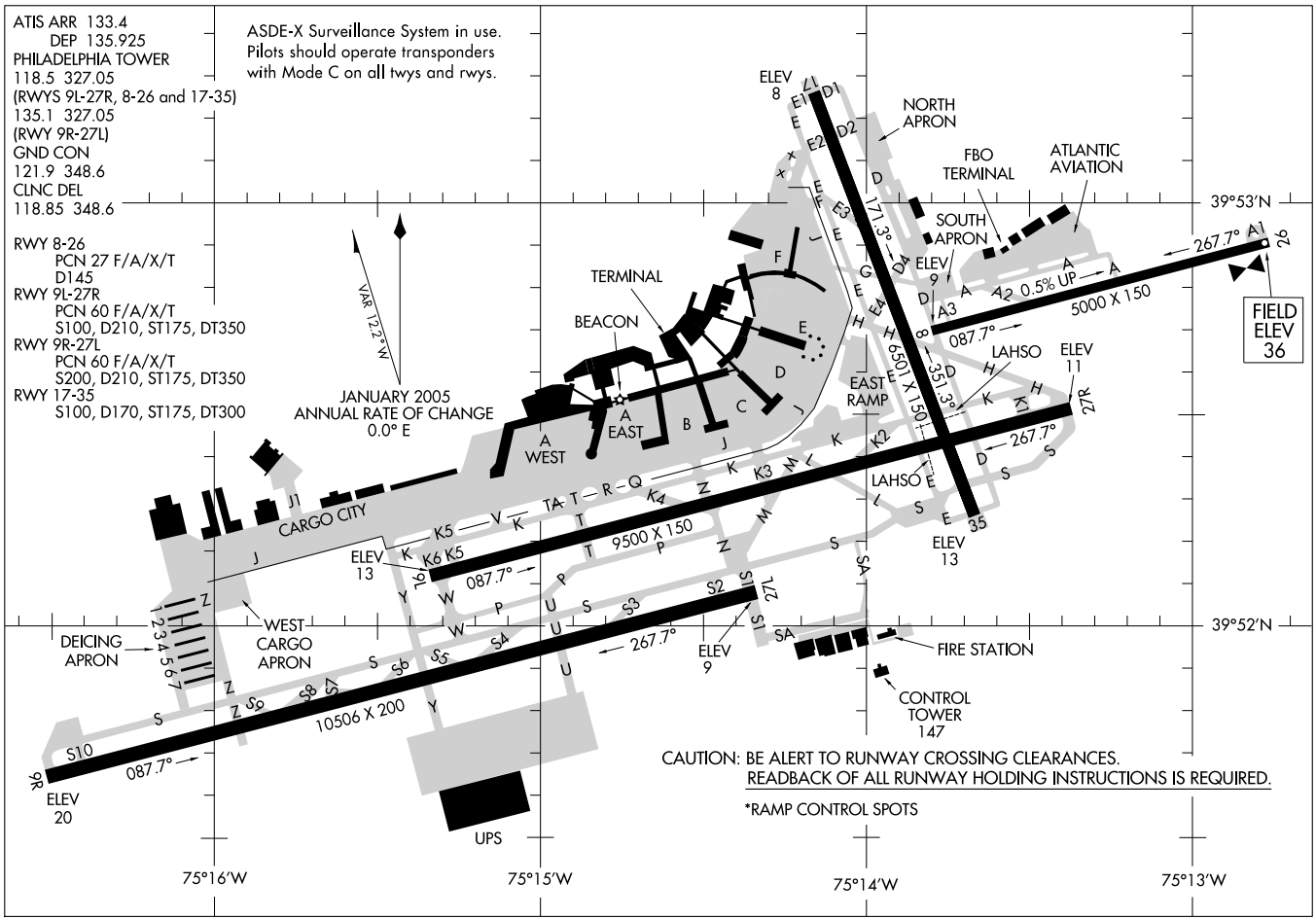




CATEGORY	A	B	C	D
LNAV MDA	800-1	504 (500-1)	NA	
CIRCLING	880-1	578 (600-1)	NA	

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 14 JAN 2010 to 11 FEB 2010



09331

AIRPORT DIAGRAM

AL-320 (FAA)

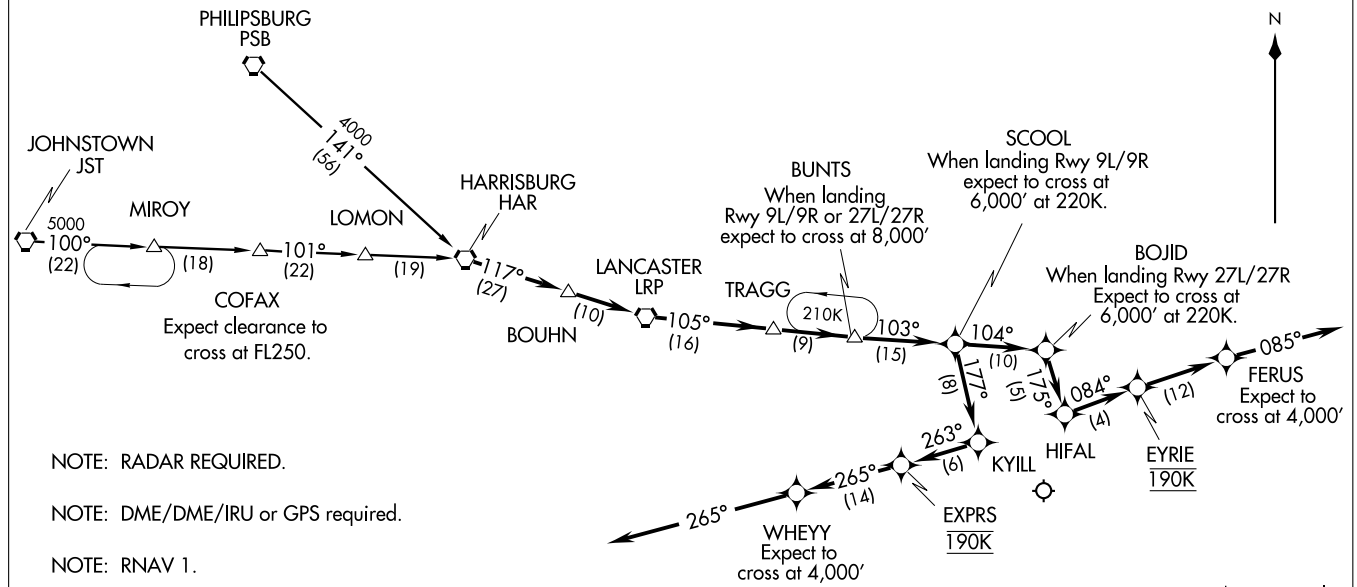
PHILADELPHIA INTL (PHL)

PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

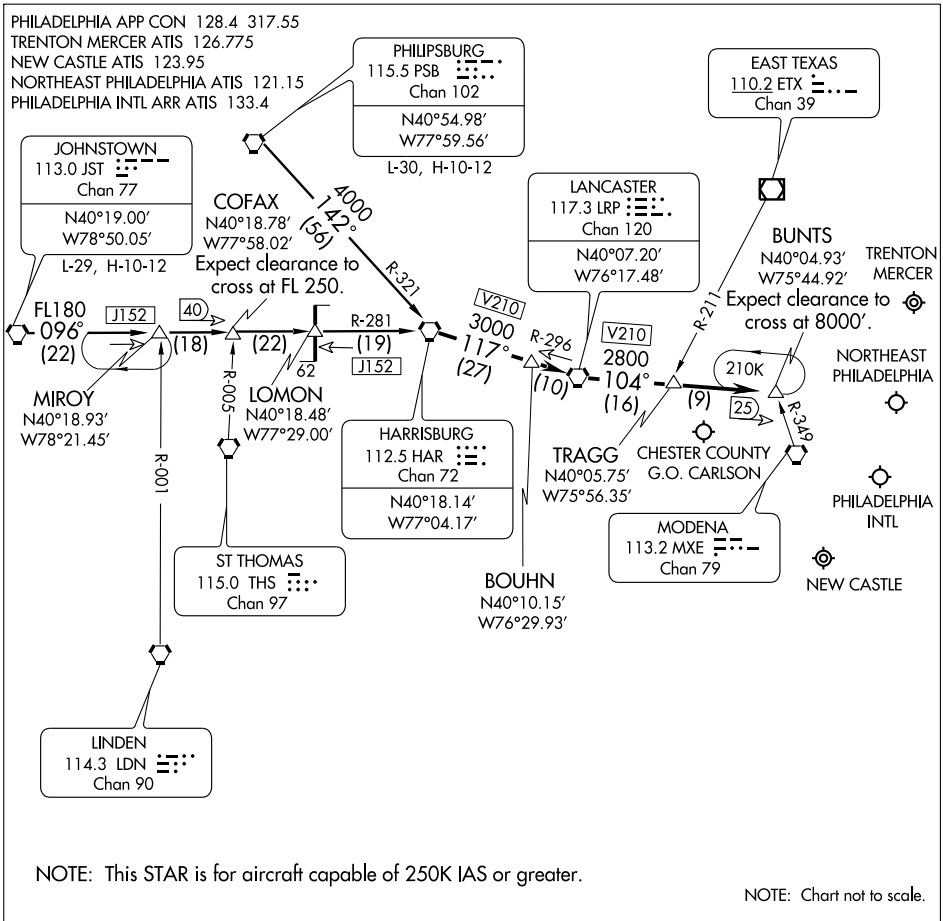
JOHNSTOWN TRANSTION (JST.BOJID1)
PHILIPSBURG TRANSTION (PSB.BOJID1)

. . . . From HARRISBURG VORTAC, thence BOUHN, thence LANCASTER VORTAC, thence TRAGG, thence BUNTS,
WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence SCOOL, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085° Expect radar vectors to final approach course.
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.



BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

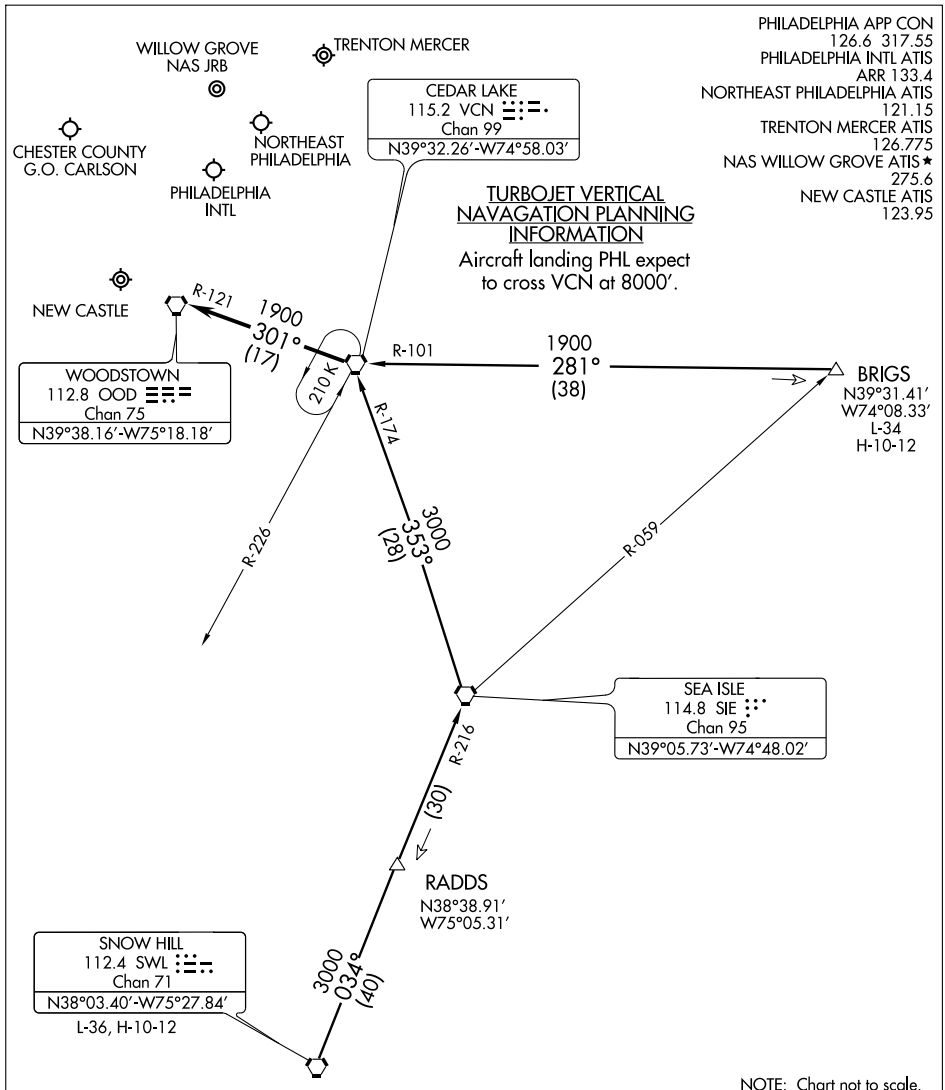
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	22
Chan 30		Apt Elev	38

CONVERGING ILS RWY 9R

PHILADELPHIA INTL (PHL)

Simultaneous converging approaches authorized with Rwy 17.

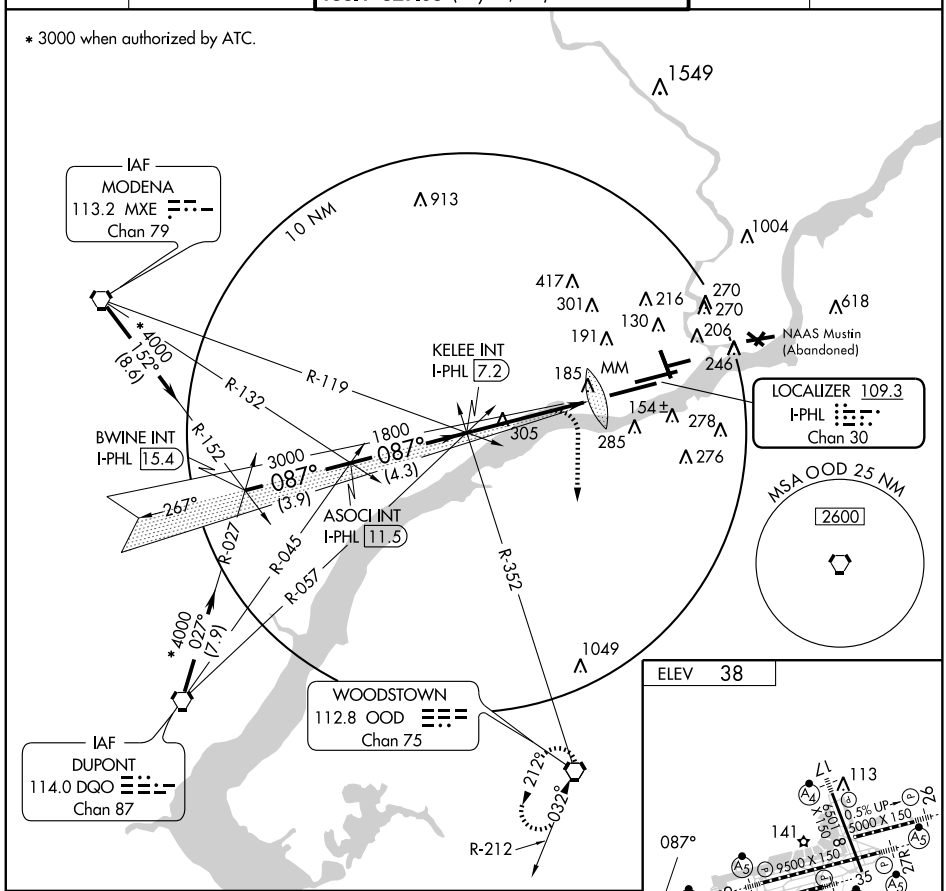
NA

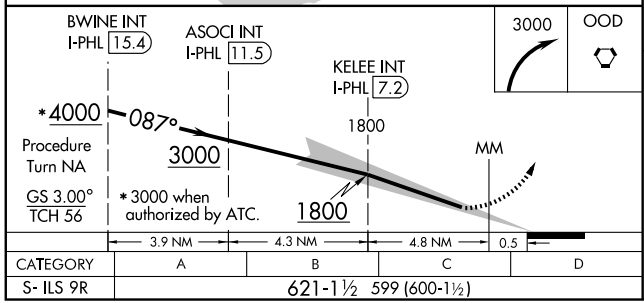
ALSF-2

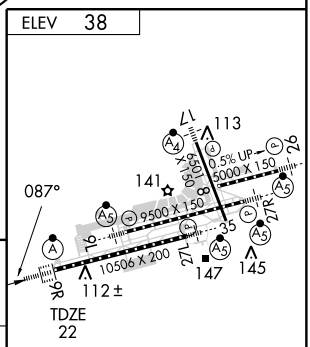
MISSED APROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

* 3000 when authorized by ATC.







CATEGORY	A	B	C	D
S- ILS 9R	621-1½	599 (600-1½)		

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MYY	APP CRS	Rwy Idg	6501
108.75	169°	TDZE	10
Chan 24 (Y)		Apt Elev	36

CONVERGING ILS RWY 17

PHILADELPHIA INTL (PHL)

Inoperative table does not apply.
Visibility reduction by helicopters NA.
NA Simultaneous converging approaches authorized with Rwy 9R.

MALSF

MISSED APPROACH: Climbing left turn to 3000 direct PNE VOR and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

IAF POTTSTOWN 116.5 PTW Chan 112

3000 137° (13)

3000 254° (22)

IAF YARDLEY 108.2 ARD Chan 19

349°

R-254

(IF) COWAD INT I-MYY 14.2

2000 169° (7)

R-137

1549

HYILL INT I-MYY 7.2

913

R-087

1004

113.2 MXE Chan 79

417

301

216 270

130 270

618

191

206 246

NAAS Mustin (Abandoned)

185

10 NM

154 ±

278

285

276

LOCALIZER 108.75 I-MYY Chan 24(Y)

MSA OOD 25 NM

2600

1049

WOODSTOWN 112.8 OOD Chan 75

ALTERNATE MISSED APCH FIX

109°

289°

R-109

YARDLEY 108.2 ARD Chan 19

MISSED APCH FIX

049°

229°

R-049

NORTH PHILADELPHIA PNE 112.0

RADAR REQUIRED

ELEV 36

169°

TDZE 10

17

113

26

0.5% UP

6501 X 150

5000 X 150

141

9500 X 150

35

27R

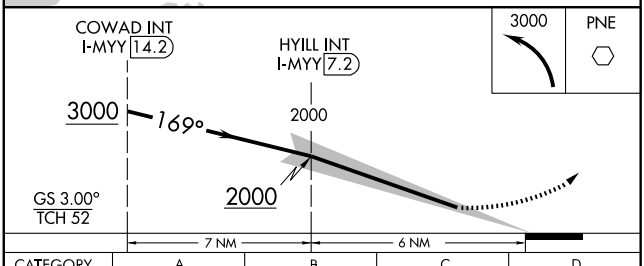
9L

10506 X 200

147

145

112 ±



CATEGORY	A	B	C	D
S-ILS 17	650-2 640 (700-2)			690-2¼ 680 (700-2¼)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

CEDAR LAKE
115.2 VCN
Chan 99

PHILADELPHIA INTL

R-195
14
R-270

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

210K
R-346
14

ATLANTIC CITY
108.6 ACY
Chan 23

BALTIMORE
115.1 BAL
Chan 98

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

015° (23)
R-226
13

SMYRNA
111.4 ENO
Chan 51

CANNY
N39°03.67′
W75°40.68′

R-246
R-276
R-133

HEDGE
N38°53.54′
W75°50.24′

25
046° (13)
R-265

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

(9)
45
(15)
R-289

SEA ISLE
114.8 SIE
Chan 95

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

085° (35)
R-248
R-226
R-234
18,000
064° (78)

82

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

WATERLOO
112.6 ATR
Chan 73

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

18,000
042° (87)

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

4000
046° (30)

R-334

SNOW HILL
112.4 SWL
Chan 71

N

NOTE: Chart not to scale.

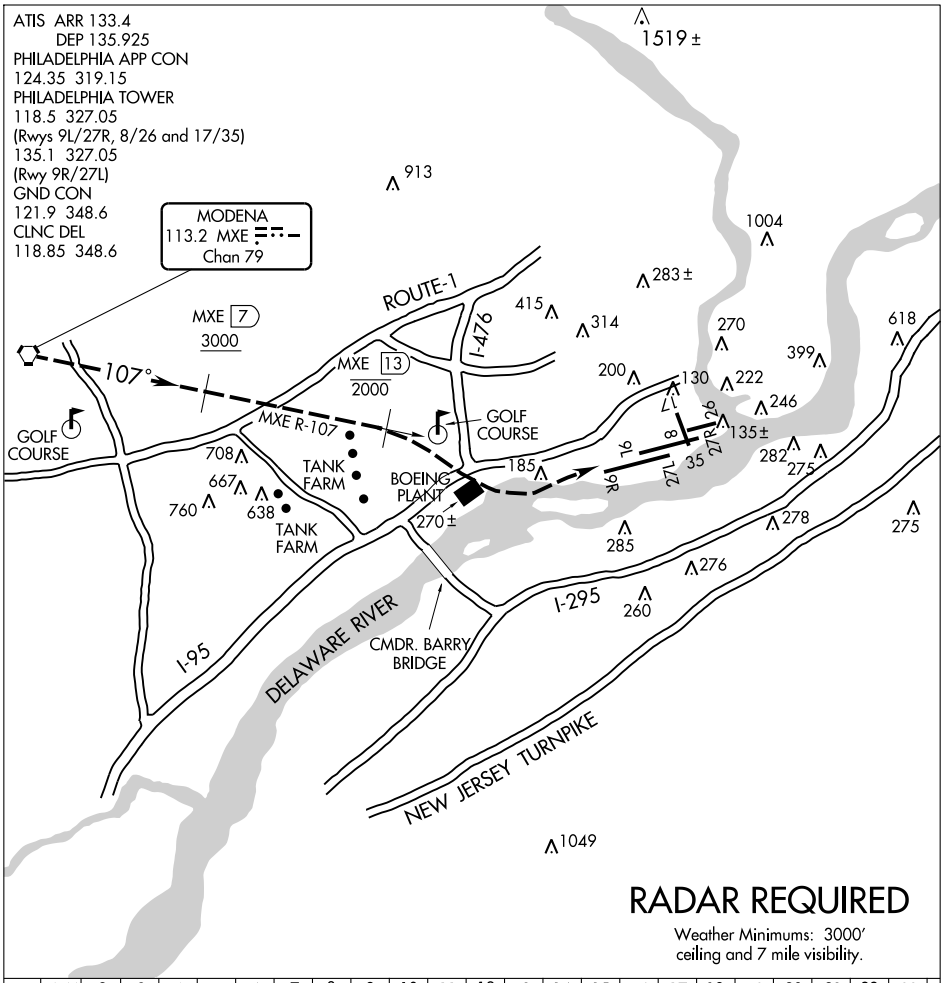
PHILADELPHIA, PENNSYLVANIA

ST-320 (FAA)

FREEDOM VISUAL RWY 9L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



RADAR REQUIRED

Weather Minimums: 3000′ ceiling and 7 mile visibility.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

FREEDOM VISUAL RWY 9L

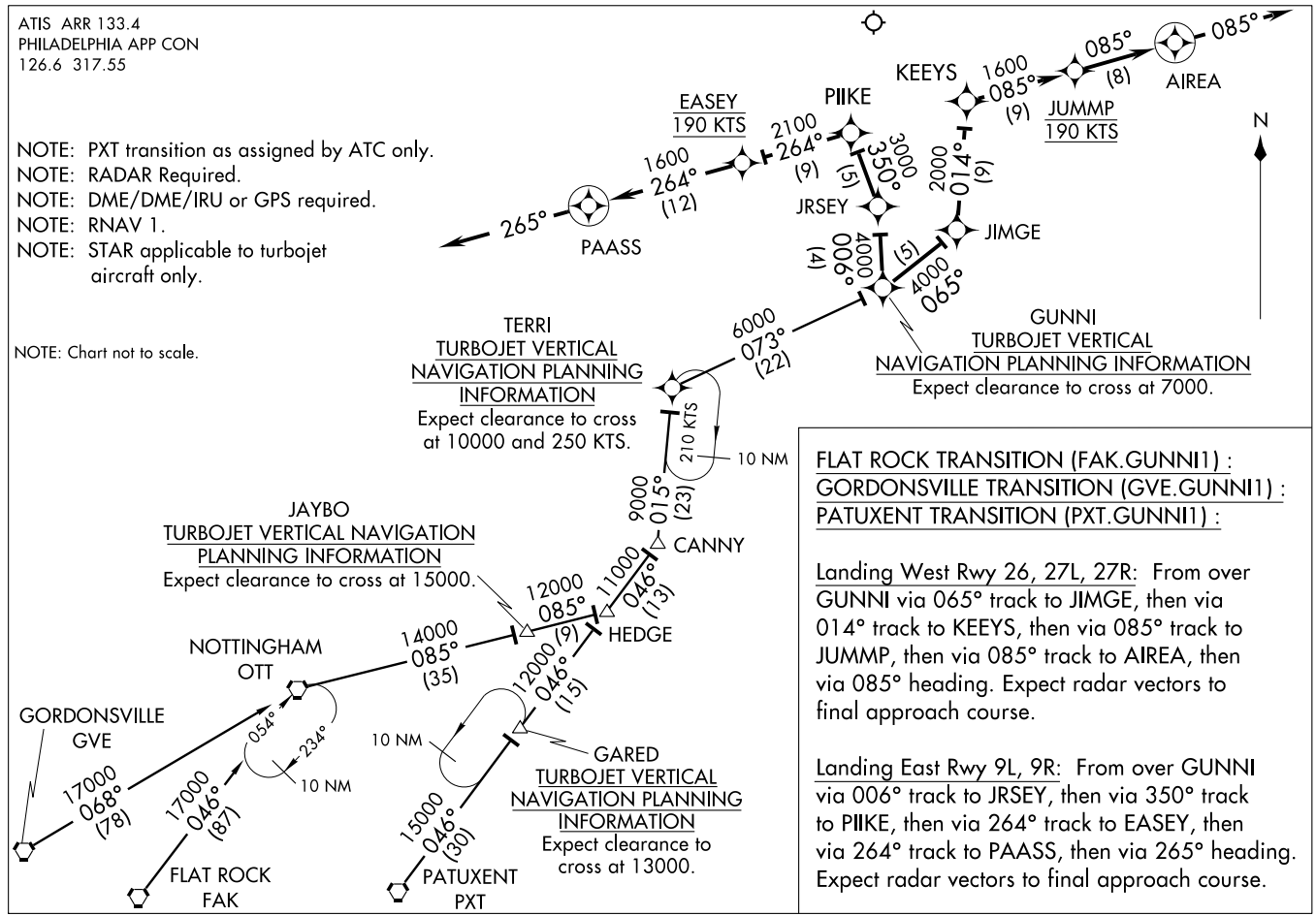
Expect radar vectors to the MXE R-107.

Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.



FLAT ROCK TRANSITION (FAK.GUNNI1) :
GORDONSVILLE TRANSITION (GVE.GUNNI1) :
PATUXENT TRANSITION (PXT.GUNNI1) :

Landing West Rwy 26, 27L, 27R: From over GUNNI via 065° track to JIMGE, then via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over GUNNI via 006° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

(GUNNI.GUNNI1) GUNNI ONE ARRIVAL (RNAV)

09295

ST-320 (FAA)

PHILADELPHIA INTL

PHILADELPHIA, PENNSYLVANIA

LOC/DME I-PDP	APP CRS	Rwy Idg	27R	27L
108.95	266°	TDZE	9500	10506
Chan 26 (Y)		Apt Elev	11	10
			36	36

ILS or LOC/DME RWY 27R

PHILADELPHIA INTL (PHL)

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

27R MALSR (A5) 27L MALSR (A5)

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
R-115
054°
234°
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

(IAF)
MENGE
ARD 15

108.2 ARD
Chan 19

Procedure NA for arrivals at MENGE via V479 northbound.

3000
200°
(5.1)

(IAF)
ENZEW
RBV 23.1
086°
3000
266°
(5.5)

MXE
R-115

JALTO
I-PDP 6.1

HADNI
I-PDP 2

(IF)
MRTIN INT
I-PDP 11.3

R-200

Procedure NA for arrivals at ENZEW via V123-157 northeast bound.

1549 1004 417 301 216 270 130 270 191 206 246 185 154± 285 282 278 276 388 618 2100 266° (5.1)

10 NM

ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

MSA OOD 25 NM
2600
1049

WOODSTOWN
112.8 OOD
Chan 75

ELEV 36

1500 | 3000 MXE R-115 | MXE

JALTO I-PDP 6.1
2100
MRTIN INT I-PDP 11.3
Procedure Turn NA
3000
266°
HADNI I-PDP 2
I-PDP 0.2
I-PDP DME ANT.
2100
GS 3.00°
TCH 52
*740
* LOC only
VGSI and ILS glidepath not coincident.
0.2 | 2 NM | 4.1 NM | 5.1 NM

266° 6.3 NM from FAF

17 113 141 (A4) 0.5% UP 5000 X 150 (A5) 9500 X 150 (A5) 10506 X 200 (A5) 26 8 35 27 9 TDZE 11 145 147 TDZE 10 112± 27R 9R

CATEGORY	A	B	C	D
S-ILS 27R	** 211/24 200 (200-½)			
S-LOC 27R	500/24 489 (500-½)		500/40 489 (500-¾)	500/50 489 (500-1)
SIDESTEP 27L	500 -1 490 (500-1)			500-1½ 490 (500-1½)
CIRCLING	540 -1 504 (600-1)	640 -1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-VII	APP CRS	Rwy Idg 9500
108.95 Chan 26 (Y)	085°	TDZE 13
		Apt Elev 36

ILS or LOC RWY 9L

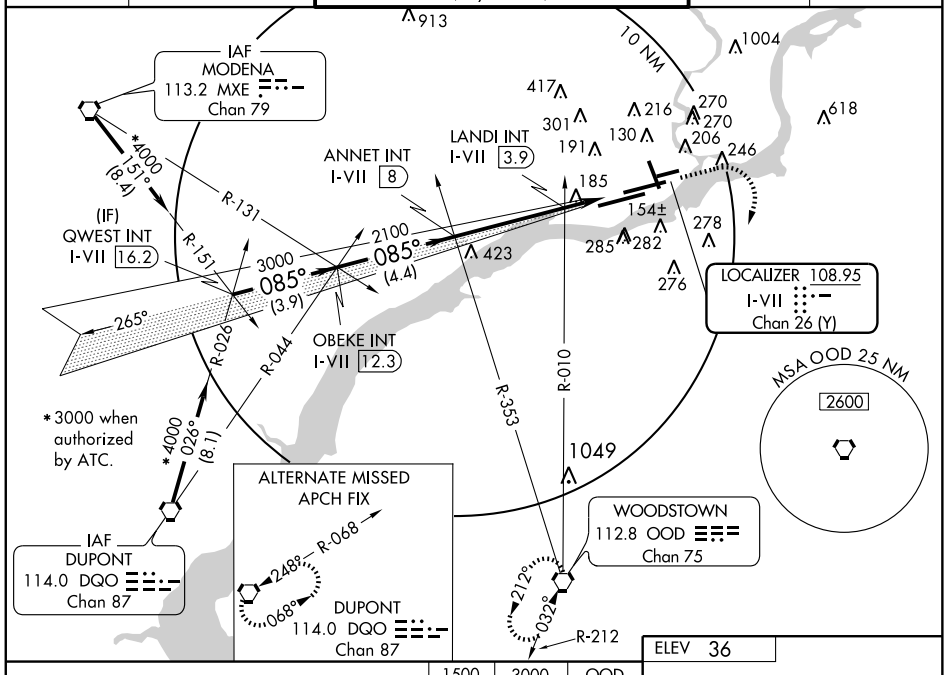
PHILADELPHIA INTL (PHL)

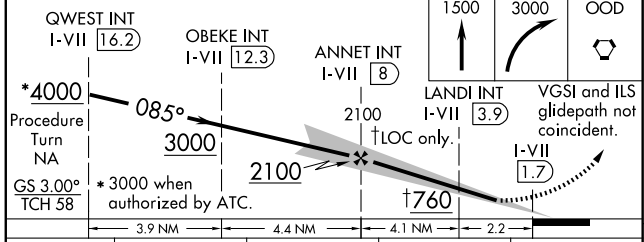
** RVR 1800 authorized with use of FD or AP or HUD to DA.

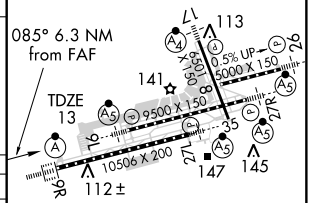
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6







CATEGORY	A	B	C	D
S-ILS 9L	** 213/24 200 (200-½)			
S-LOC 9L	760/24 747 (800-½)	760/40 747 (800-¾)	760-1¾ 747 (800-1¾)	760-2 747 (800-2)
CIRCLING	760-1 724 (800-1)	760-1¼ 724 (800-1¼)	760-2¼ 724 (800-2¼)	760-2½ 724 (800-2½)
LANDI FIX MINIMUMS				
S-LOC 9L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

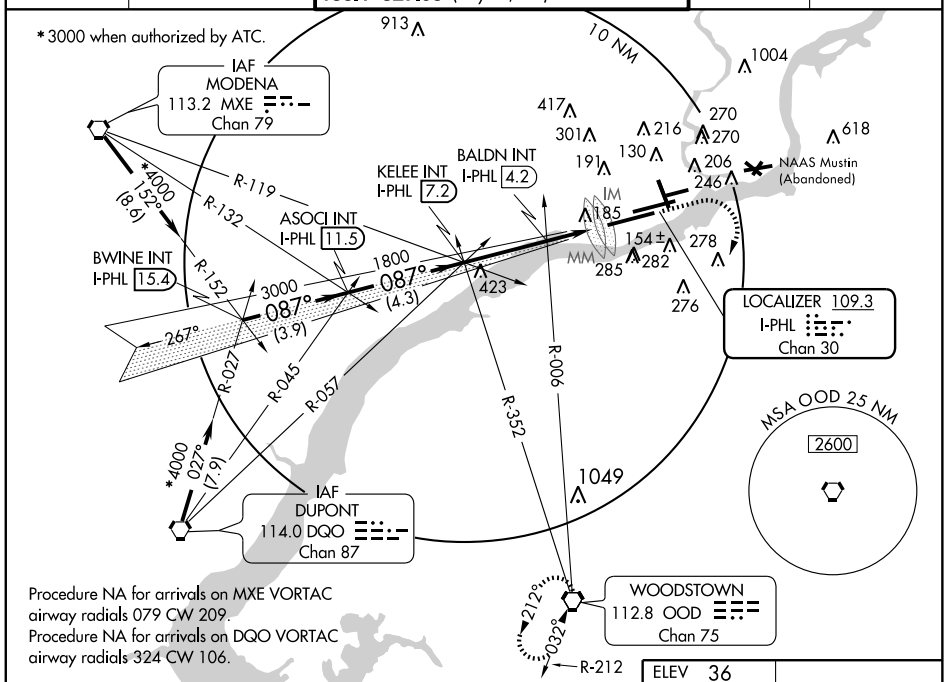
ILS or LOC RWY 9R

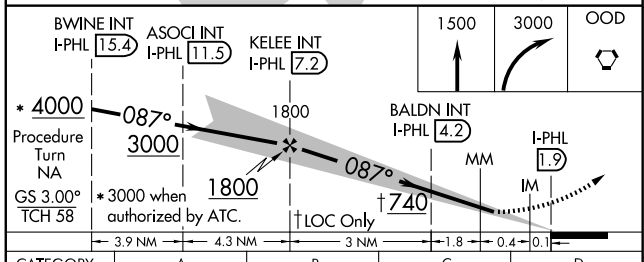
PHILADELPHIA INTL (PHL)

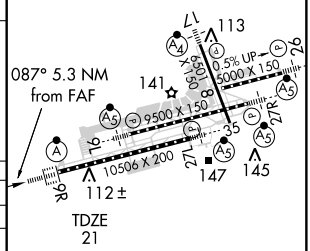
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 9R	221/18 200 (200-½)			
S-LOC 9R	740/24 719 (800-½)		740-1½ 719 (800-1½)	740-1¾ 719 (800-1¾)
CIRCLING	740-1 704 (800-1)		740-2 704 (800-2)	740-2¼ 704 (800-2¼)
BALDN FIX MINIMUMS				
S-LOC 9R	580/24 559 (600-½)		580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MYY	APP CRS	Rwy Idg	6501
108.75	169°	TDZE	10
Chan 24 (Y)		Apt Elev	36

ILS or LOC RWY 17

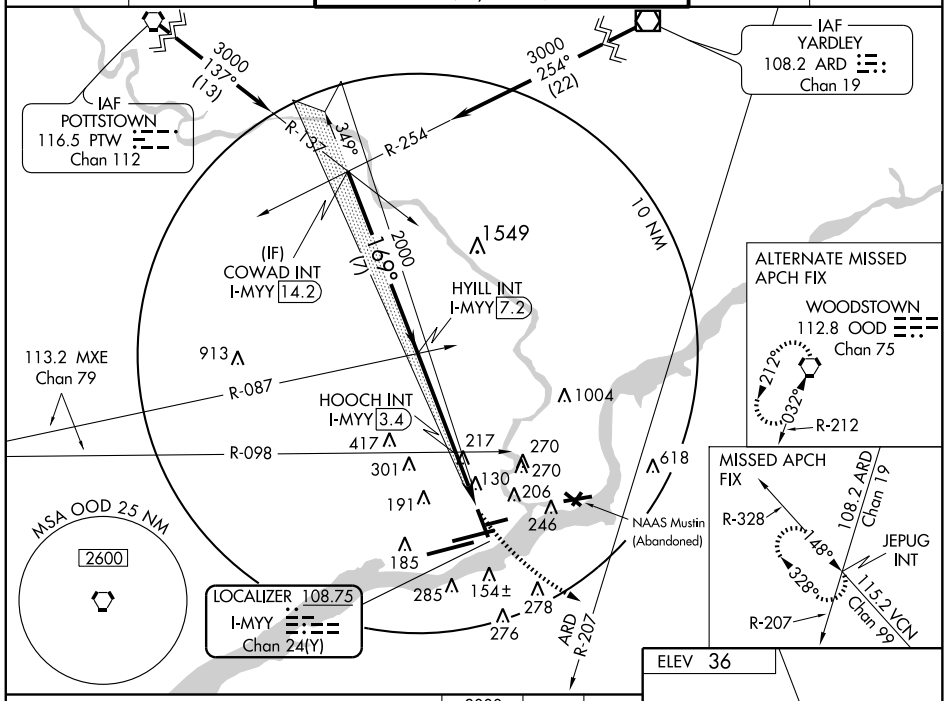
PHILADELPHIA INTL (PHL)

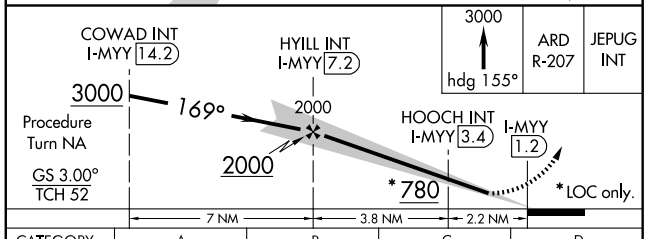
▼ Inoperative table does not apply.
▲ Visibility reduction by helicopter NA.

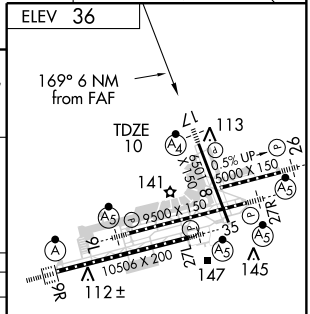
MALSF

MISSED APPROACH: Climb to 3000 via heading 155° and ARD R-207 to JEPUG INT and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 17		260/50 250 (300-1)		
S-LOC 17	780/50 770 (800-1)	780/60 770 (800-1¼)	780-2¼ 770 (800-2¼)	780-2½ 770 (800-2½)
CIRCLING	780-1 744 (800-1)	780-1¼ 744 (800-1¼)	780-2¼ 744 (800-2¼)	780-2½ 744 (800-2½)
HOOCH FIX MINIMUMS				
S-LOC 17	480/50 470 (500-1)		480/60 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-GLC	APP CRS	Rwy Idg	10506
109.3	265°	TDZE	10
Chan 30		Apt Elev	36

ILS or LOC RWY 27L

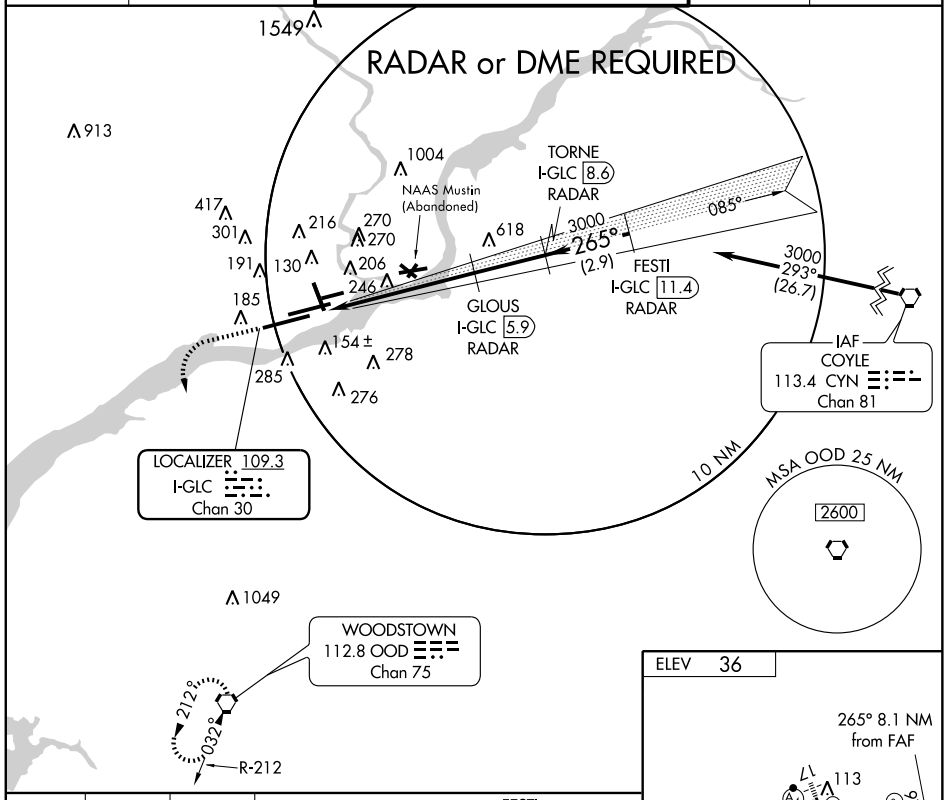
PHILADELPHIA INTL (PHL)

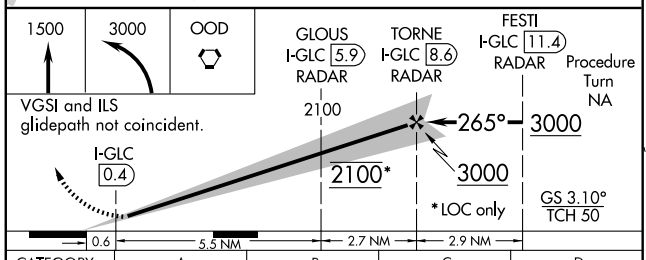
ILS unusable from .60 NM inbound to threshold.

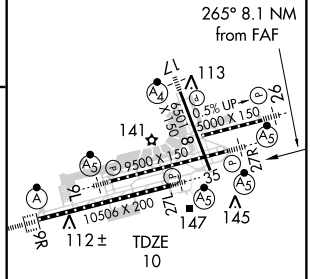
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 27L	257/24 247 (300-½)			
S-LOC 27L	660/24 650 (700-½)		660/60 650 (700-1¼)	660-1½ 650 (700-1½)
CIRCLING	660-1 624 (700-1)		660-1¾ 624 (700-1¾)	660-2 624 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-4, 14 JAN 2010 to 11 FEB 2010

ILS PRM RWY 26 (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

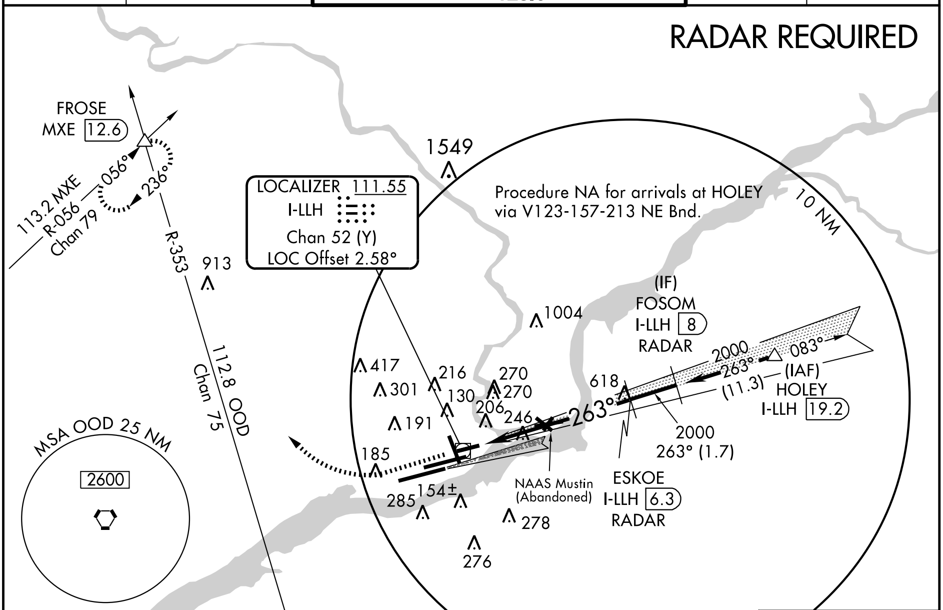
LOC/DME I-LLH	APP CRS	Rwy ldg 5000
111.55	**263°**	TDZE **36**
Chan **52** (Y)		Apt Elev **36**

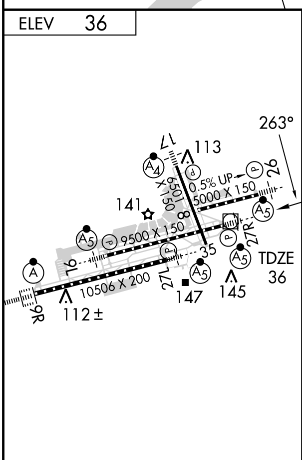
Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 27L. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page. Inoperative table does not apply.

MALSR

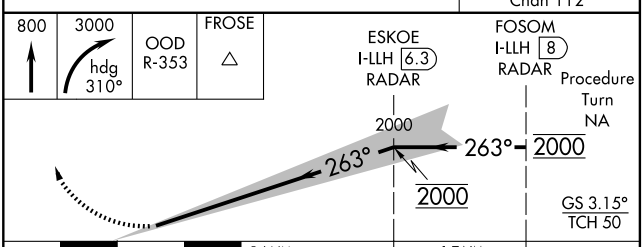
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int/MXE 12.6 DME and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR **133.4** DEP **135.925**	**124.35 319.15**	**118.5 327.05** (Rwys 9L/27R, 8/26 and 17/35) **135.1 327.05** (Rwy 9R/27L) **PRM 123.6**	**121.9 348.6**	**118.85 348.6**





REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 26	286/40 250 (300-¾)			NA

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 26 approach. If later advised to expect an ILS 26 approach, the ILS/PRM 26 chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

NE-4, 14 JAN 2010 to 11 FEB 2010

PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

ILS PRM RWY 27L (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

LOC/DME I-GLC	APP CRS	Rwy Idg 10506
109.3	265°	TDZE 10
Chan 30		Apt Elev 36

Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 26. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		
		PRM 120.425		

RADAR REQUIRED

913

1004

NAAS Muslin (Abandoned)

417

301

216

130

206

270

270

246

388

618

191

185

154±

285

278

276

1049

10 NM

TORNE I-GLC 8.6 RADAR

(IF) FESTI I-GLC 11.4 RADAR

3000

265°

085°

(2.9)

ALTERNATE MISSED APCH FIX

R-248 248° 068°

DUPONT 114.0 DQO Chan 87

LOCALIZER 109.3 I-GLC Chan 30

MSA OOD 25 NM 2600

R-212 212° 032°

WOODSTOWN 112.8 OOD Chan 75

ELEV 36

265°

113

141

147

145

112±

10506 X 200

9500 X 150

6500 X 150

0.5% UP

5000 X 150

TDZE 10

1500 | 3000 | OOD

ILS unusable from 0.6 NM to Thld. VGSI and ILS glidepath not coincident.

GLOUS I-GLC 5.9 RADAR

TORNE I-GLC 8.6 RADAR

FESTI I-GLC 11.4 RADAR

Procedure Turn NA

3000

265°

265°

3000

3000

GS 3.10°

TCH 50

6.1 NM | 2.7 NM | 2.9 NM

CATEGORY	A	B	C	D
S-ILS 27L	257/24 247 (300-½)			

REIL Rwys 9L and 35

TDZ/CL Rwy 9R

HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 27L approach. If later advised to expect an ILS 27L approach, the ILS/PRM 27L chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

NE-4, 14 JAN 2010 to 11 FEB 2010

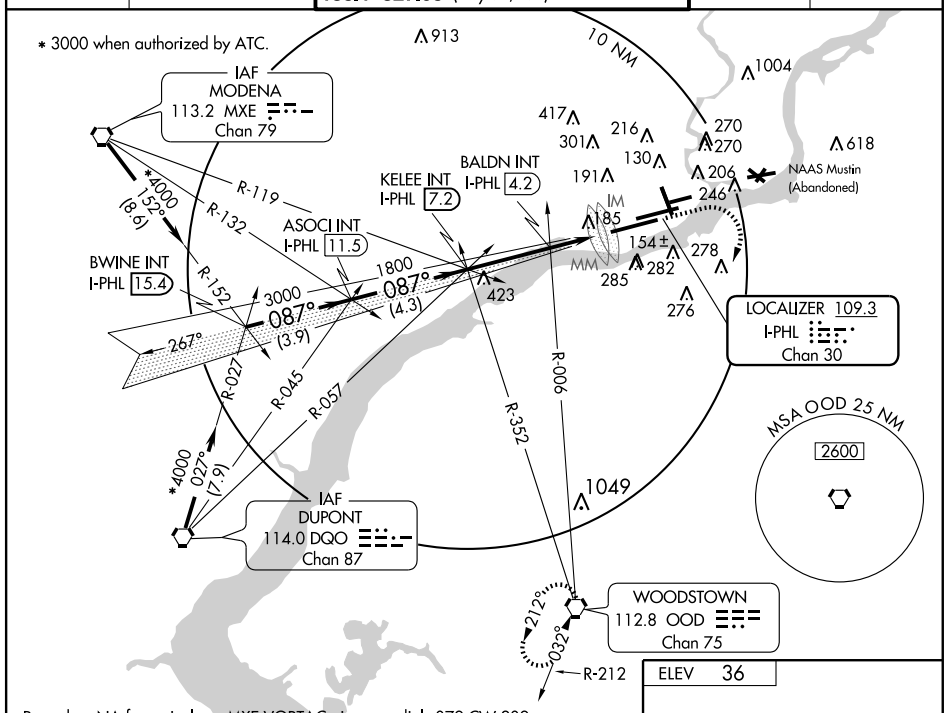
LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS RWY 9R (CAT II)
PHILADELPHIA INTL (PHL)

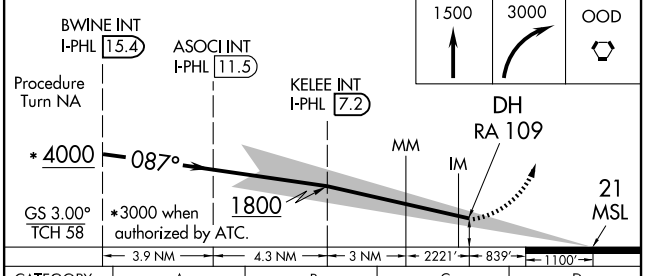
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



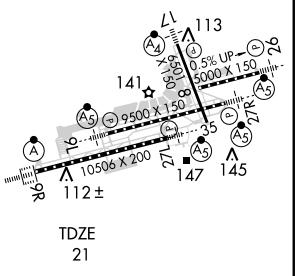
Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



CATEGORY	A	B	C	D
S-ILS 9R	RA 109/12 100 DA 121			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 36



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

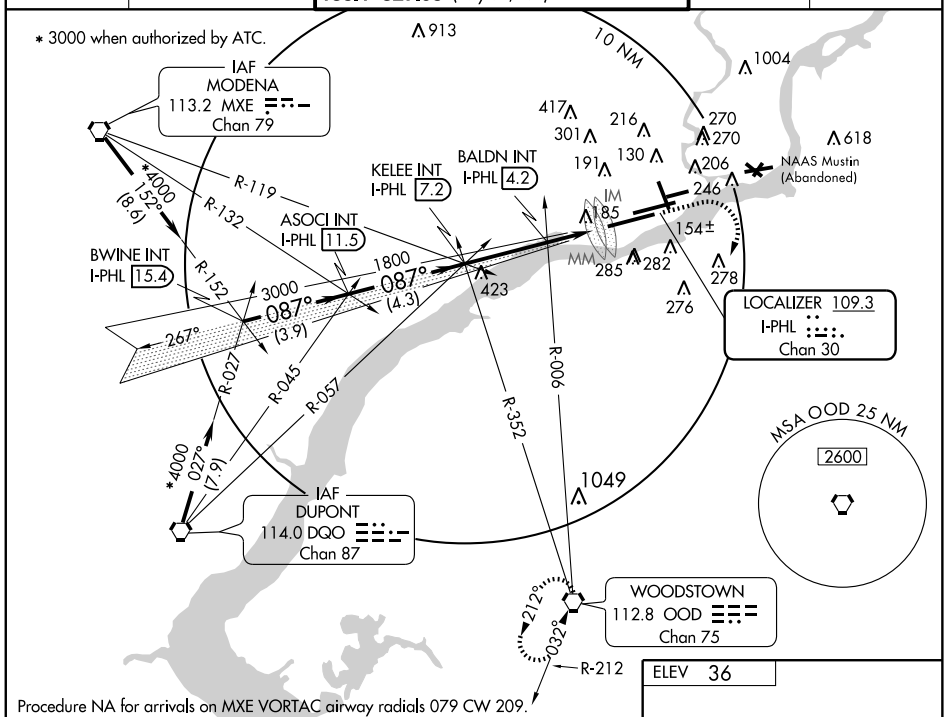
ILS RWY 9R (CAT III)

PHILADELPHIA INTL (PHL)

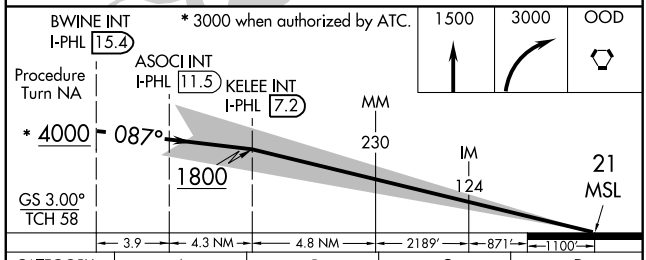
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



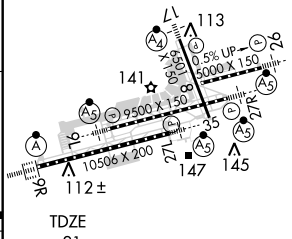
Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



CATEGORY	A	B	C	D
S-ILS 9R		CAT IIIa	RVR07	
S-ILS 9R		CAT IIIb	RVR06	
S-ILS 9R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 36



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

ILS RWY 26

PHILADELPHIA INTL (PHL)

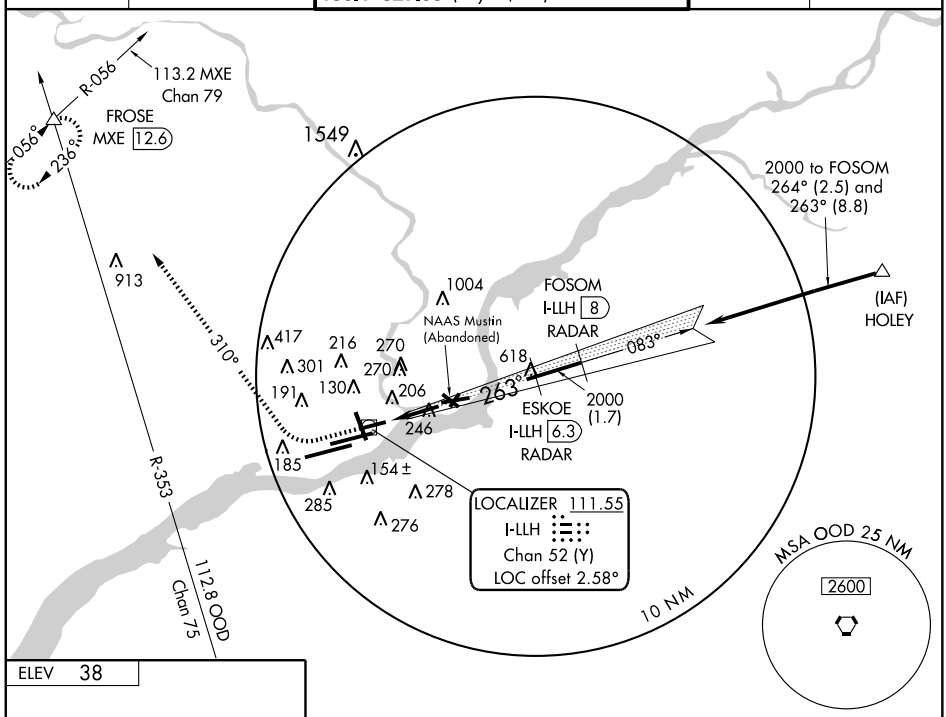
LOC/DME I-LLH	APP CRS	Rwy Idg	5000
111.55	263°	TDZE	38
Chan 52 (Y)		Apt Elev	38

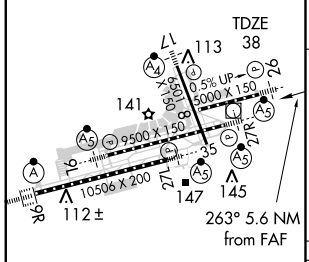
Inoperative table does not apply to S-ILS 26 all Cats. For inoperative MALSR, increase S-LOC 26 Cat A and B visibility to RVR 5000. Radar or DME required.

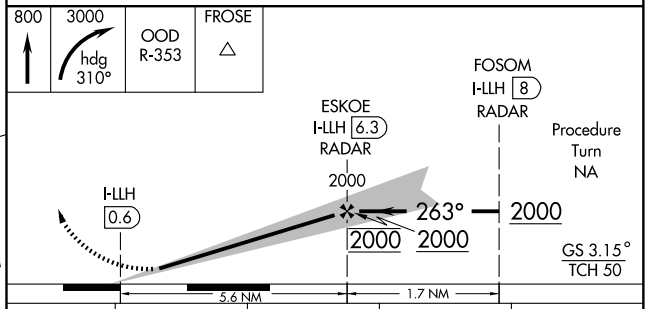
MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 26	288/40 250 (300-¾)			NA
S-LOC 26	700/40 662 (700-¾)		700/60 662 (700-1¼)	NA
CIRCLING	700-1 662 (700-1)		700-1¾ 662 (700-1¾)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PDP	APP CRS	Rwy Idg	9500
108.95	266°	TDZE	11
Chan 26 (Y)		Apt Elev	36

ILS RWY 27R (CAT II)

PHILADELPHIA INTL (PHL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
R-115
054°
234°
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

(IAF)
MENGE
ARD 15

108.2 ARD
Chan 19

Procedure NA for arrivals at MENGE via V479 northbound.

(IAF)
ENZEW
RBV 23.1

Procedure NA for arrivals at ENZEW via V123-157 northeast bound.

MXE
R-115

JALTO
I-PDP 6.1

(IF)
MRTIN INT
I-PDP 11.3

R-200

10 NM

MSA OOD 25 NM
2600

WOODSTOWN
112.8 OOD
Chan 75

ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

ELEV 36

1500	3000	MXE
	MXE R-115	

VGSI and ILS glidepath not coincident.

Procedure Turn NA

I-PDP
DME ANTENNA

DH
RA 102
11 MSL

JALTO
I-PDP 6.1

MRTIN INT
I-PDP 11.3

2100

266°

3000

2100

GS 3.00°
TCH 52

11180' 919' 6.1 NM 5.1 NM

CATEGORY	A	B	C	D
S-ILS 27R	RA 102/12 100 DA 111			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

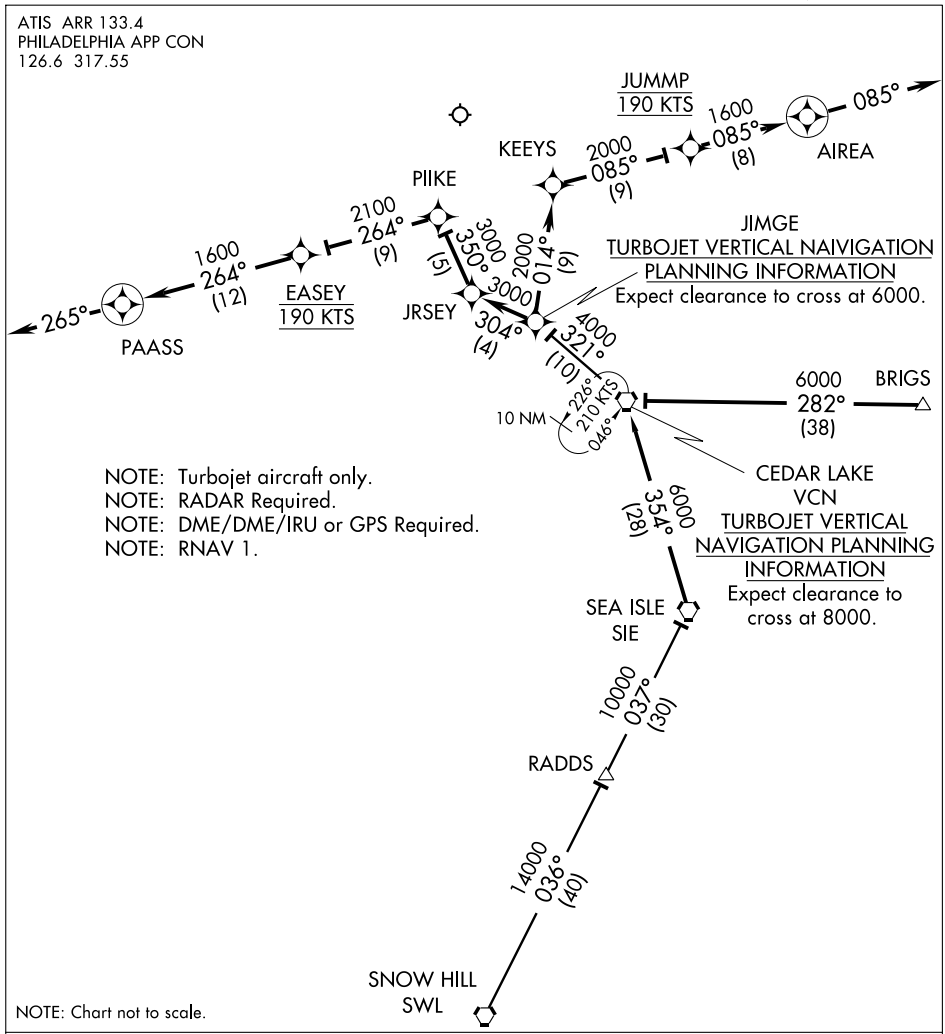
REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 14 JAN 2010 to 11 FEB 2010

JIMGE ONE ARRIVAL (RNAV)

ST-320 (FAA)

PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.JIMGE1):
SNOW HILL TRANSITION (SWL.JIMGE1):

Landing West Rwy 26, 27L, 27R: From over JIMGE via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

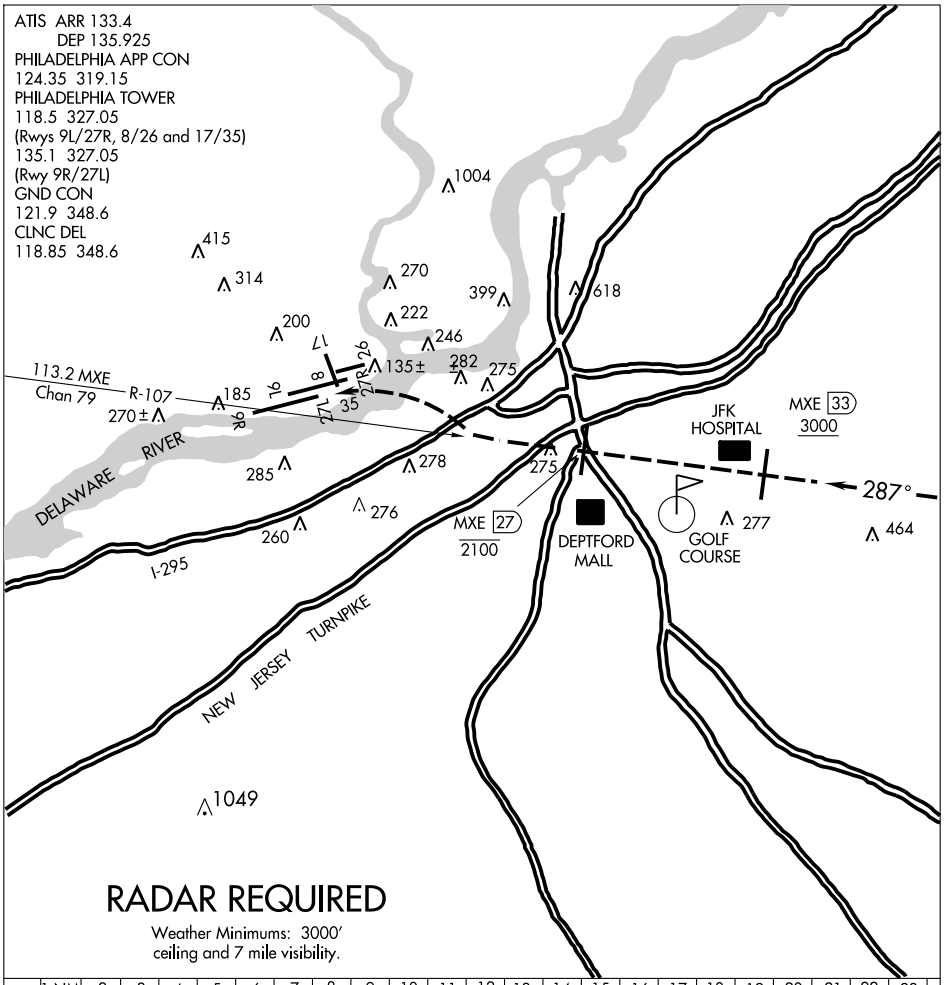
Landing East Rwy 9L, 9R: From over JIMGE via 304° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

NE-4, 14 JAN 2010 to 11 FEB 2010

LIBERTY VISUAL RWY 27L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

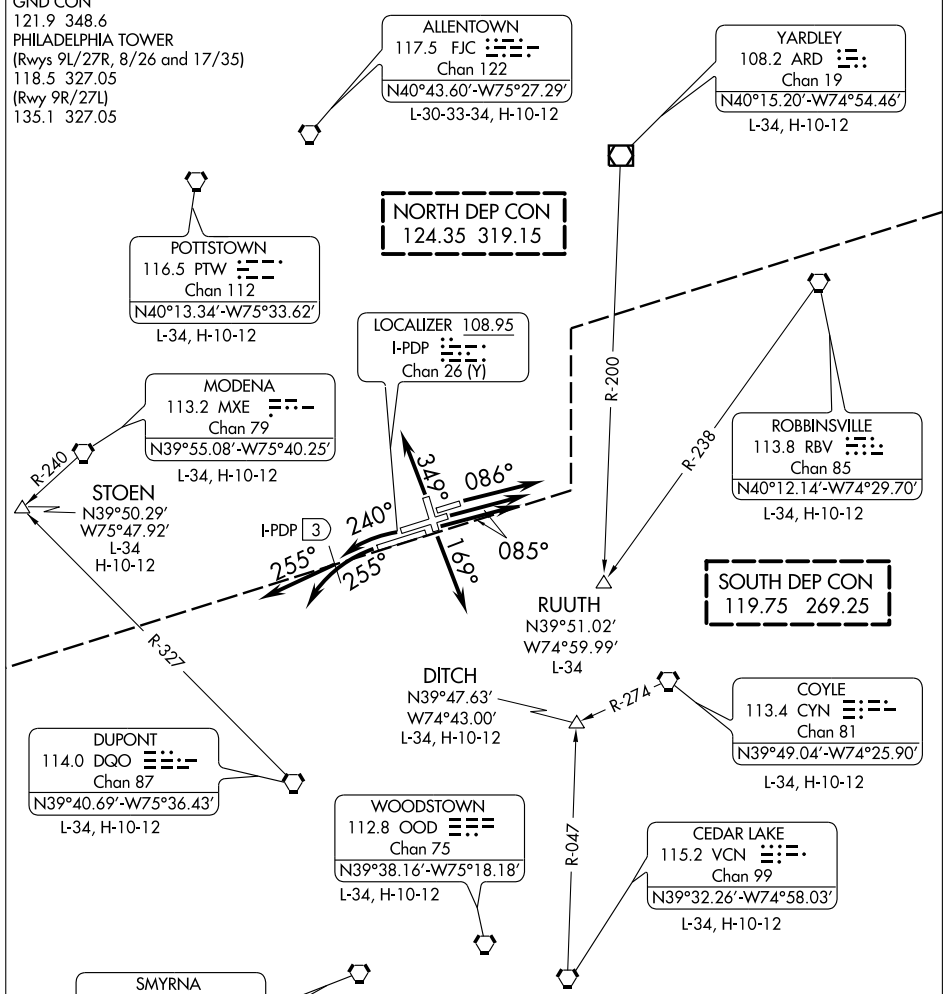
Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME; then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 27R during this operation.

PHILADELPHIA EIGHT DEPARTURE

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05



TAKE-OFF MINIMUMS:
Rwy 26, NA-Obstacles.
Rwy 27L, STANDARD.
Rwy 27R, Standard. ATC climb of 325' per NM to 500.
Rwy 8, Standard with minimum climb of 320' per NM to 900.
Rwy 9L, Standard with minimum climb of 390' per NM to 500.
Rwy 9R, Standard with minimum climb of 310' per NM to 500.
Rwy 17, 200-1 or Standard with minimum climb of 400' per NM to 300.
Rwy 35, Standard with minimum climb of 264' per NM to 1400.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-4, 14 JAN 2010 to 11 FEB 2010

PHILADELPHIA EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Turn left heading 255°, or as assigned by ATC climb heading 245° or 268°, Thence . . . .
TAKE-OFF RUNWAY 27R: DME required. Turn left heading 240°, at I-PDP 3 DME turn right heading 255°, or after TAKE-OFF as assigned by ATC climb heading 245° or 268°, Thence . . . .
TAKE-OFF RUNWAYS 9L/9R: Fly heading 085°, or as assigned by ATC climb heading 081° or 096°, Thence . . . .
TAKE-OFF RUNWAY 8: Fly heading 086°, Thence . . . .
TAKE-OFF RUNWAY 17: Fly heading 169°, Thence . . . .
TAKE-OFF RUNWAY 35: Fly heading 349°, Thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Climb and maintain 5,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTION: For appropriate departure control frequency, use frequency depicted within sector where first fix/navaid for your route is located.

TAKE-OFF OBSTACLES:

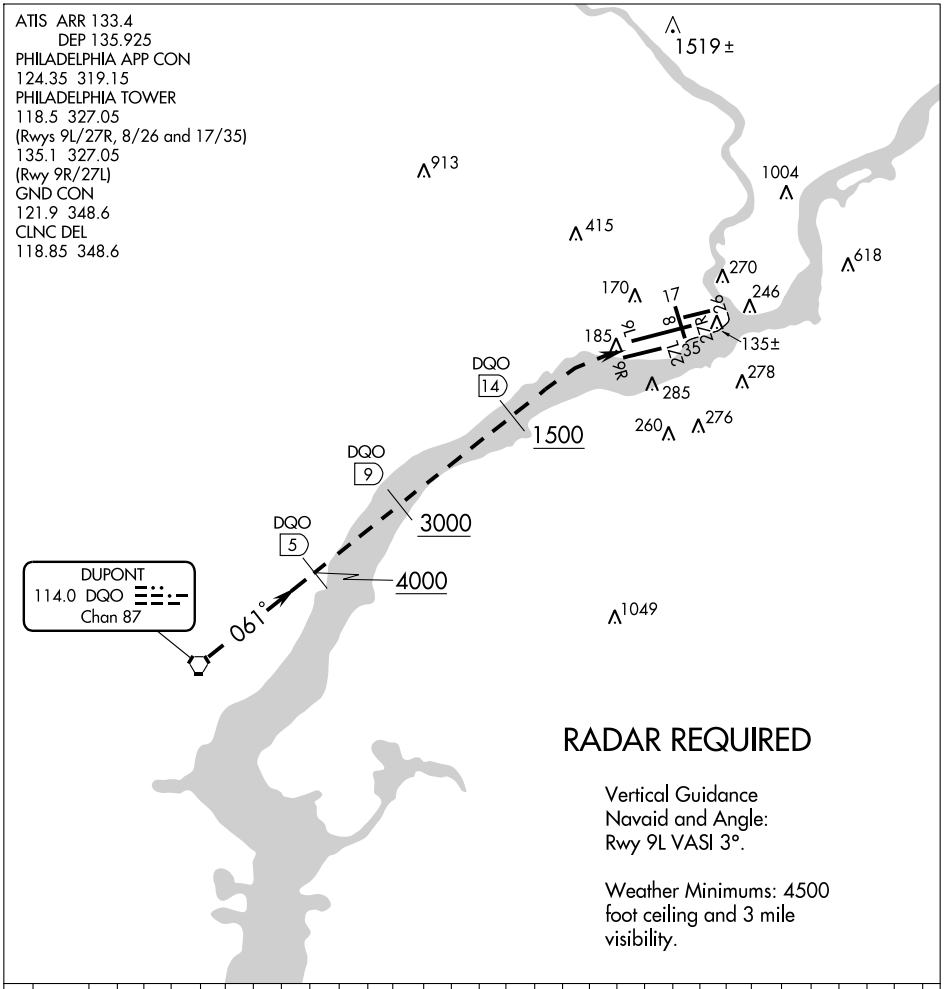
Rwy 8: Fence 163′ from DER, 250′ right of centerline, 4′ AGL/41′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ left of centerline, 12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ right of centerline, up to 140′ AGL/145′ MSL.
Rwy 17: Multiple trees beginning 1115′ from DER, 286′ left of centerline, up to 56′ AGL/65′ MSL. Rod on tower 1617′ from DER, 847′ right of centerline, 68′ AGL/77′ MSL. Ship in channel 3500′ from DER, 86′ left of centerline, 188′ AGL/188′ MSL.
Rwy 27L: Multiple trees beginning 256′ from DER, 282′ right of centerline, up to 40′ AGL/49′ MSL.
Rwy 35: Sign and multiple light poles and trees beginning 1232′ from DER, 205′ left of centerline, up to 114′ AGL/128′ MSL. Multiple signs and light poles beginning 1709′ from DER, 644′ right of centerline, up to 69′ AGL/83′ MSL.

NE-4, 14 JAN 2010 to 11 FEB 2010

RIVER VISUAL RWY 9L/R

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



1 NM	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

RIVER VISUAL RWY 9L/R

Expect radar vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.

WAAS	APP CRS	Rwy Idg	6501
CH 86222	169°	TDZE	10
W17A		Apt Elev	36

RNAV (GPS) RWY 17

PHILADELPHIA INTL (PHL)

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3000 direct JEPUG and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

(IAF) POTTSTOWN PTW

3000 138° (13)

(IAF) YARDLEY ARD

3000 254° (22)

Procedure NA for arrivals at ARD VOR/DME on airway radials 200 CW 304.

(IF) COWAD

2000 169° (7)

1549

(FAF) HYILL

473

913

459

1004

HOOCH 2.2 NM to RW17

417

301

191

217

270

270

130

206

618

NAAS Mustin (Abandoned)

246

RW17

185

154±

278

285

276

MISSED APCH FIX

4 NM

348°

328°

JEPUG

MSA RW17 25 NM

2600

ELEV 36

169° to RW17

TDZE 10

113

141

147

145

112±

0.5% UP 5000 X 150

6501 X 150

9500 X 150

10506 X 200

COWAD

3000

Procedure Turn NA

GS 3.00° TCH 52

169°

HYILL

HOOCH 2.2 NM to RW17

2000

*760

RW17

3000 JEPUG

*LNAV only

7 NM 3.8 NM 2.2 NM

CATEGORY	A	B	C	D
LPV DA	322/50		312 (300-1)	
LNAV/VNAV DA	634-2¼		624 (600-2¼)	
LNAV MDA	480/50	470 (500-1)	480/60 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
266°	TDZE	36
	Apt Elev	36

RNAV (GPS) RWY 26

PHILADELPHIA INTL (PHL)

For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000. Visibility reduction by helicopers NA. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct FERTA and via 334° track to FROSE and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

Procedure NA for arrivals at MENGE via V479 northbound, at ENZEW via V123-157 northeastbound, and at ALBEK via V312 eastbound.

FROSE

057°

237°

4 NM

1549

913

1004

417

301

216

270

399

618

130

206

191

246

185

285

154±

278

276

1049

(IAF) MENGE

3300 200° (4.8)

3300 269° (5.4)

(IAF) ENZEW

2000 266° (5.1)

334°

(FAF) KANKE

ZOKAR 3 NM to RW26

(IF) FERIN

RW26

FERTA

3300 349° (9.6)

(IAF) ALBEK

MSA RW 26 25 NM

2600

ELEV 36

266° to RW26

TDZE 36

113

141

112±

147

145

0.5% UP

10506 X 200

9500 X 150

5000 X 150

3000	FERTA	trk 334°	FROSE

KANKE

FERIN

ZOKAR 3 NM to RW26

1.2 NM to RW26

RW26

266°

3300

2000

1040

3.06°

TCH 50

Procedure Turn NA

1.2 | 1.8 | 2.9 NM | 5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	500/40 464 (500-¾)			NA
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	NA

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 27L

PHILADELPHIA INTL (PHL)

WAAS	APP CRS	Rwy Idg	10506
CH 97322	266°	TDZE	10
W27A		Apt Elev	36

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

Procedure NA for arrival at ENZEW via V123-157 and V213 northeastbound.

913 1004 †3000 when authorized by ATC. †3500 262° (3.1) (IF) ORANE (IAF) ENZEW

417 301 216 270 270 130 191 206 246 388 618 (FAF) TORNE FESTI 3000 266° (3.1) †3500 296° (24)

185 188 154 ± 278 276 285 RW27L ZONDU 176° GLOUS 6.1 NM to RW27L 3000 266° (2.9) (IAF) COYLE CYN

Procedure NA for arrival at CYN VORTAC on airway radials 246 CW 274.

1049 1049

MSA RW27L 25 NM 2600

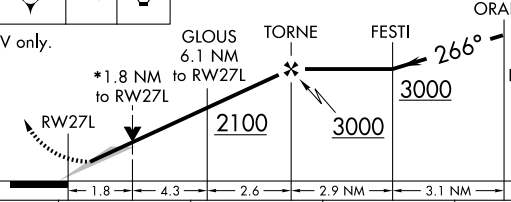
WOODSTOWN OOD 4 NM 212° 032°

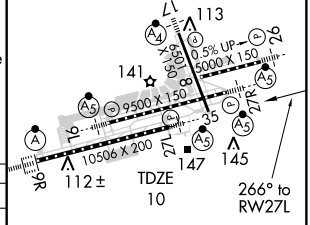
ELEV 36

3000 | ZONDU | trk 176° | OOD

VGSI and RNAV glidepath not coincident. †3000 when authorized by ATC.

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	260/24 250 (300-½)			
LNAV/ VNAV DA	458/50 448 (500-1)			
LNAV MDA	660/24 650 (700-½)		660/60 650 (700-1¼)	660-1½ 650 (700-1½)
CIRCLING	660-1 624 (700-1)		660-1¾ 624 (700-1¾)	660-2 624 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

WAAS	APP CRS		
CH **90122**	**266°**	Rwy Idg	**9500**
W27B		TDZE	**11**
		Apt Elev	**36**

RNAV (GPS) RWY 27R

PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR **133.4**	**124.35 319.15**	**118.5 327.05** (Rwys 9L/27R, 8/26 and 17/35)	**121.9 348.6**	**118.85 348.6**
DEP **135.925**		**135.1 327.05** (Rwy 9R/27L)		

MISSED APCH FIX

MODENA
MXE
055°
235°
4 NM

†3000 when authorized by ATC.

1549 913 1004 417 216 270 270 399 618 301 191 130 206 246 185 188 285 154± 276 278

3000
266°
(2.8)
†3500
267°
(2.8)
(IAF)
ENZEW
(IF)
DUCVA
2100
266°
(5.1)
MRTIN
(FAF)
JALTO
292°
RW27R
LANDI

Procedure NA for arrivals at ENZEW via V123-157 and V213 northeastbound.

MSA RW27R 25 NM
2600

ELEV 36

266° to RW27R

113 141 147 145 112± 10506 X 200 9500 X 150 6500 X 150 5000 X 150 0.5% UP TDZE 11

3000 | LANDI | trk 292° | MXE

VGSI and RNAV glidepath not coincident.

†3000 when authorized by ATC.

*LNAV only

*2 NM to RW27R

RW27R JALTO MRTIN DUCVA 266° 3000 2100 3500 †

Procedure Turn NA
GS 3.00°
TCH 53

2 NM 4.3 5.1 NM 2.8 NM

CATEGORY	A	B	C	D
LPV DA	267/24 256 (300-½)			
LNAV/VNAV DA	520/60 509 (500-1¼)			
LNAV MDA	720/24 709 (700-½)		720-1½ 709 (700-1½)	720-1¾ 709 (700-1¾)
CIRCLING	720-1 684 (700-1)		720-2 684 (700-2)	720-2¼ 684 (700-2¼)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6501
349°	TDZE	14
	Apt Elev	36

RNAV (GPS) RWY 35

PHILADELPHIA INTL (PHL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct WERDI and via 334° track to MUDNE and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

MISSED APCH FIX
4 NM
057°
237°
MUDNE

334°
1004
417
301
216
WERDI
191
270
270
618
206
30
NAAS Mustin
(Abandoned)
246
185
188
RW35
154±
285
278
276
CEMEK
2.5 NM to
RW35
281
(FAF)
HARLU
2000
(6)
349°

Procedure NA for arrivals on
OOD VORTAC via V123-157
southwest bound.

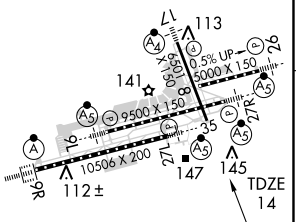
1049
1049
4700
243°
(5.1)
ALBEK
3000
259°
(7)
(IAF)
KUSLE

(IAF)
WOODSTOWN
OOD
3000
079°
(8.3)
(IF)
JEPUG

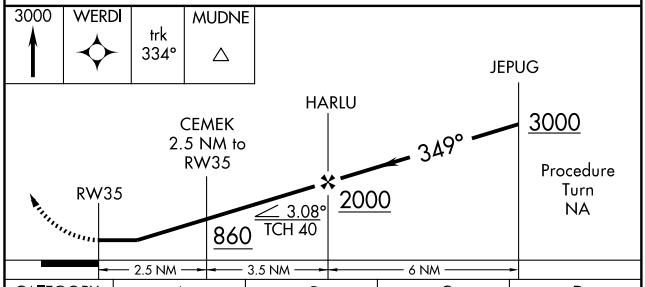
MSA RW35 25 NM
2600

3000
328°
(11.8)
(IAF)
CEDAR LAKE
VCN

ELEV 36



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



CATEGORY	A	B	C	D
LNAV MDA	440/50	426 (500-1)	440/60	426 (500-1¼)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9500
CH 45523	085°	TDZE	13
W09B		Apt Elev	36

RNAV (GPS) Y RWY 9L

PHILADELPHIA INTL (PHL)

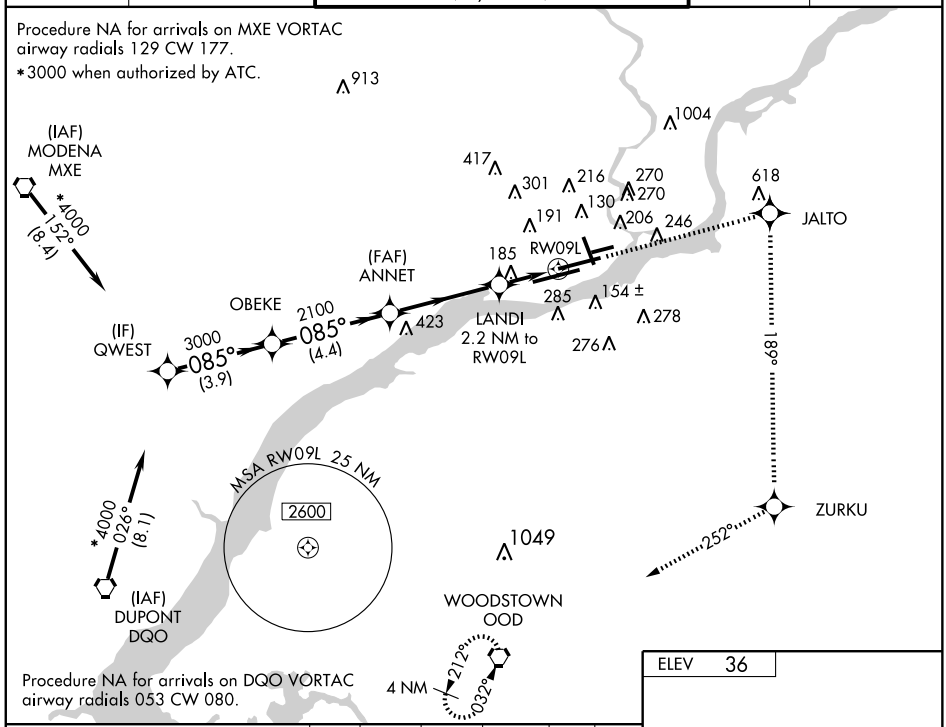
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.

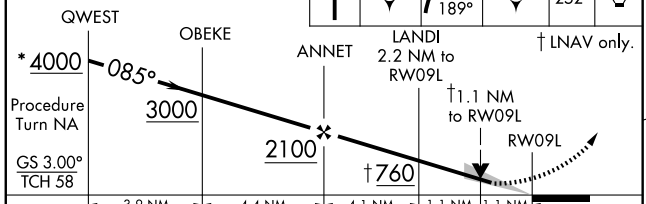
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

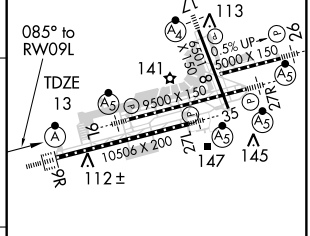
Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.
*3000 when authorized by ATC.



Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

VGSI and RNAV glidepath not coincident.
* 3000 when authorized by ATC.





CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/VNAV DA	471/50 458 (500-1)			
LNAV MDA	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10506
CH 40023	085°	TDZE	21
W09A		Apt Elev	36

RNAV (GPS) Y RWY 9R

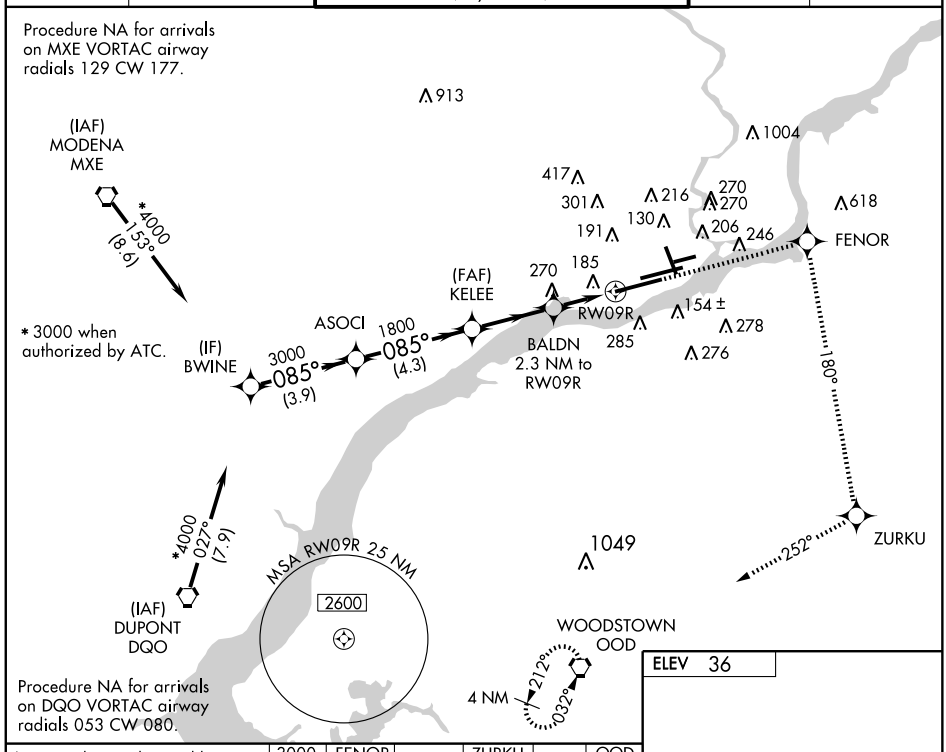
PHILADELPHIA INTL (PHL)

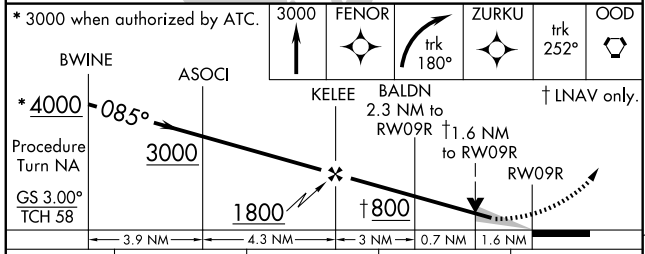
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

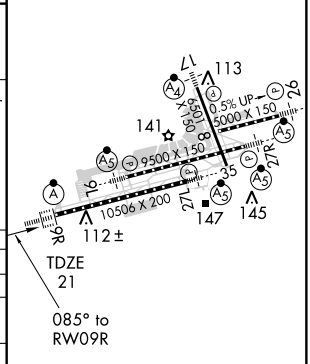
MISSED APPROACH: Climb to 3000 direct FENOR and right turn via track 180° to ZURKU and via track 252° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
LPV DA	271/24 250 (300-½)			
LNAV/VNAV DA	473/50 452 (500-1)			
LNAV MDA	580/24 559 (600-½)		580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

APP CRS	Rwy Idg	9500
085°	TDZE	13
	Apt Elev	36

RNAV (RNP) Z RWY 9L

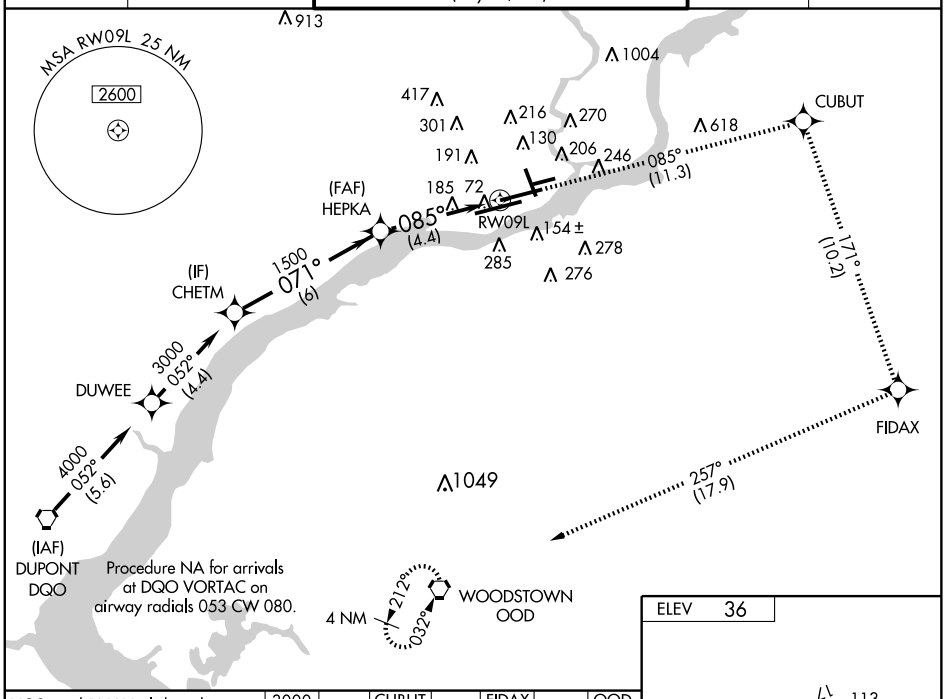
PHILADELPHIA INTL (PHL)

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

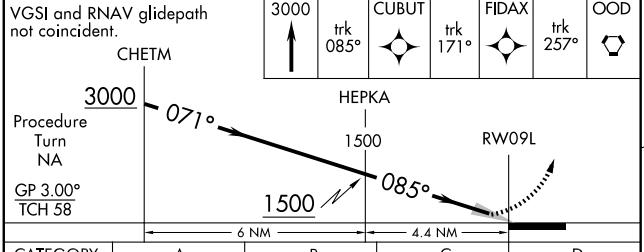
MALSR

MISSED APPROACH: Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



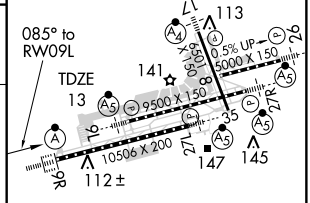
VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.11 DA	316/24 303 (300-½)			
RNP 0.30 DA	394/40 381 (400-¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 36



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

APP CRS	Rwy Idg	10506
085°	TDZE	21
	Apt Elev	36

RNAV (RNP) Z RWY 9R

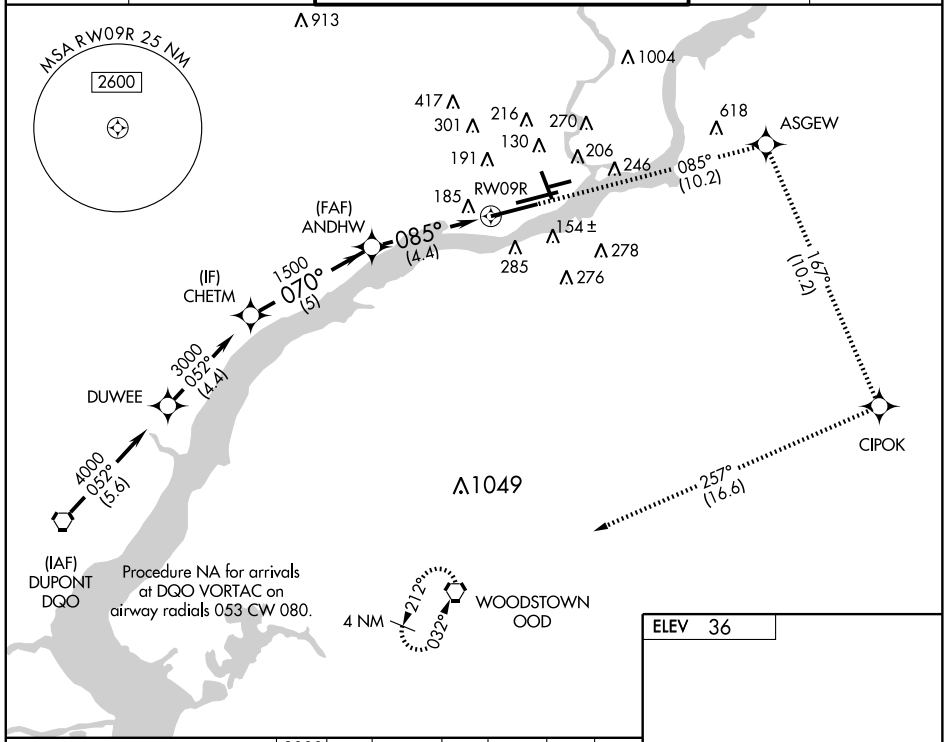
PHILADELPHIA INTL (PHL)

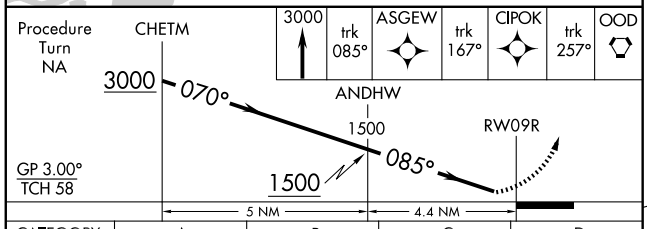
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
Visibility reduction by helicopters NA.
For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

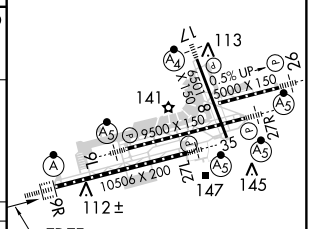
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6





CATEGORY	A	B	C	D
RNP 0.16 DA	271/40 250 (300-¾)			
RNP 0.30 DA	460/50 439 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

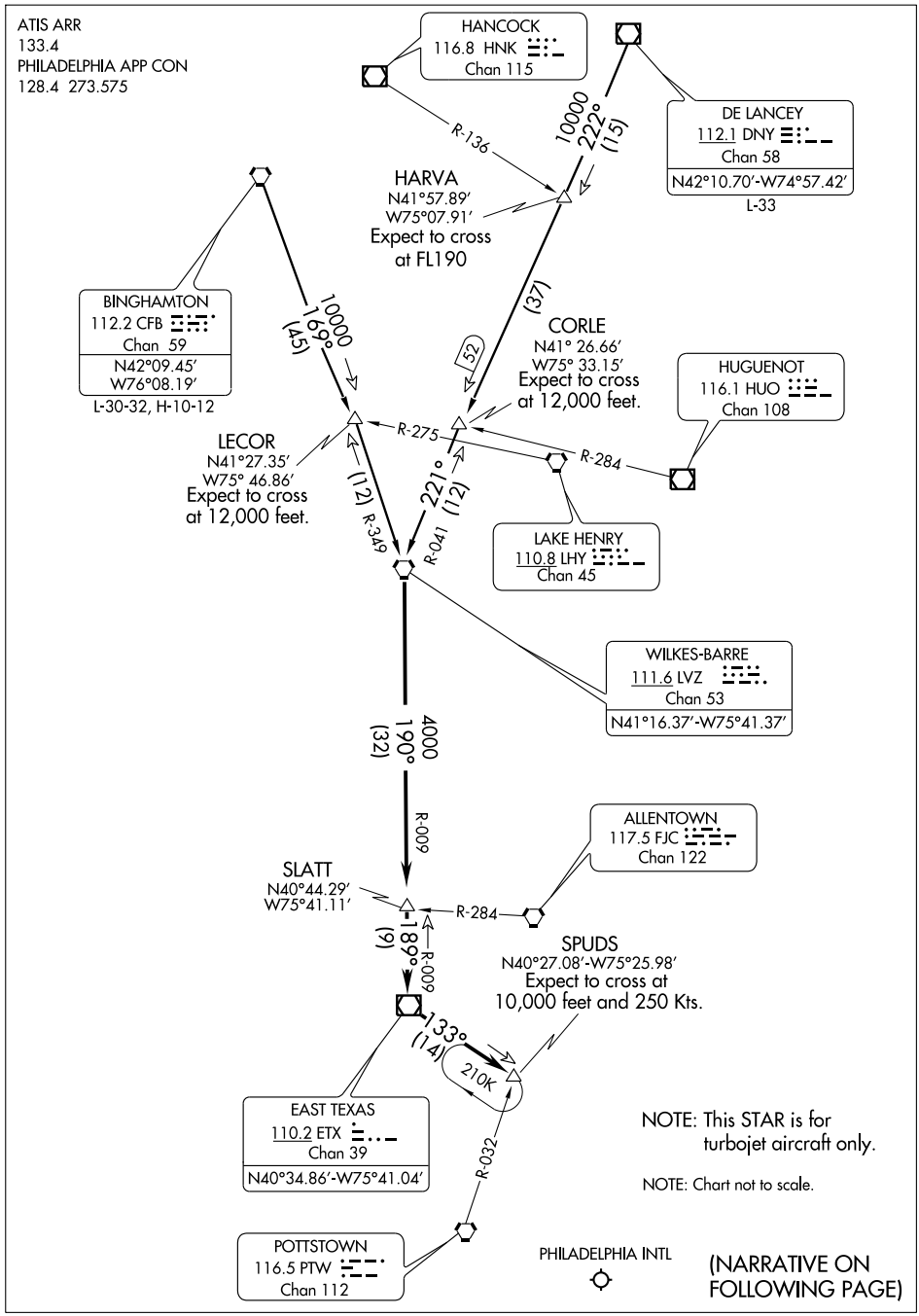
NE-4, 14 JAN 2010 to 11 FEB 2010

(LVZ.SLATT3) 07354

ST-320 (FAA)

SLATT THREE ARRIVAL

PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA



NE-4, 14 JAN 2010 to 11 FEB 2010

SLATT THREE ARRIVAL

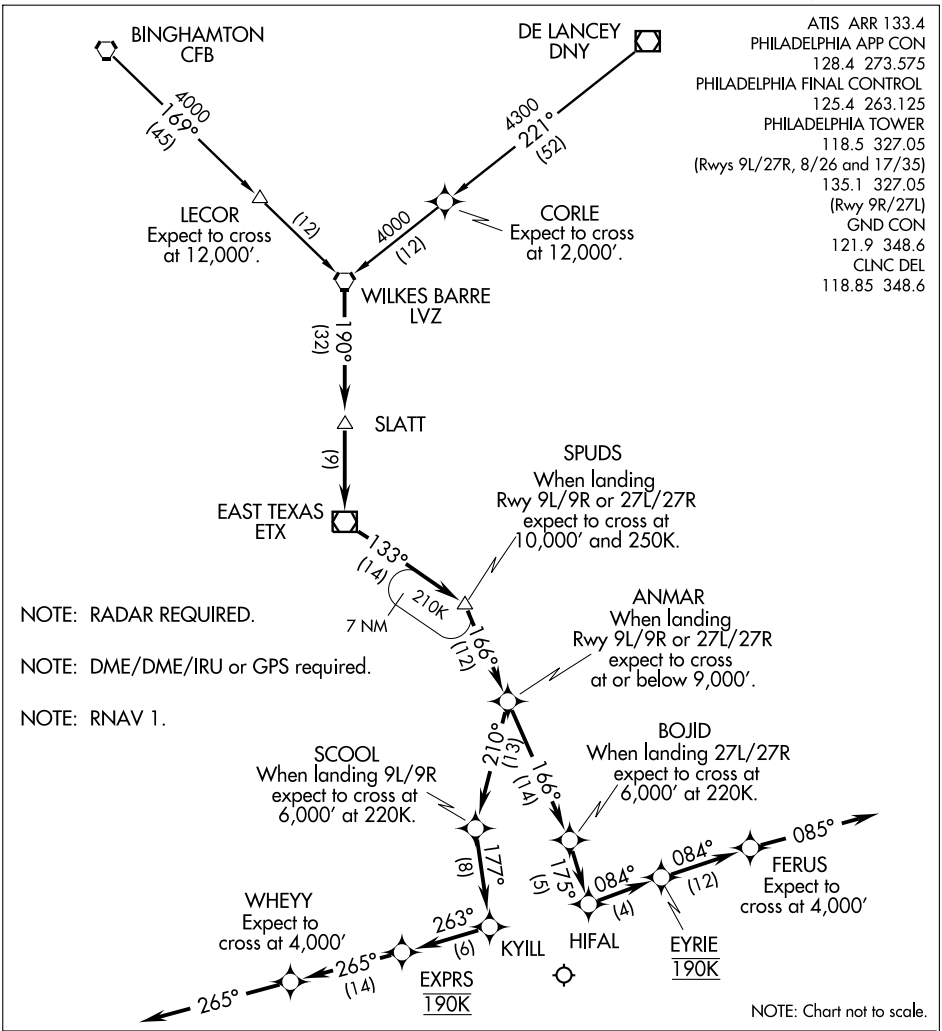
ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence . . . .
DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence . . . .

. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.

NE-4, 14 JAN 2010 to 11 FEB 2010

SPUDS ONE ARRIVAL (RNAV)



BINGHAMTON TRANSITION (CFB.SPUDS1)
DE LANCEY TRANSITION (DNY.SPUDS1)

. . . . From WILKES-BARRE, thence SLATT, thence EAST TEXAS VOR/DME, thence SPUDS, thence ANMAR,

WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085°. Expect radar vectors to final approach course.

WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS,thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.

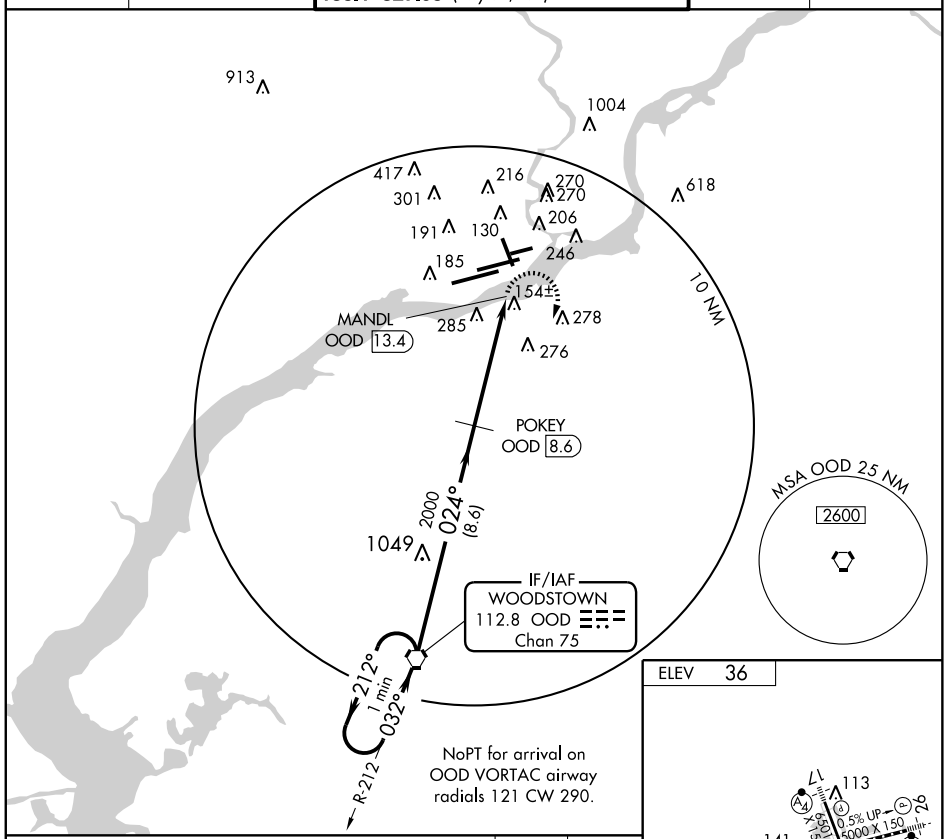
VORTAC OOD	APP CRS	Rwy Idg	N/A
112.8	024°	TDZE	N/A
Chan 75		Apt Elev	36

VOR/DME-A

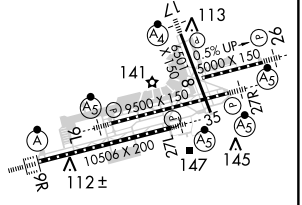
PHILADELPHIA INTL (PHL)

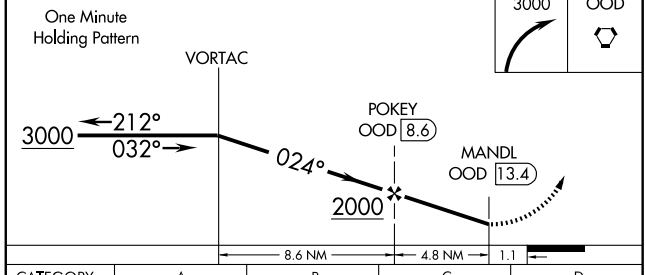
MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



ELEV 36





CATEGORY	A	B	C	D
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	NA

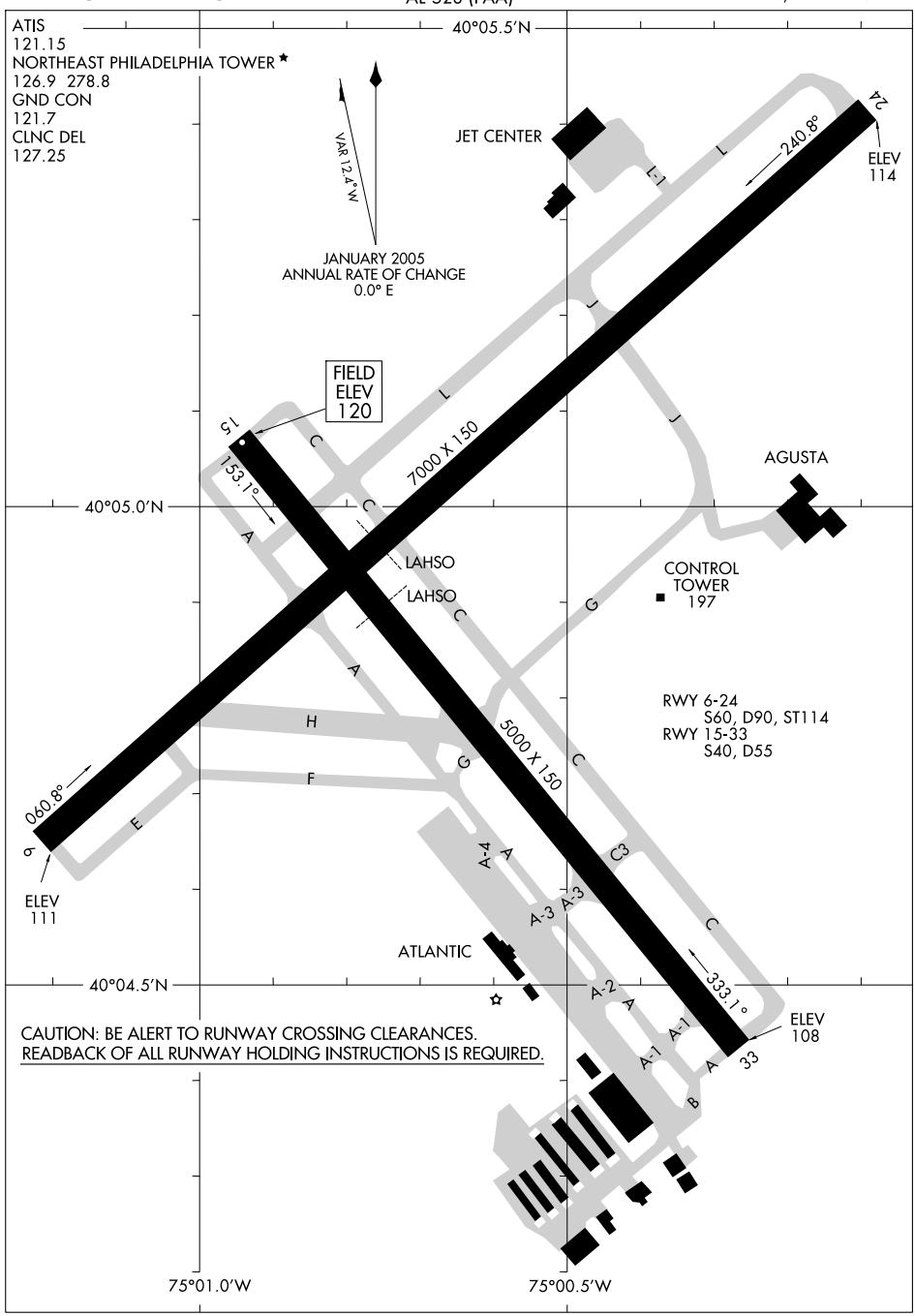
REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

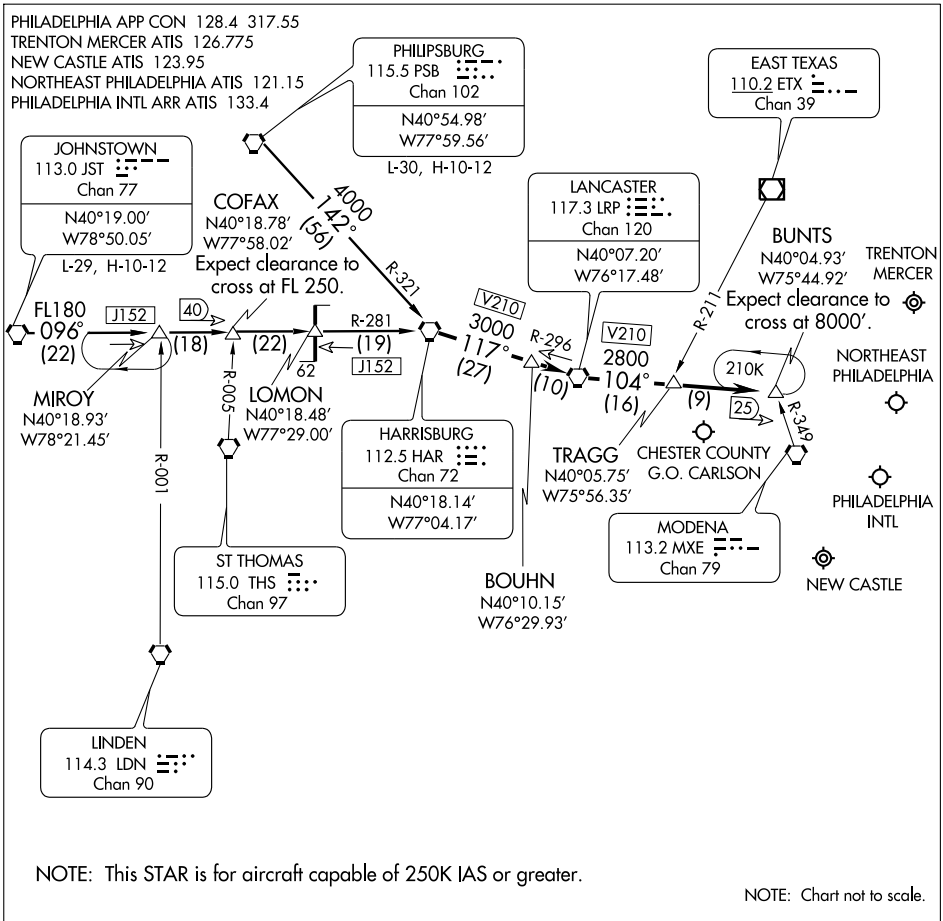
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)
PHILADELPHIA, PENNSYLVANIA
AL-528 (FAA)



NE-4, 14 JAN 2010 to 11 FEB 2010

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

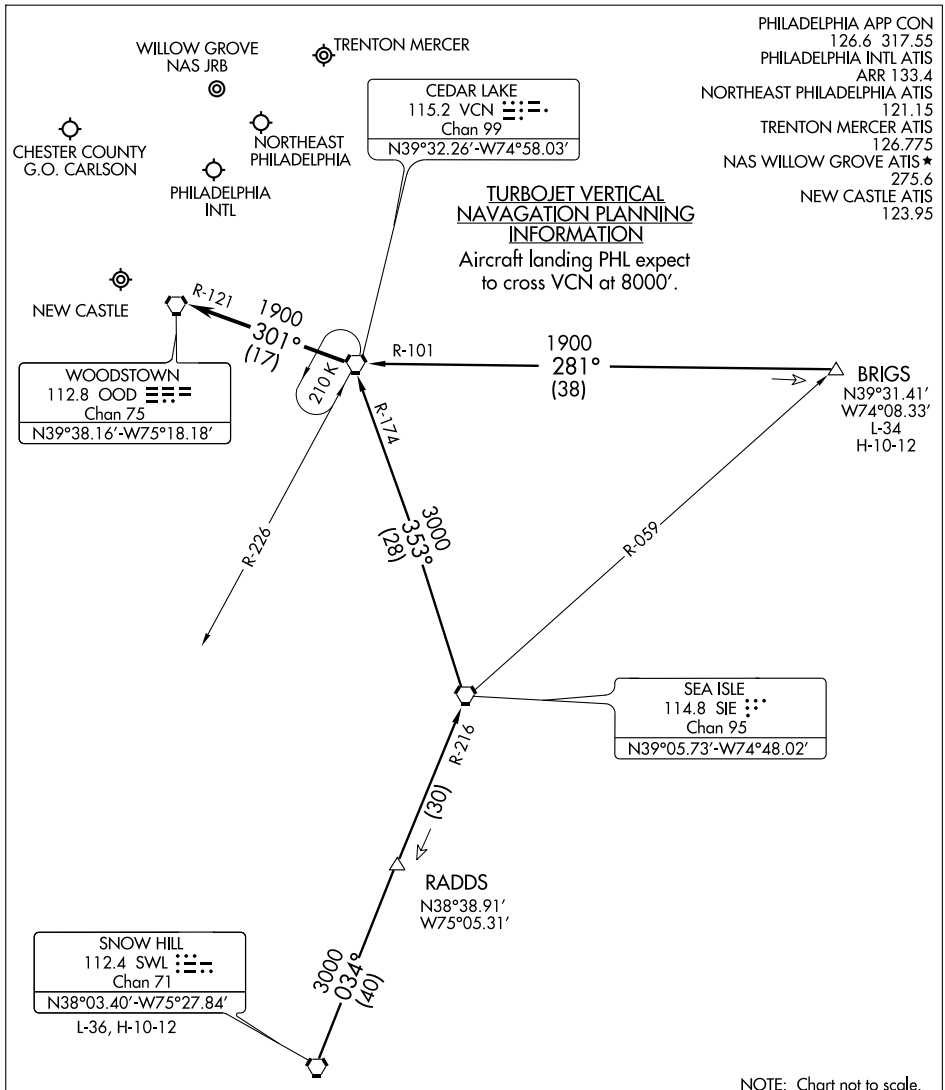
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

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FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

CEDAR LAKE
115.2 VCN
Chan 99

PHILADELPHIA INTL

R-195
14
R-270

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

210K
R-346
14

ATLANTIC CITY
108.6 ACY
Chan 23

BALTIMORE
115.1 BAL
Chan 98

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

015° (23)
R-226
13

SMYRNA
111.4 ENO
Chan 51

CANNY
N39°03.67′
W75°40.68′

R-246
R-276
R-133

HEDGE
N38°53.54′
W75°50.24′

25
046° (13)
R-265

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

(9)
45
(15)
R-289

SEA ISLE
114.8 SIE
Chan 95

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

085° (35)
R-248
R-226
R-234
18,000
064° (78)

82

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

WATERLOO
112.6 ATR
Chan 73

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

18,000
042° (87)

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

4000
046° (30)

R-334

SNOW HILL
112.4 SWL
Chan 71

N

NOTE: Chart not to scale.

PHILADELPHIA, PENNSYLVANIA

ST-320 (FAA)

LOC I-PNE	APP CRS	Rwy Idg	7000
111.1	240°	TDZE	116
		Apt Elev	121

ILS or LOC RWY 24

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 24 Cat. C visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25

ALTERNATE MISSED APCH FIX

POTTSTOWN
116.5 PTW
Chan 112
R-290–110°
290°

YARDLEY
108.2 ARD
Chan 19

IAF
ROBBINSVILLE
113.8 RBV
Chan 85

1049

109° R-109 289° 060° 1 min 240° 060°

2100
125° (4.9)

R-284

2100 NoPT
284°
(14.6)

R-125

10 NM

2000
240°
(6)

(IF/IAF)
FLITS INT

BORDA INT

315

590 400 409 380 329 246 289 210 315 589 998

R-191 ARD

Procedure NA for arrivals on RBV VORTAC airway radials 238 CW 330.

NORTH PHILADELPHIA
112.0 PNE

LOCALIZER 111.1
I-PNE

MSA PNE 25 NM
180°
2600 2100
360°

ELEV 121

240° 5.7 NM from FAF

252 TDZE 116 149 194 197 140 180 154 142 172 200±

7000 X 150

5000 X 150

15 33 6

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

800 3000 ARD 108.2

BORDA 2000 240° FLITS 060° 240° 2100 2000

One Minute Holding Pattern

GS 3.00°
TCH 53

5.7 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 24	316-½ 200 (200-½)			
S-LOC 24	560-½ 444 (500-½)		560-¾ 444 (500-¾)	560-1 444 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-PNE	APP CRS	Rwy Idg	7000
111.1	060°	TDZE	116
		Apt Elev	121

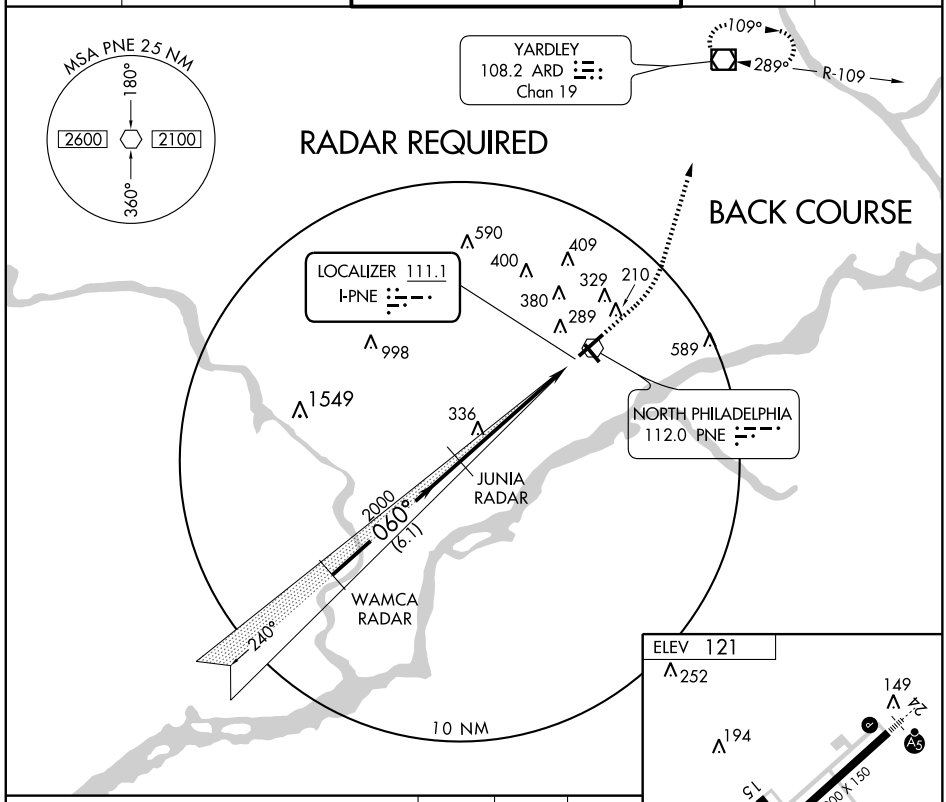
LOC BC RWY 6

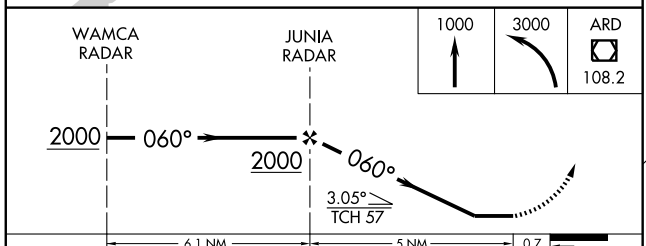
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

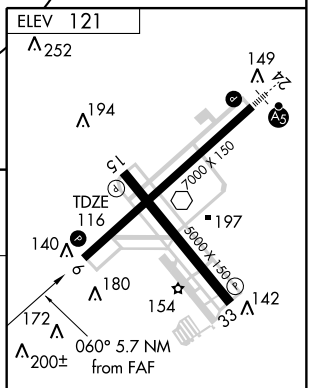
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. Radar Required.

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25







CATEGORY	A	B	C	D
S-6	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	7000
Ch 65622	060°	TDZE	116
W06A		Apt Elev	121

RNAV (GPS) RWY 6

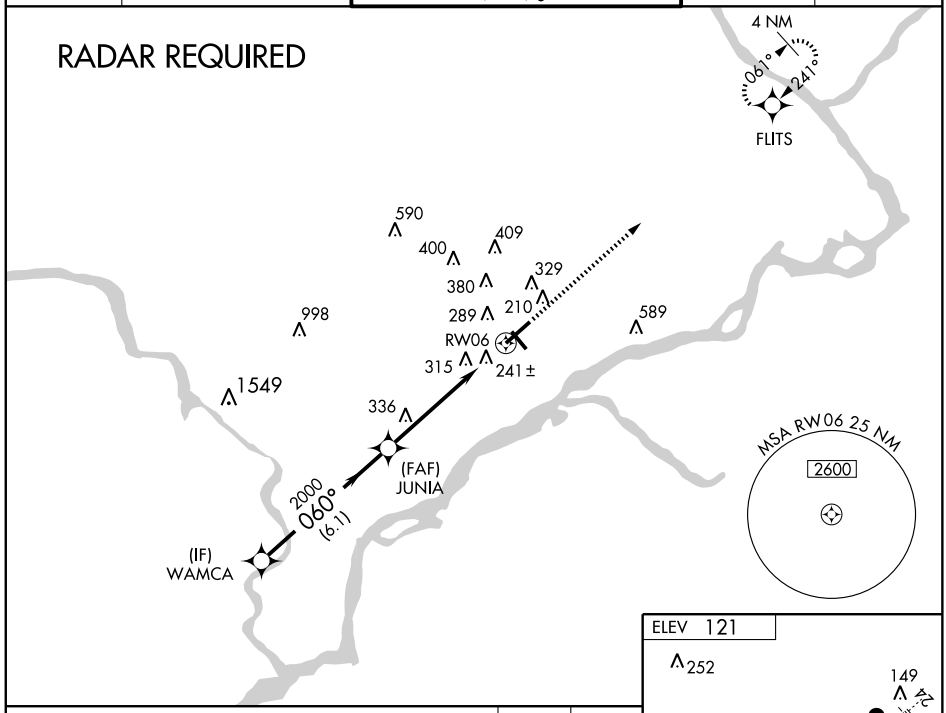
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

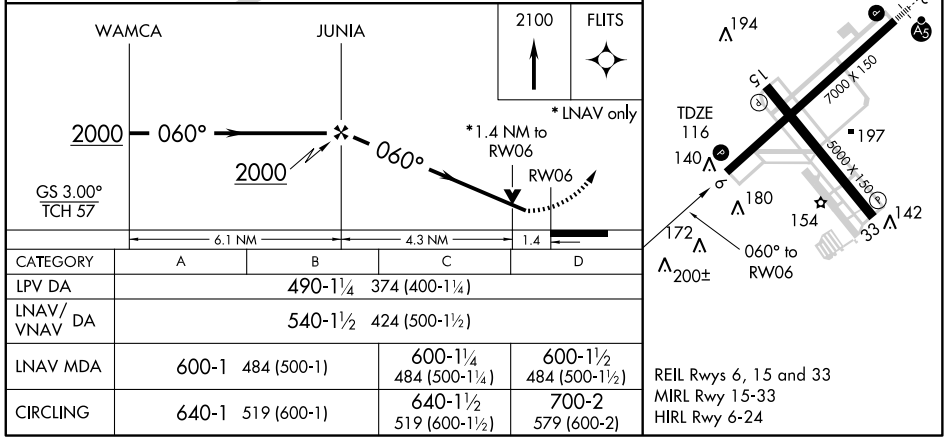
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats. C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night.

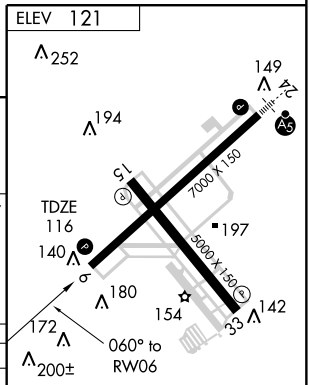
MISSED APPROACH: Climb to 2100 direct FLITS and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	490-1¼ 374 (400-1¼)			
LNAV/VNAV DA	540-1½ 424 (500-1½)			
LNAV MDA	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
153°	TDZE	121
	Apt Elev	121

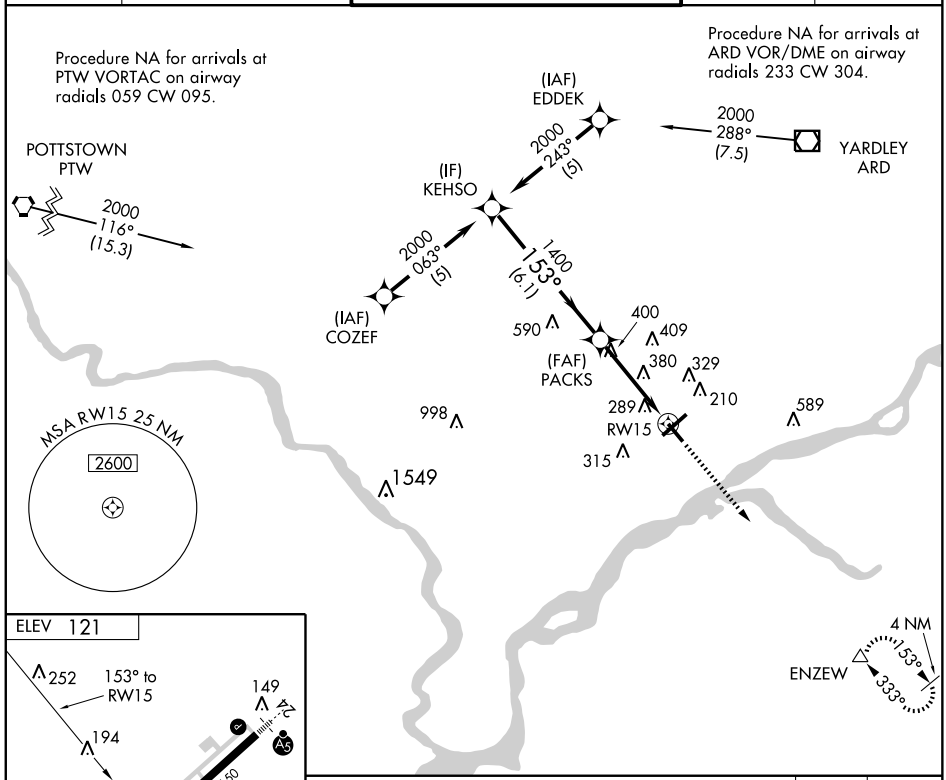
RNAV (GPS) RWY 15

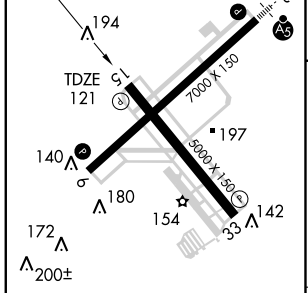
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet.
When VGSI inop, Straight-in/Circling Rwy 15 procedure NA at night. When VGSI inop, Circling Rwy 33 NA at night.

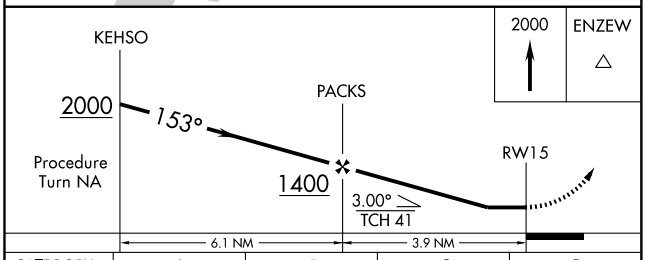
MISSED APPROACH: Climb to 2000 direct ENZEW and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25





REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



CATEGORY	A	B	C	D
LNAV MDA	660-1	539 (600-1)	660-1½ 539 (600-1½)	660-1¾ 539 (600-1¾)
CIRCLING	660-1	539 (600-1)	660-1½ 539 (600-1½)	700-2 579 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS Ch 45504 W24A	APP CRS 240°	Rwy ldg 7000 TDZE 116 Apt Elev 121

RNAV (GPS) RWY 24

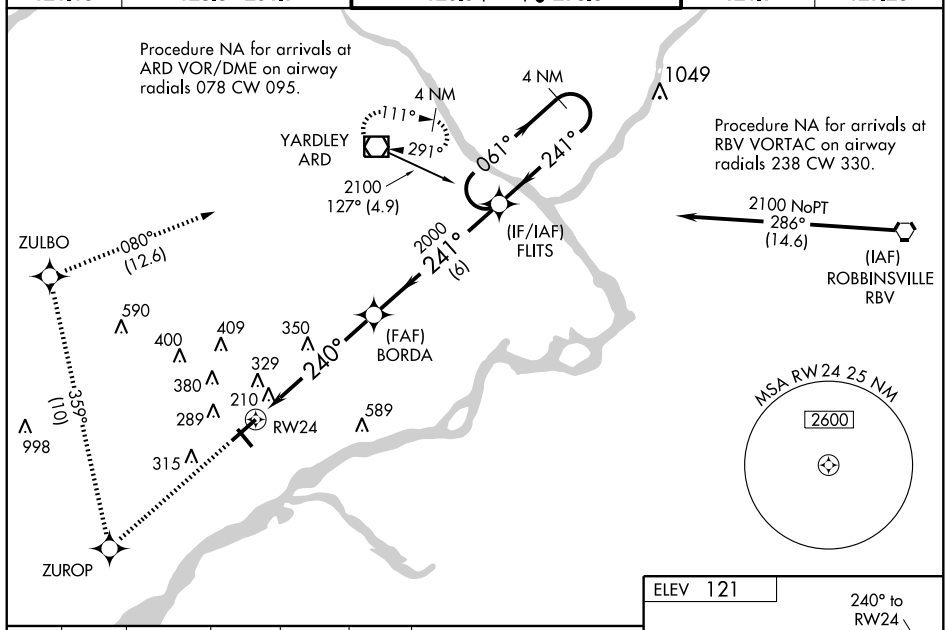
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

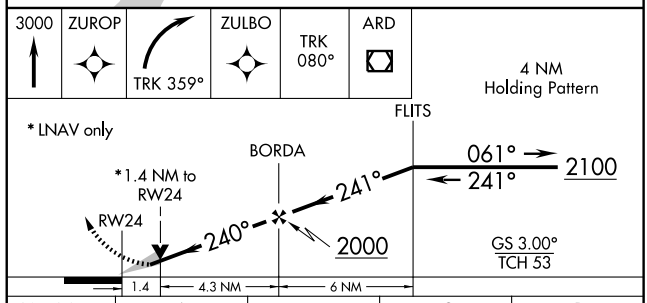
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase LPV all Cats visibility to 1¼ . For inoperative MALSR, increase LPV visibility all Cats to 1.

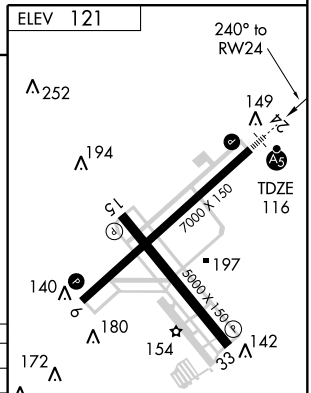
MALSR

MISSED APPROACH: Climb to 3000 direct ZUROP, and right turn via 359° track to ZULBO and via 080° track to ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25







CATEGORY	A	B	C	D
LPV DA	430-½ 314 (400-½)			
LNAV/VNAV DA	620-1¼ 504 (500-1¼)			
LNAV MDA	600-½ 484 (500-½)		600-¾ 484 (500-¾)	600-1 484 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
333°	TDZE	109
	Apt Elev	121

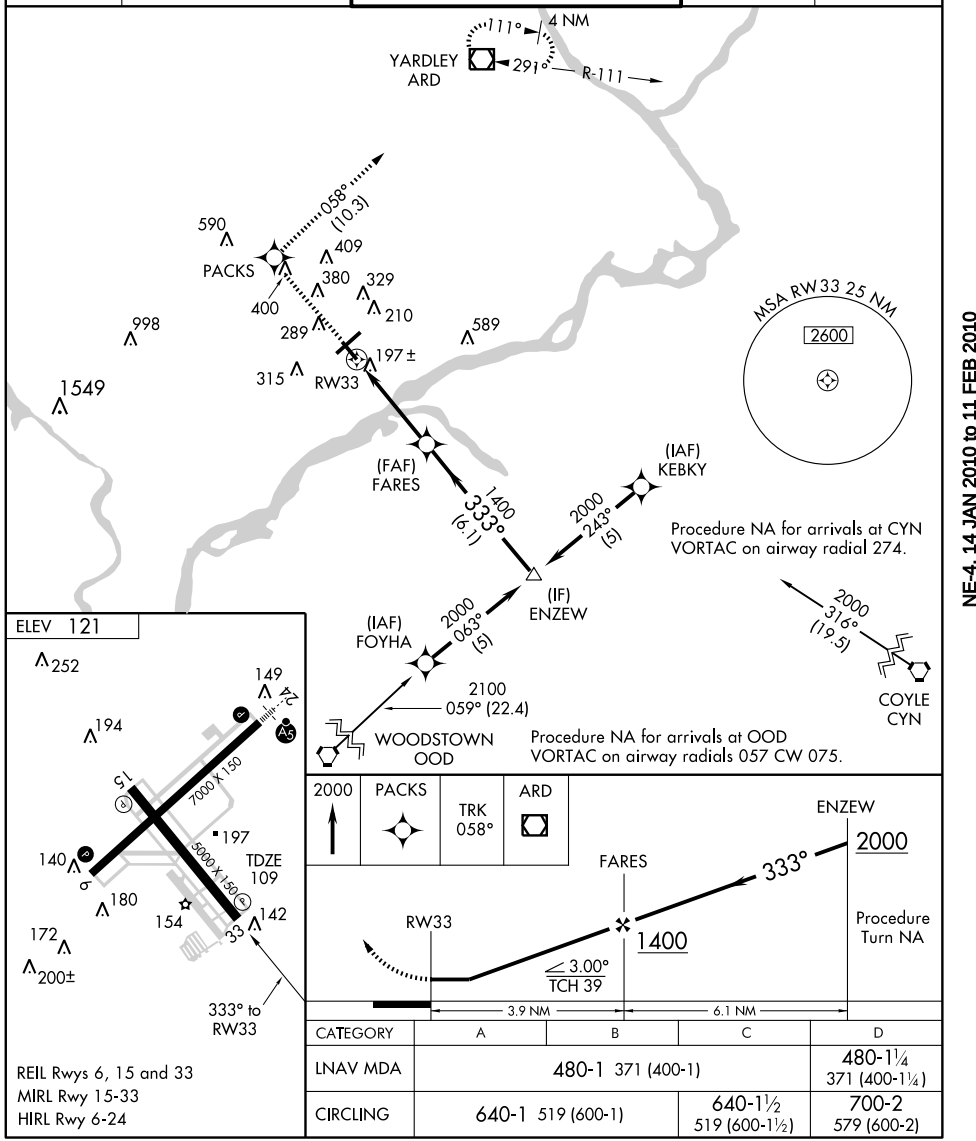
RNAV (GPS) RWY 33

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile.
When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night.
When VGSI inop, Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 2000 direct PACKS and via 058° track to ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25



REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

CATEGORY	A	B	C	D
LNAV MDA	480-1 371 (400-1)			480-1¼ 371 (400-1¼)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR PNE	APP CRS	Rwy Idg	7000
112.0	065°	TDZE	111
		Apt Elev	121

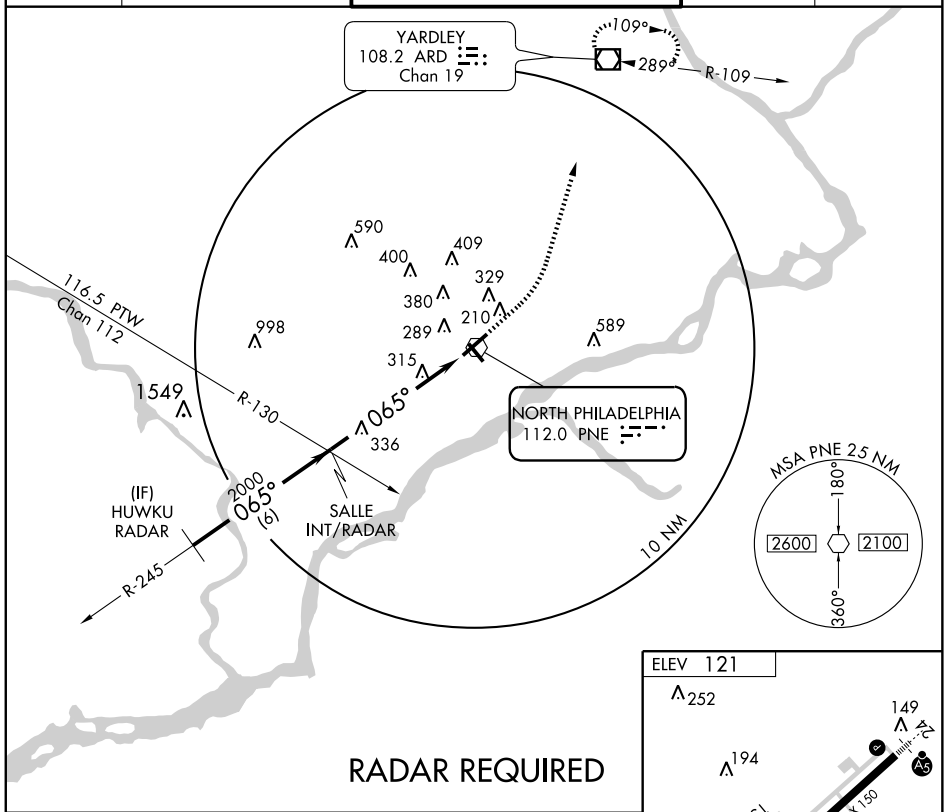
VOR RWY 6

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

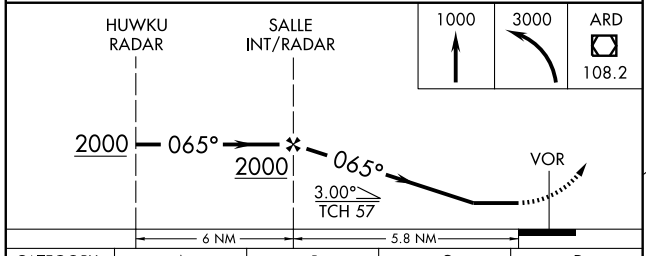
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

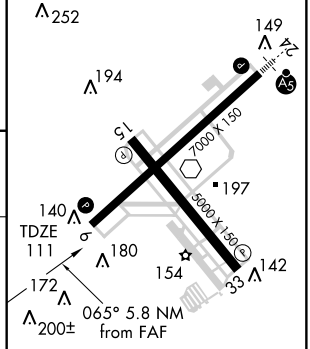
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25



RADAR REQUIRED





CATEGORY	A	B	C	D
S-6	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR PNE	APP CRS	Rwy Idg	7000
112.0	235°	TDZE	116
		Apt Elev	121

VOR RWY 24

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

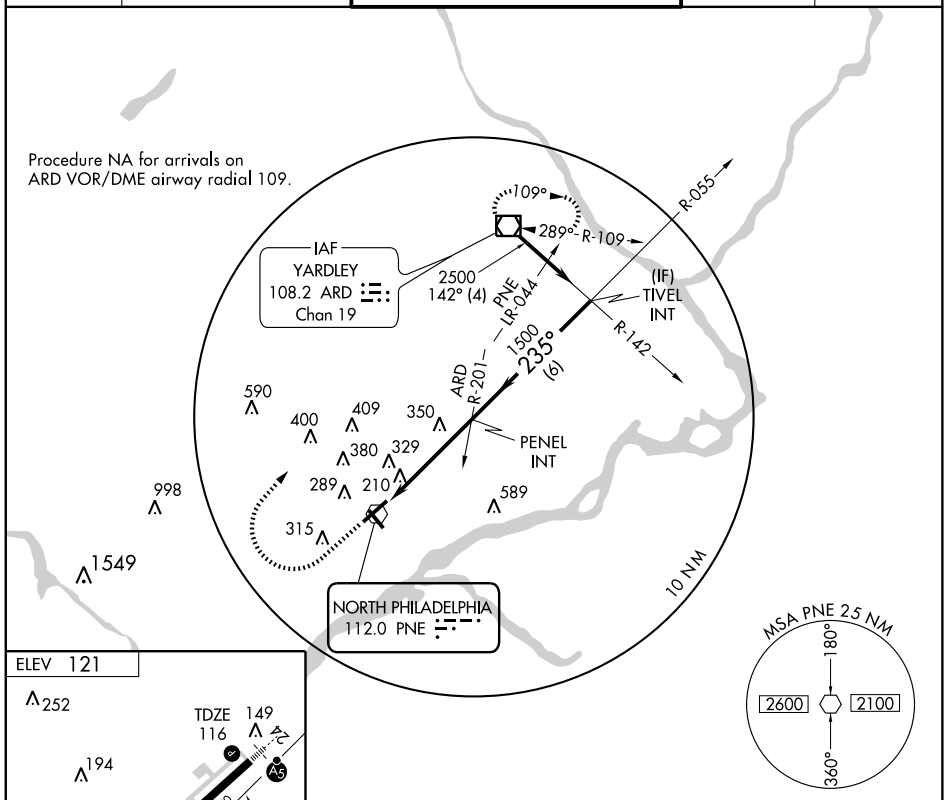
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-24 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

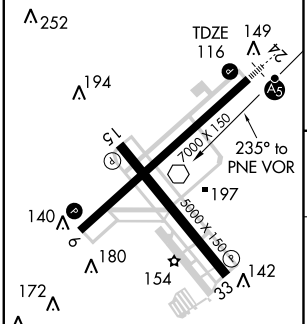
MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

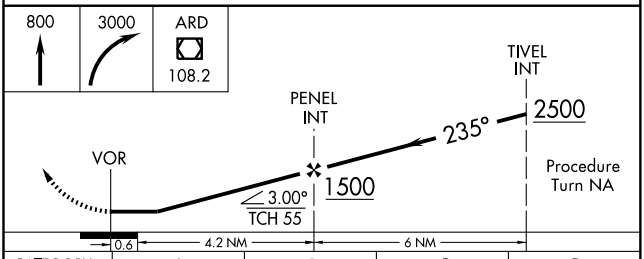
ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25

Procedure NA for arrivals on ARD VOR/DME airway radial 109.





REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



CATEGORY	A	B	C	D
S-24	600-½ 484 (500-½)		600-¾ 484 (500-¾)	600-1 484 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-PSB	APP CRS	Rwy Idg	5711
108.5	165°	TDZE	1948
		Apt Elev	1948

ILS or LOC RWY 16

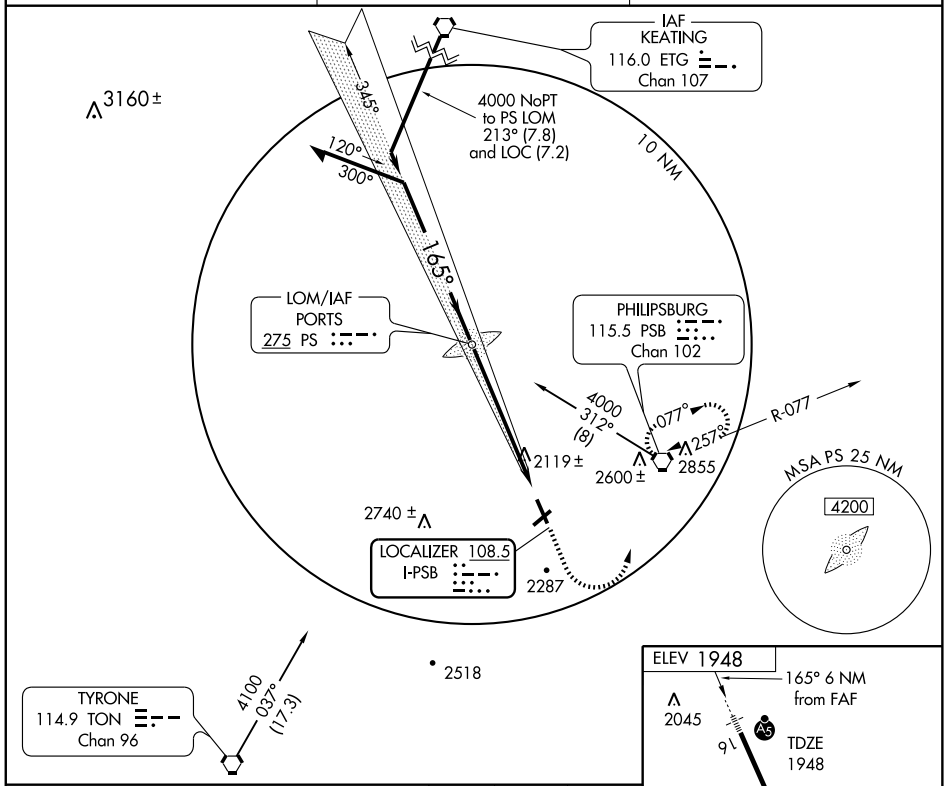
PHILIPSBURG /MID-STATE (PSB)

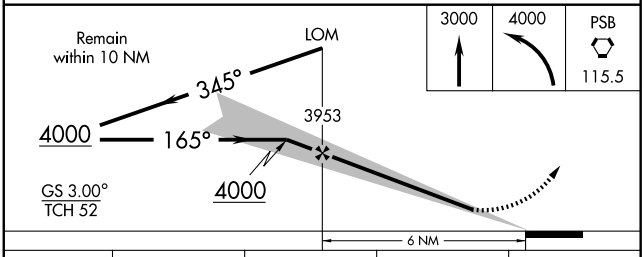
Use University Park altimeter setting; when not received, procedure not authorized.
NA Inoperative table does not apply to S-ILS 16 Cats A, B, and C.
Inoperative table does not apply to S-LOC 16 Cats A and B.

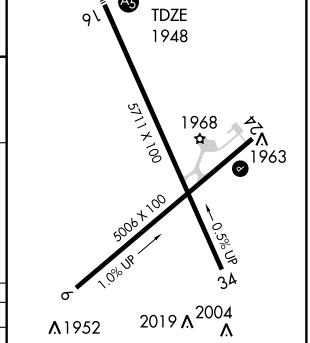
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 L







MIRL Rwys 6-24 and 16-34 L

CATEGORY	A	B	C	D
S-ILS 16	2325-1 377 (400-1)			
S-LOC 16	2500-1 552 (600-1)			2500-1¼ 552 (600-1¼)
CIRCLING	2620-1 672 (700-1)	2660-1 712 (800-1)	2740-2¼ 792 (800-2¼)	2760-2¾ 812 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 14 JAN 2010 to 11 FEB 2010

LOM PS	APP CRS	Rwy Idg	5711
275	166°	TDZE	1948
		Apt Elev	1948

NDB RWY 16

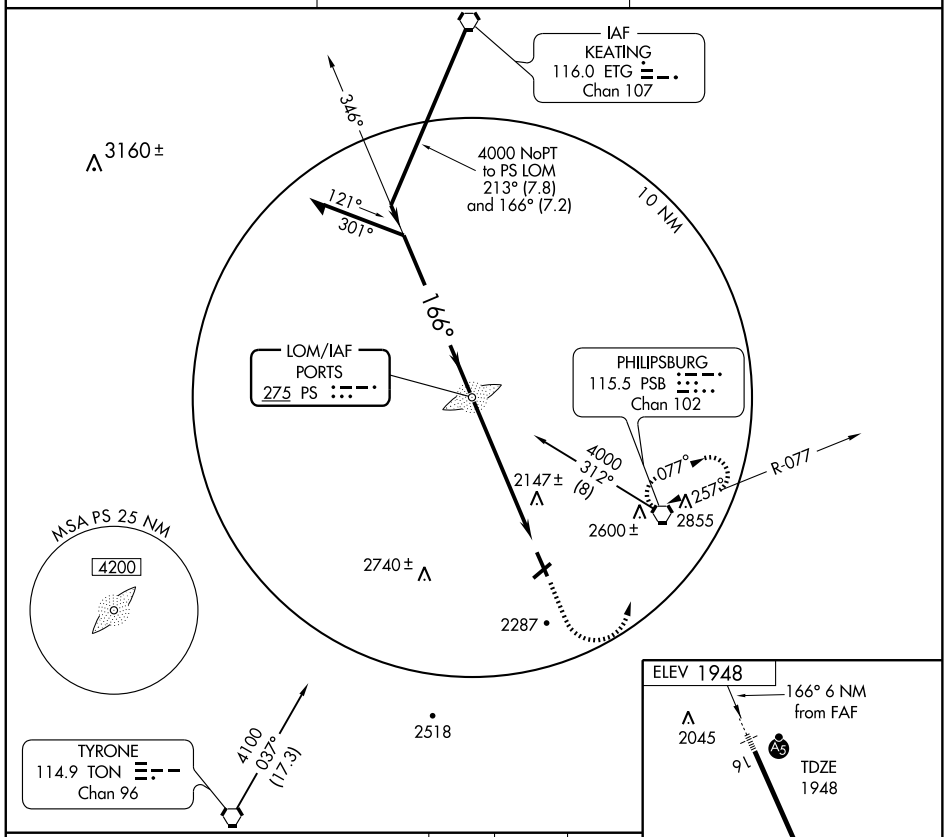
PHILIPSBURG/MID-STATE (PSB)

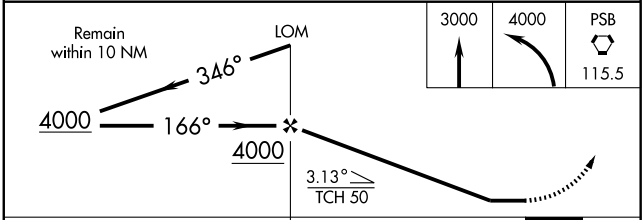
Use University Park altimeter setting; when not received, procedure not authorized.
Inoperative table does not apply to S-16 Cats A and B.

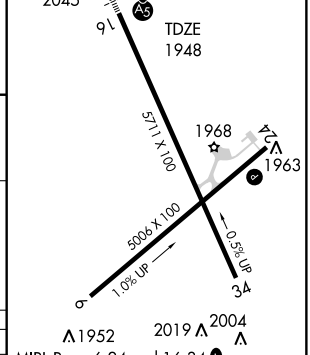
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 L







CATEGORY	A	B	C	D
S-16	2600-1 652 (700-1)		2600-1¼ 652 (700-1¼)	2600-1¾ 652 (700-1¾)
CIRCLING	2620-1 672 (700-1)	2660-1 712 (800-1)	2740-2 792 (800-2)	2760-2¾ 812 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC PSB 115.5 Chan 102	APP CRS 257°	Rwy Idg 5006 TDZE 1917 Apt Elev 1948

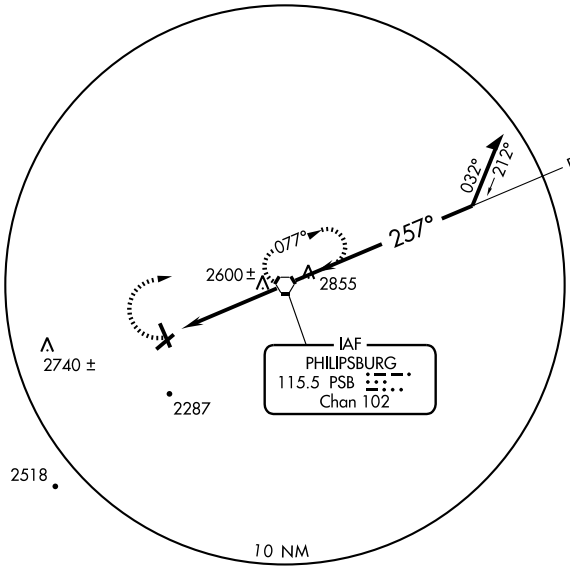
VOR RWY 24

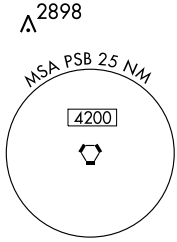
PHILIPSBURG/MID-STATE (PSB)

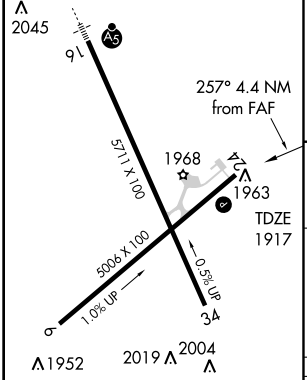
Use University Park altimeter setting; when not received, procedure not authorized.
NA Inoperative table does not apply.

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 (L)

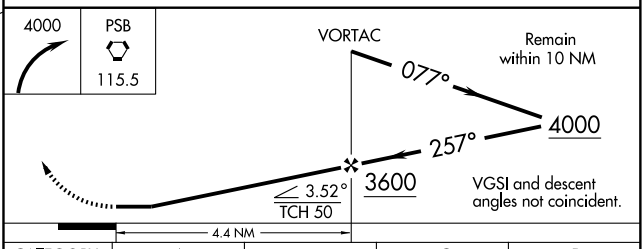






MIRL Rwys 6-24 and 16-34 (L)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-24	2840-1¼ 923 (900-1¼)		2840-2¾ 923 (900-2¾)	2840-3 923 (900-3)
CIRCLING	2840-1¼ 892 (900-1¼)		2840-2¾ 892 (900-2¾)	2840-3 892 (900-3)

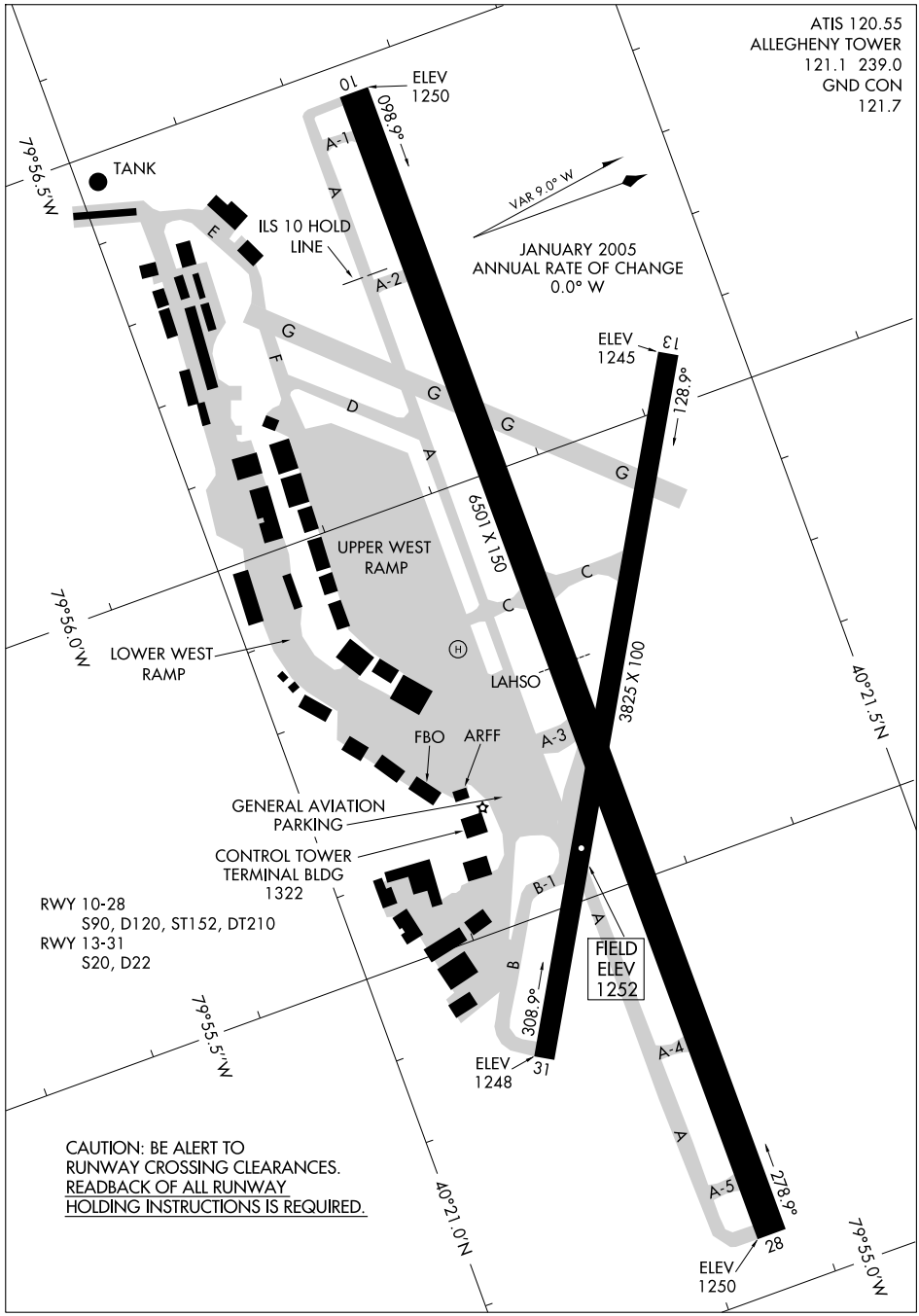
NE-4, 14 JAN 2010 to 11 FEB 2010

07242

AIRPORT DIAGRAM

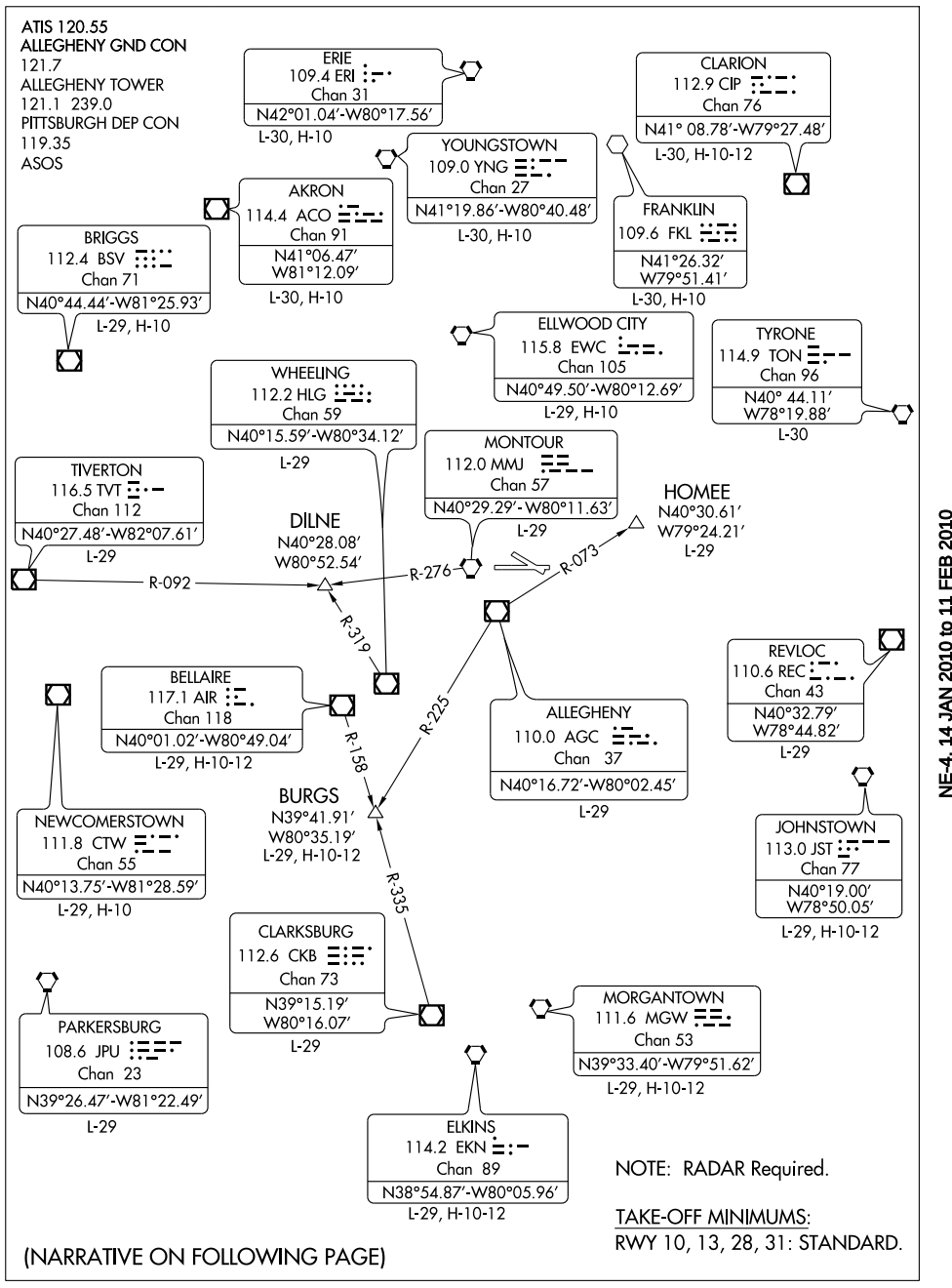
AL-326 (FAA)

PITTSBURGH / ALLEGHENY COUNTY (AGC)
PITTSBURGH, PENNSYLVANIA



NE-4, 14 JAN 2010 to 11 FEB 2010

ALLEGHENY FIVE DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)

NE-4, 14 JAN 2010 to 11 FEB 2010

ALLEGHENY FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 099° to 1700, thence. . . .
TAKE-OFF RUNWAY 13: Climb heading 129° to 1700, thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 279° to 1700, thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 309° to 1700, thence. . . .

. . . . expect radar vectors to filed/assigned route and/or depicted fix. All aircraft cleared as filed, climb and maintain 3000 feet. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 10, Vehicle 91′ from DER, 492′ right of centerline, 15′ AGL/1254′ MSL.
Tree 3783′ from DER, 713′ left of centerline, 69′ AGL/1352′ MSL.
Rwy 13, Vehicle 73′ from DER, 412′ right of centerline, 15′ AGL/1254′ MSL.
Trees beginning 385′ from DER, 120′ right of centerline, up to 40′ AGL/1268′ MSL.
Rwy 31, Pole 265′ from DER, 298′ right of centerline, 49′ AGL/1263′ MSL.

NE-4. 14 JAN 2010 to 11 FEB 2010

LOC I-AGC	APP CRS	Rwy Idg	6501
109.1	281°	TDZE	1251
		Apt Elev	1252

ILS or LOC RWY 28

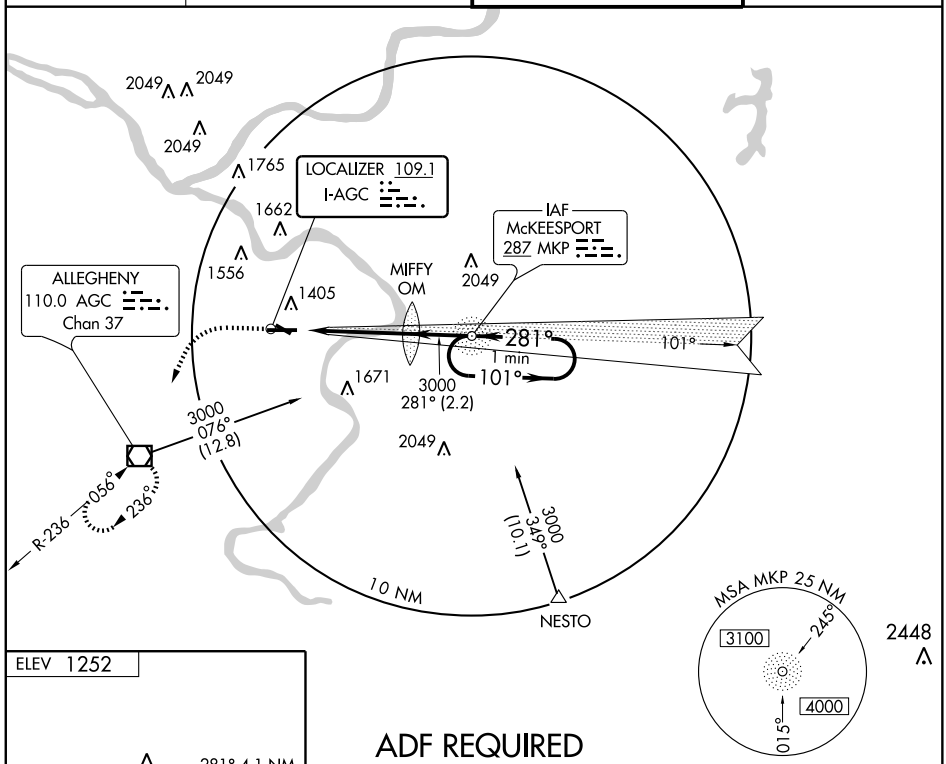
PITTSBURGH / ALLEGHENY COUNTY (AGC)

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

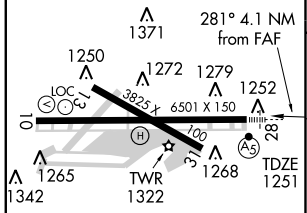
MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7



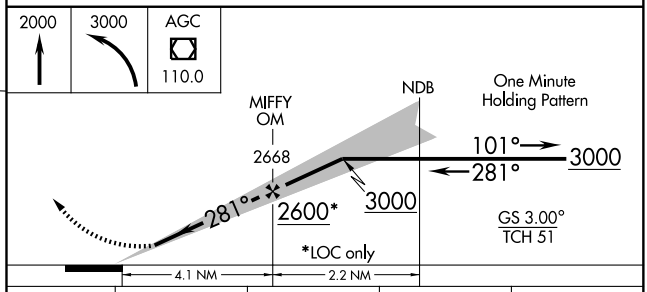
ELEV 1252



REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 28	**1451/24 200 (200-½)			
S-LOC 28	1660/24 409 (500-½)		1660/40 409 (500-¾)	
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

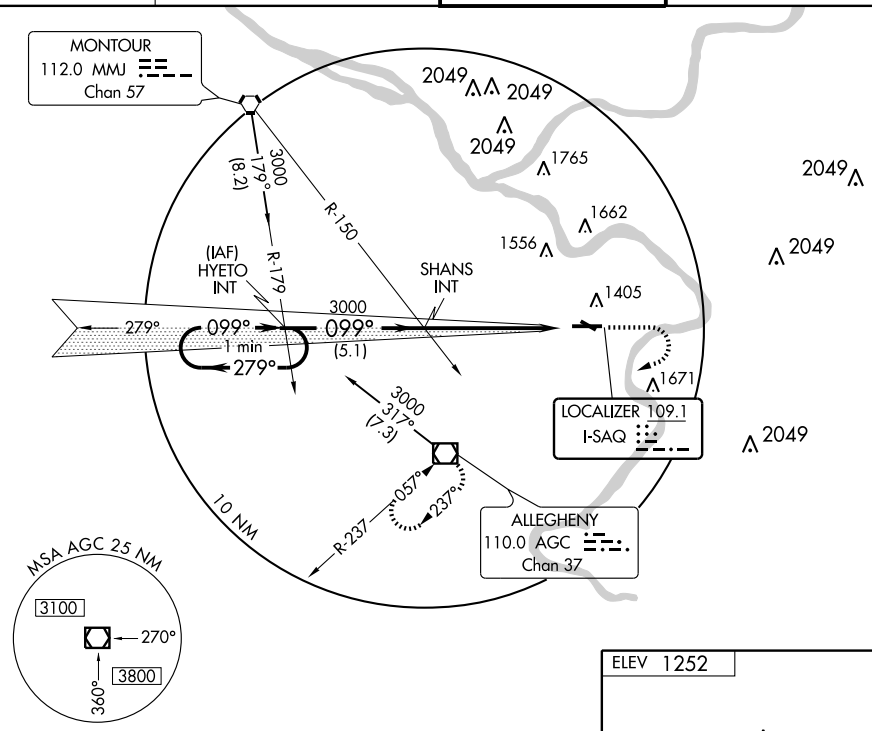
LOC I-SAQ	APP CRS	Rwy Idg	6501
109.1	099°	TDZE	1251
		Apt Elev	1252

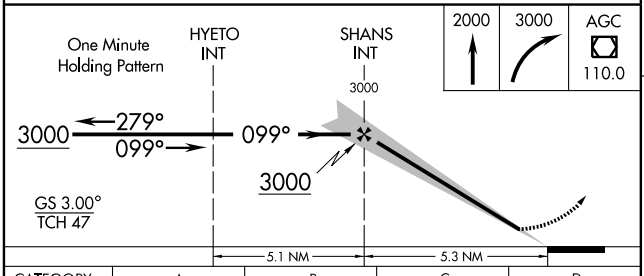
ILS RWY 10

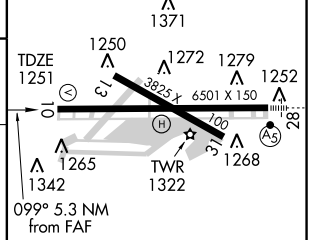
PITTSBURGH / ALLEGHENY COUNTY (AGC)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7







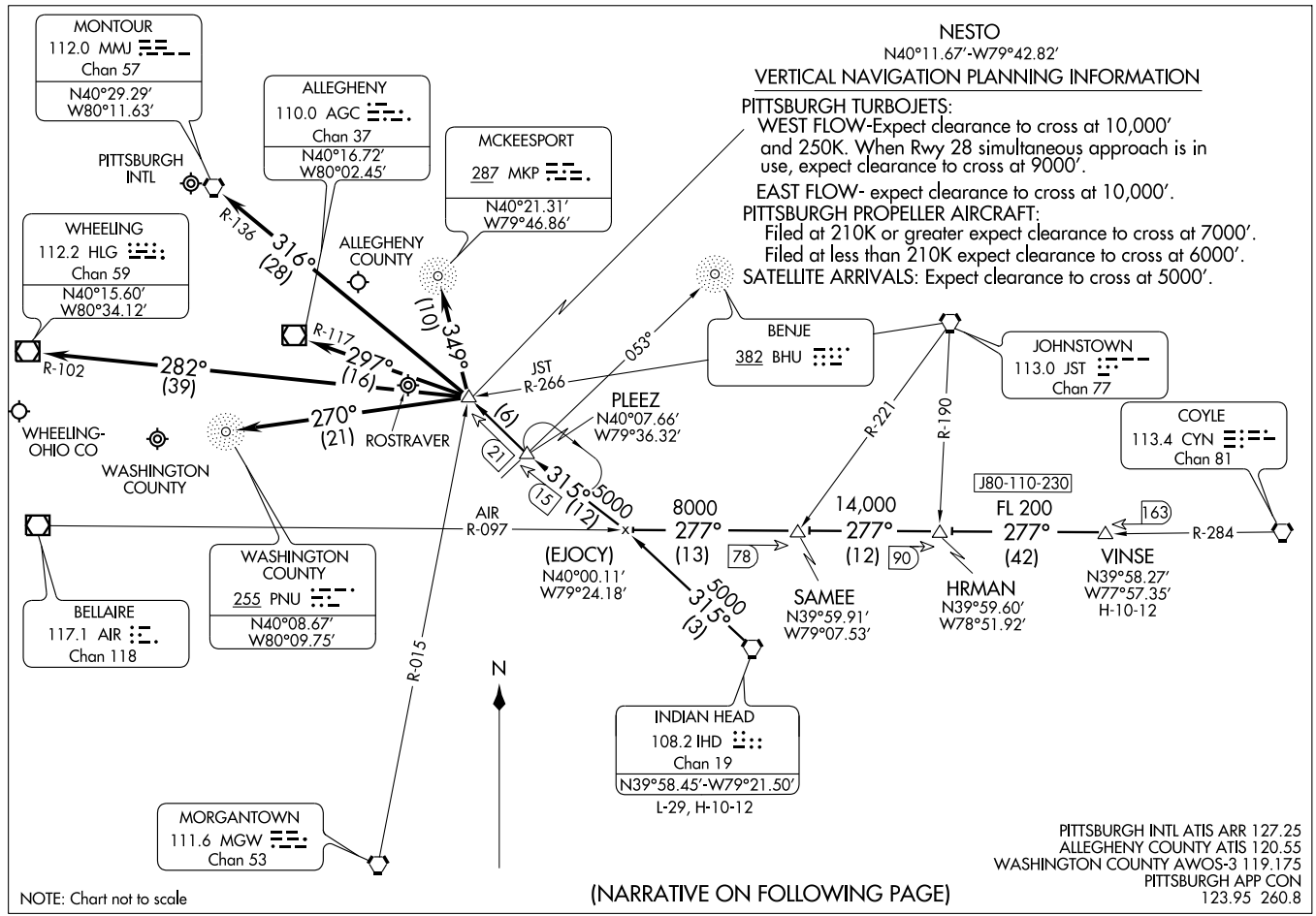
CATEGORY	A	B	C	D
S-ILS 10	1451-¾ 200 (200-¾)			
S-LOC 10	1740-1 489 (500-1)		1740-1¼ 489 (500-1¼)	1740-1½ 489 (500-1½)
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 14 JAN 2010 to 11 FEB 2010

NESTO TWO ARRIVAL



ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6501
CH 97325	099°	TDZE	1251
W10A		Apt Elev	1252

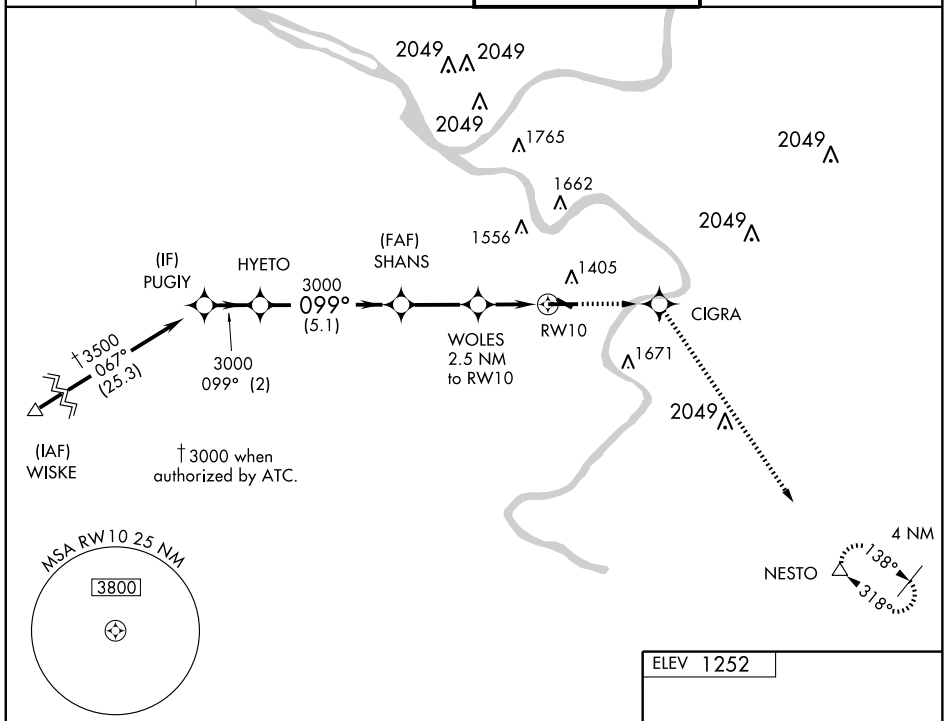
RNAV (GPS) RWY 10

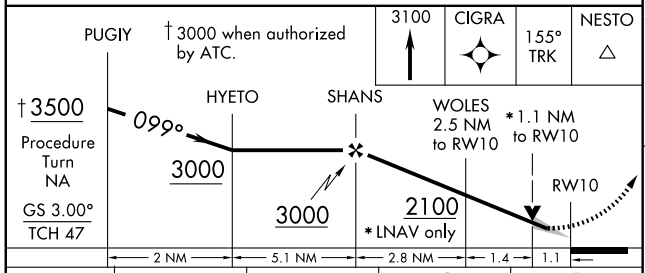
PITTSBURGH / ALLEGHENY COUNTY (AGC)

Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.

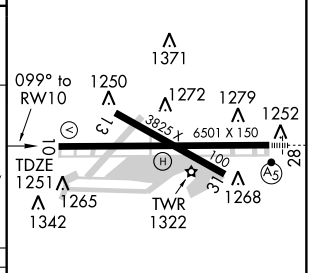
MISSED APPROACH: Climb to 3100 direct CIGRA and via 155° track to NESTO and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7





CATEGORY	A	B	C	D
LPV DA	1501-¾ 250 (300-¾)			
LNAV/ VNAV DA	1642-1¼ 391 (400-1¼)			
LNAV MDA	1660-1 409 (500-1)		1660-1¼ 409 (500-1¼)	
CIRCLING	1740-1¼ 488 (500-1¼)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)



REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6501
CH 65625	279°	TDZE	1251
W28A		Apt Elev	1252

RNAV (GPS) RWY 28

PITTSBURGH / ALLEGHENY COUNTY (AGC)

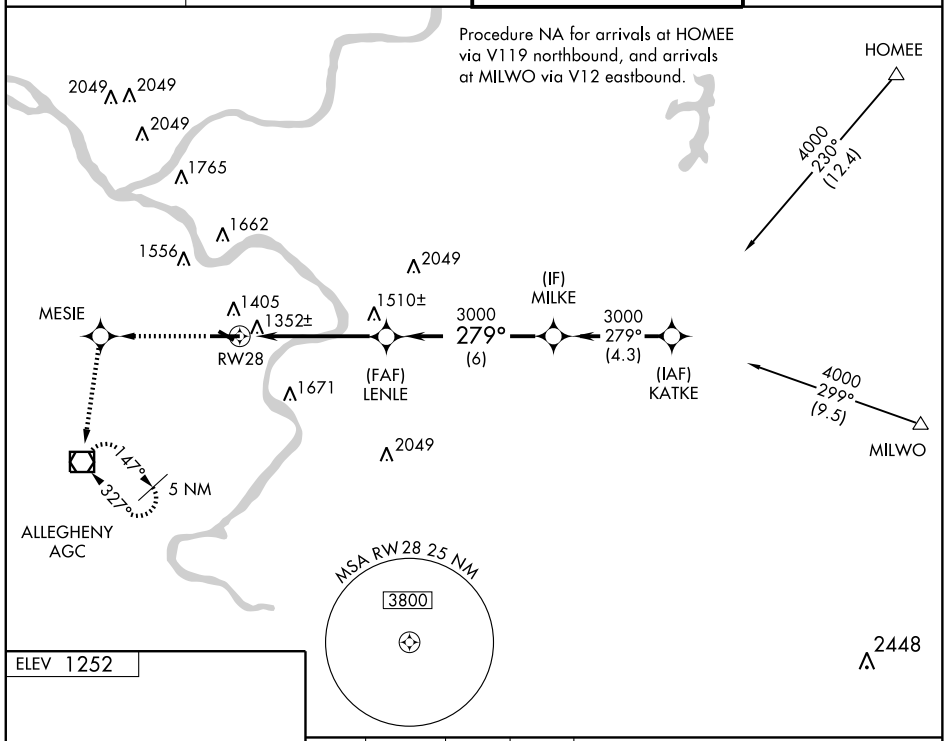
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

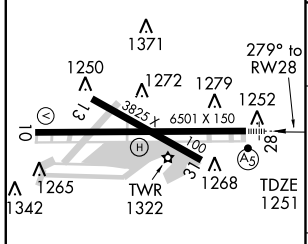
MALSR

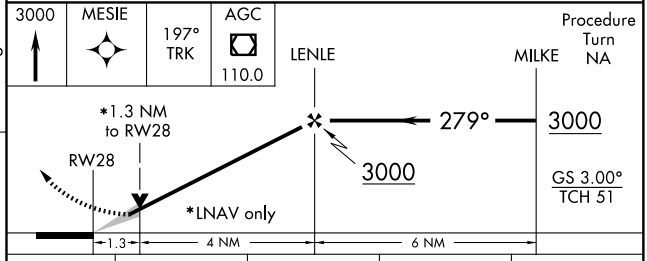
MISSED APPROACH: Climb to 3000 direct MESIE and via 197° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7

Procedure NA for arrivals at HOMEE via V119 northbound, and arrivals at MILWO via V12 eastbound.







CATEGORY	A	B	C	D
LPV DA	1563/24 312 (400-½)			
LNAV/VNAV DA	1625/40 374 (400-¾)			
LNAV MDA	1700/24 449 (500-½)		1700/40 449 (500-¾)	1700/50 449 (500-1)
CIRCLING	1740-1¼ 488 (500-1¼)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, and 31
HIRL Rwys 10-28 and 13-31

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME AGC	APP CRS	Rwy Idg	N/A
110.0	056°	TDZE	N/A
Chan 37		Apt Elev	1252

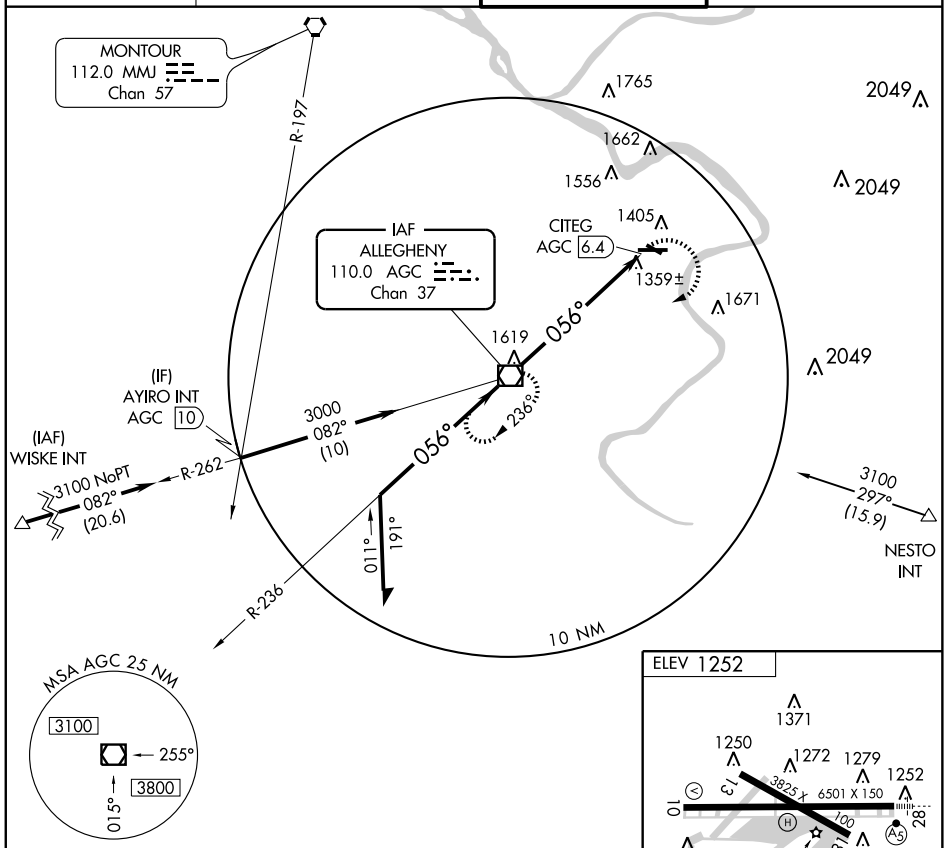
VOR-A

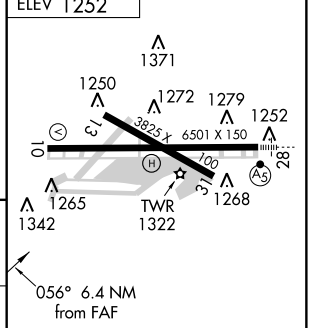
PITTSBURGH / ALLEGHENY COUNTY (AGC)

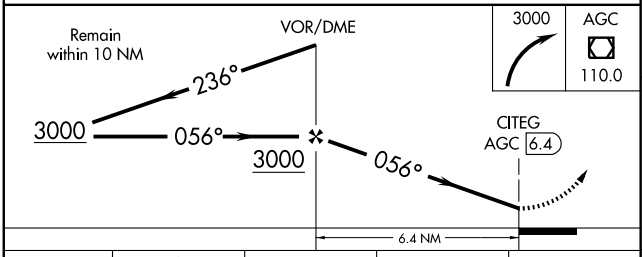
If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7





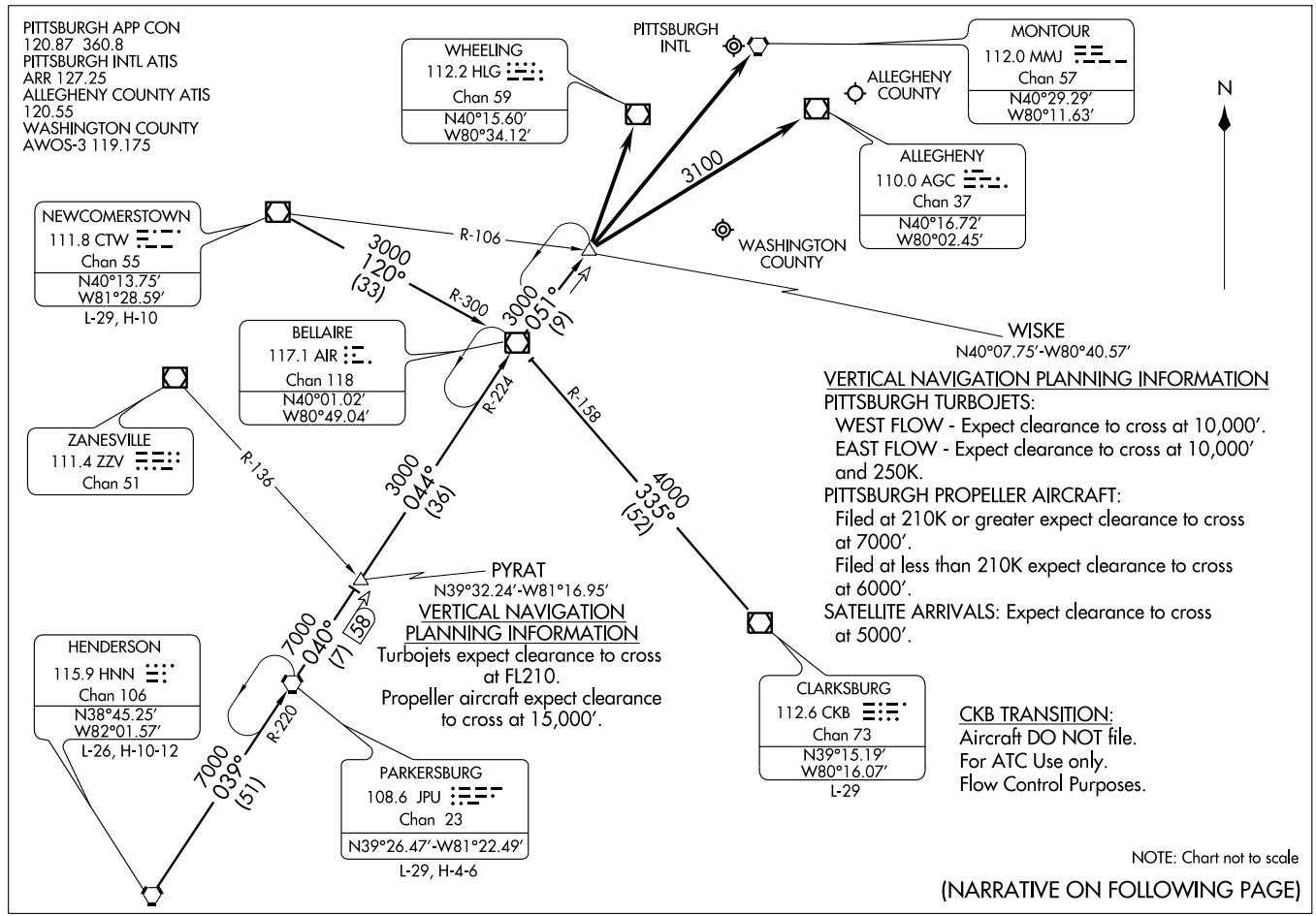


REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

CATEGORY	A	B	C	D
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	NA

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4, 14 JAN 2010 to 11 FEB 2010


PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175
WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′
PITTSBURGH INTL
MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′
ALLEGHENY COUNTY
ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′
3100
N
NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10
R-106
3000
120°
(33)
R-300
3000
051°
(9)
WASHINGTON COUNTY
WISKE
N40°07.75′-W80°40.57′
BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′
ZANESVILLE
111.4 ZZV
Chan 51
R-136
R-224
R-158
3000
044°
(36)
4000
335°
(52)
PYRAT
N39°32.24′-W81°16.95′
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.
7000
040°
(7)
58
HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12
R-220
7000
039°
(51)
PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6
CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29
VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.
CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

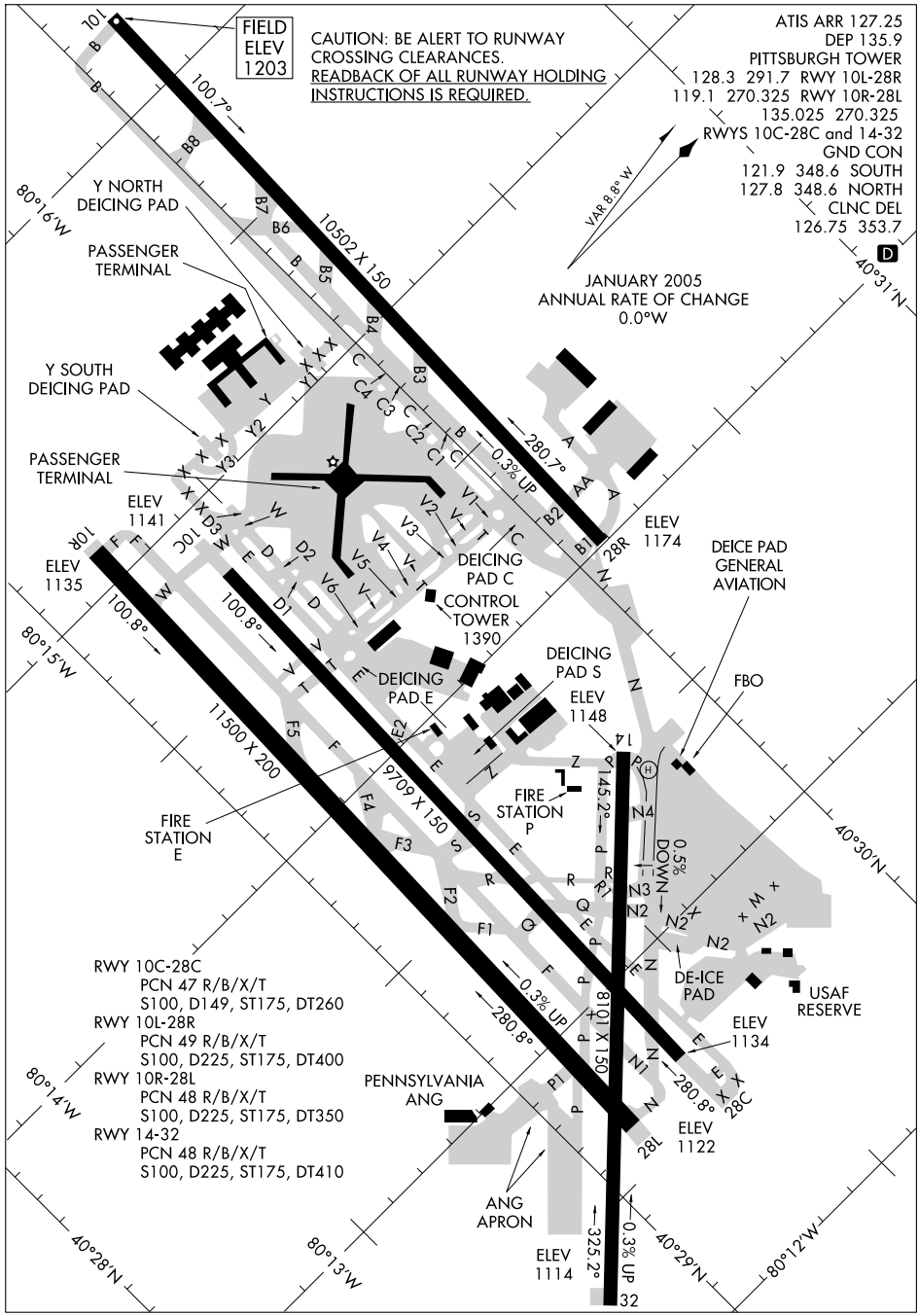
CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

AIRPORT DIAGRAM

AL-570 (FAA)

PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA



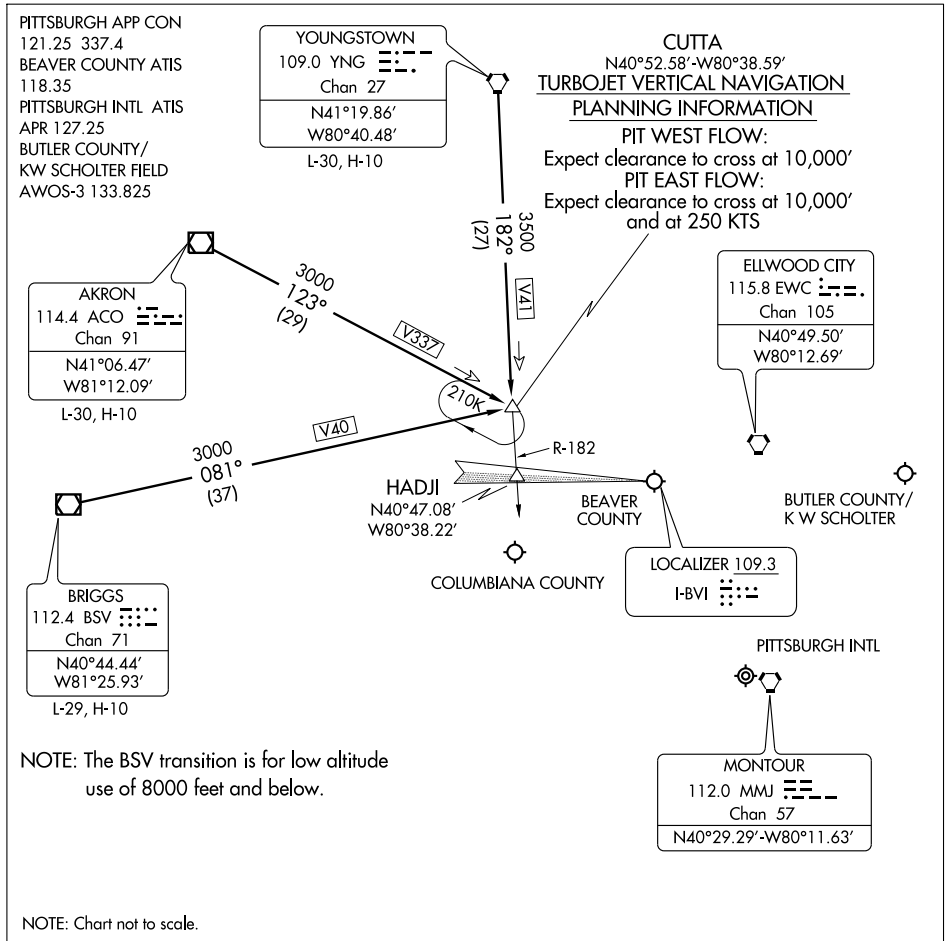
NE-4, 14 JAN 2010 to 11 FEB 2010

(CUTTA.CUTTA2) 09239

CUTTA TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

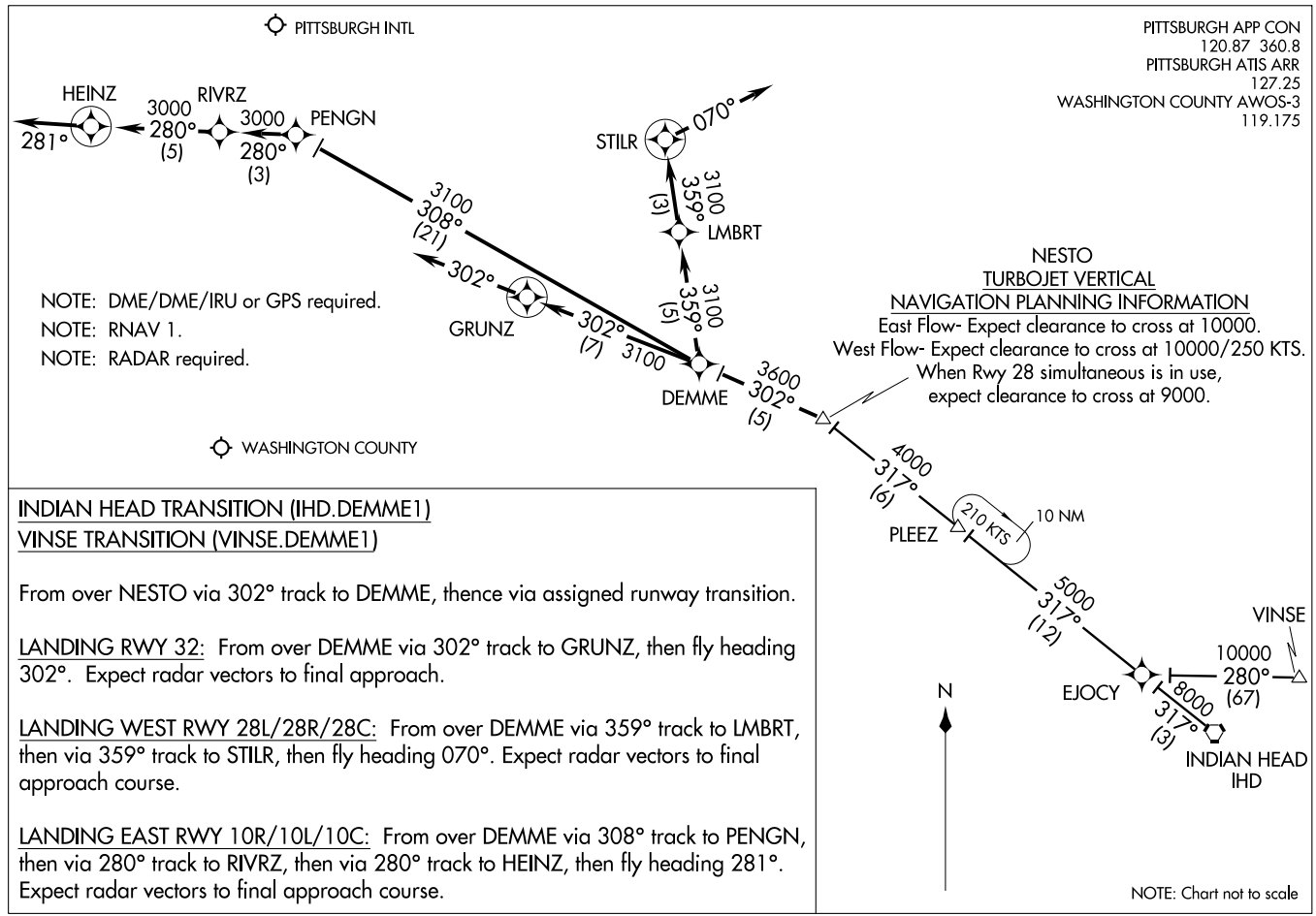
. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC



INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

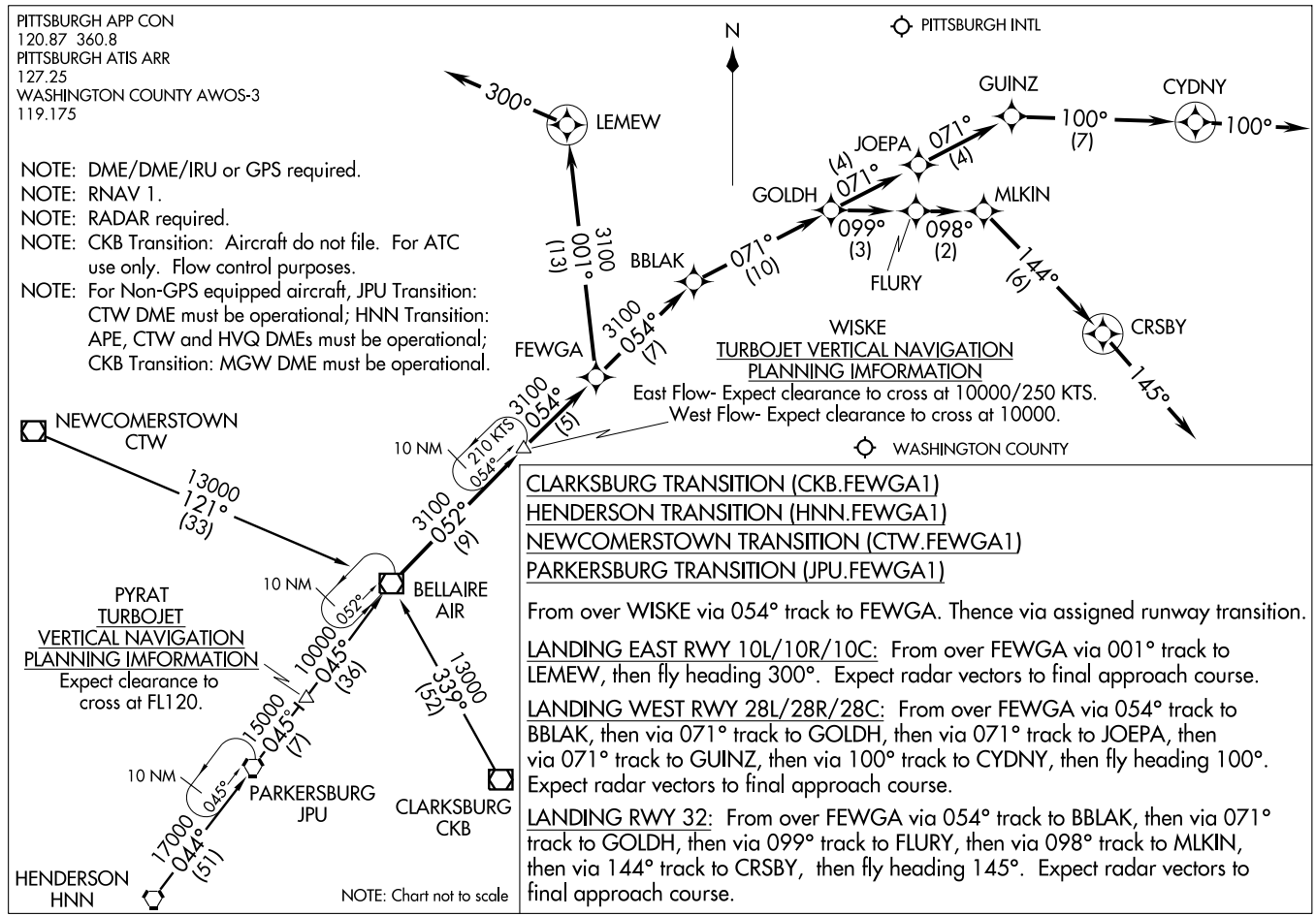
LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

FEWGA ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.



CLARKSBURG TRANSITION (CKB.FEWGA1)
HENDERSON TRANSITION (HNN.FEWGA1)
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1)
PARKERSBURG TRANSITION (JPU.FEWGA1)

From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

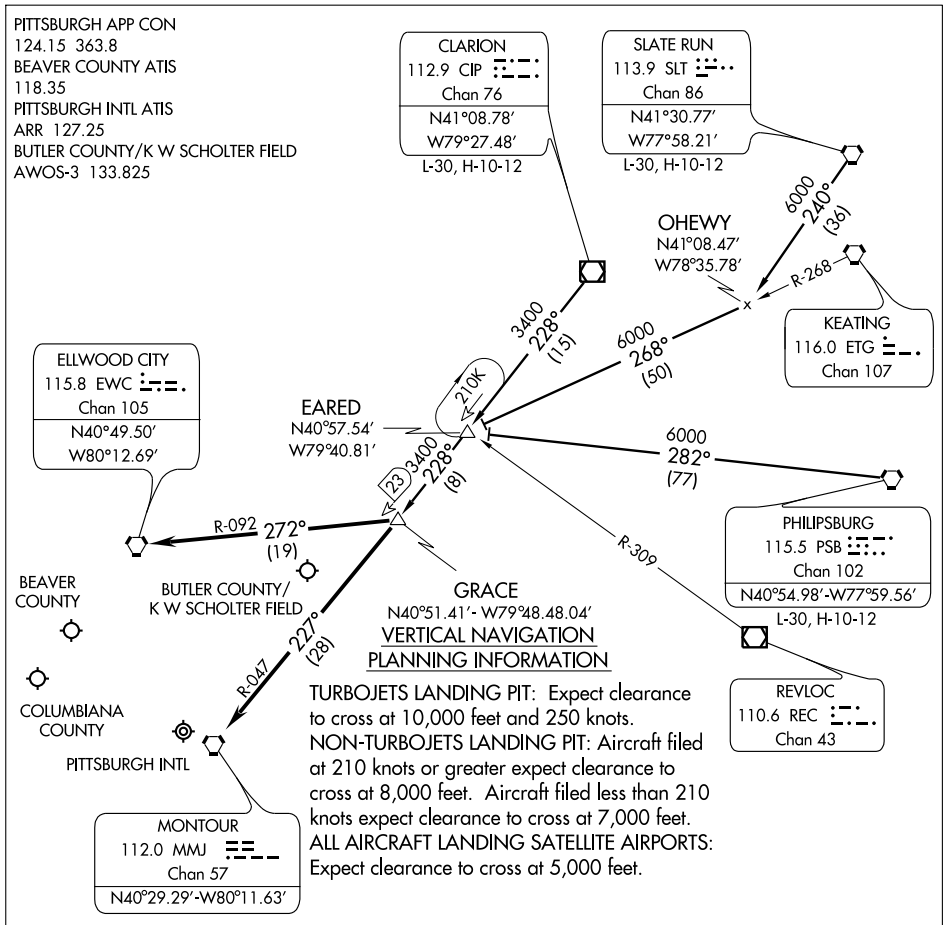
LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



TURBOJETS LANDING PIT: Expect clearance to cross at 10,000 feet and 250 knots.
NON-TURBOJETS LANDING PIT: Aircraft filed at 210 knots or greater expect clearance to cross at 8,000 feet. Aircraft filed less than 210 knots expect clearance to cross at 7,000 feet.
ALL AIRCRAFT LANDING SATELLITE AIRPORTS: Expect clearance to cross at 5,000 feet.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

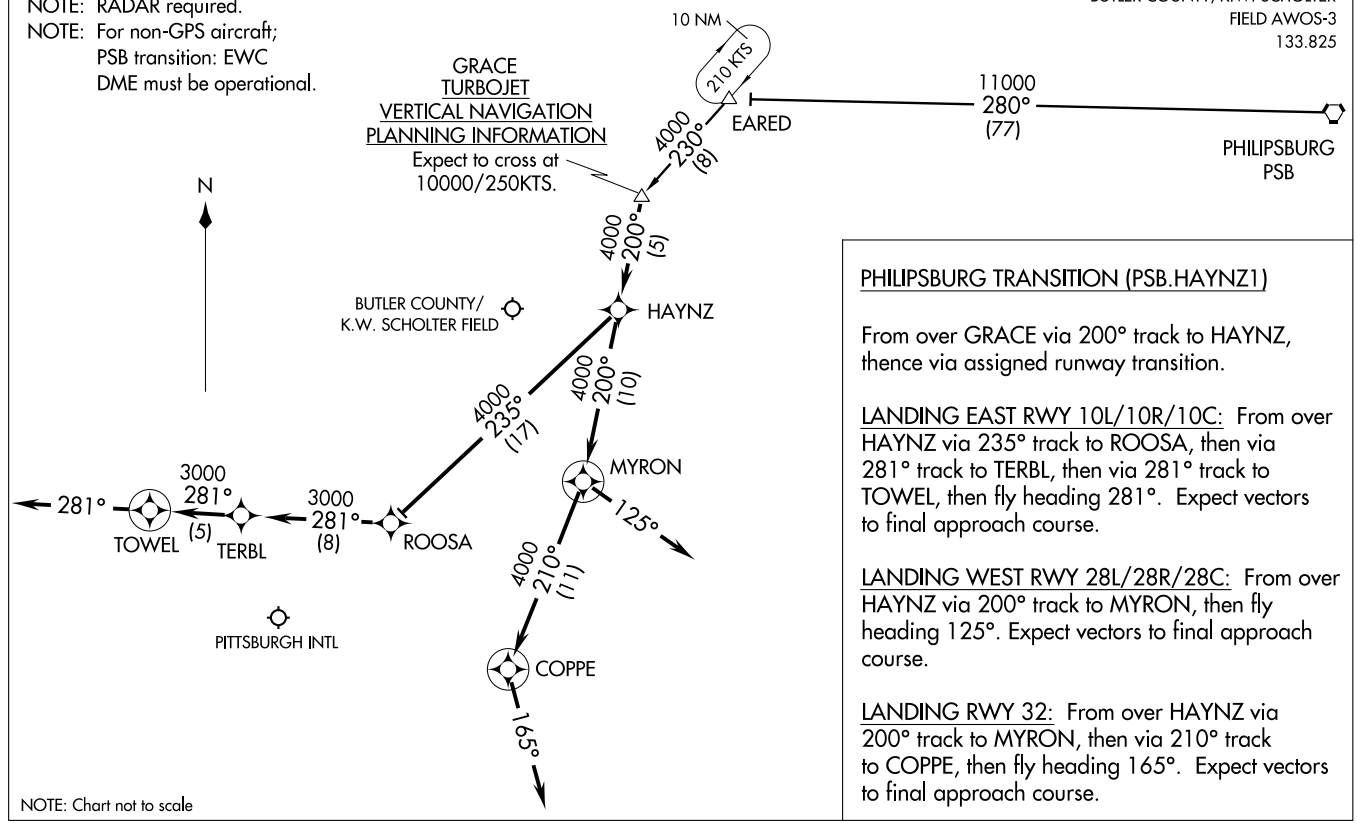
....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K W Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 14 JAN 2010 to 11 FEB 2010

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: For non-GPS aircraft; PSB transition: EWC DME must be operational.

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER FIELD AWOS-3
133.825



NOTE: Chart not to scale

PHILIPSBURG TRANSITION (PSB.HAYNZ1)

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

ILS or LOC RWY 10R

PITTSBURGH INTL (PIT)

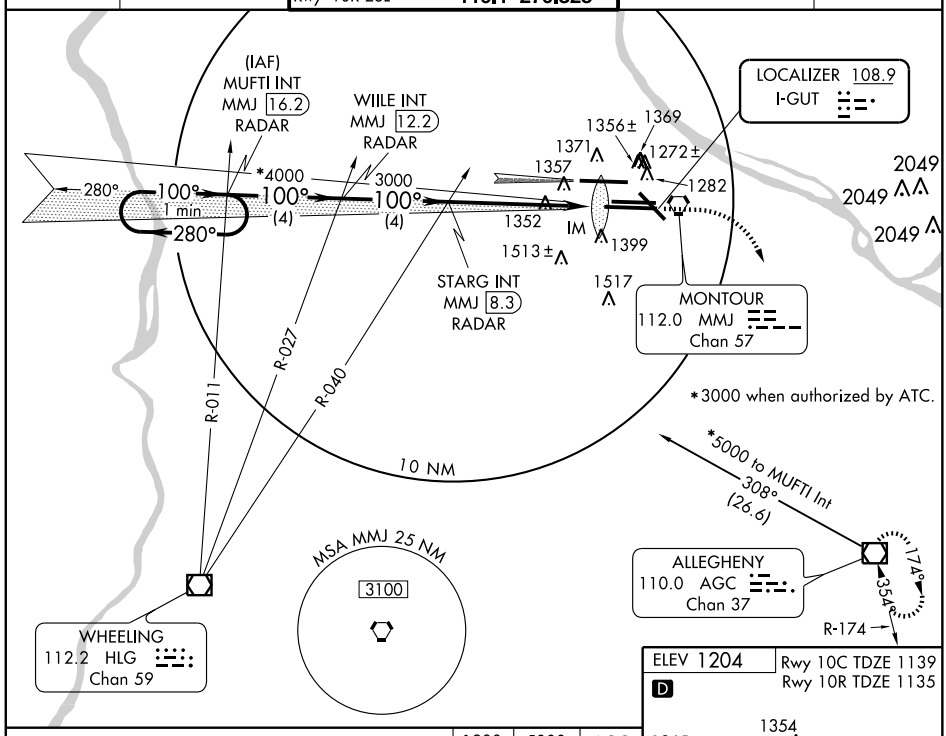
LOC I-GUT	APP CRS		10R	10C
108.9	100°	Rwy Idg	11500	9709
		TDZE	1135	1139
		Apt Elev	1204	1204

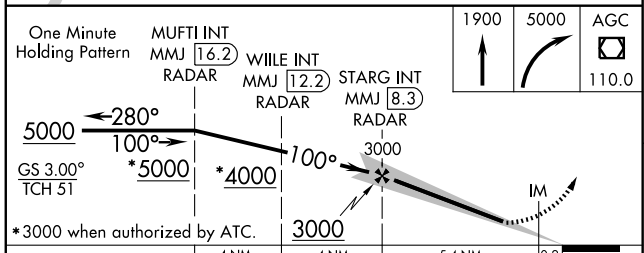
Simultaneous approach authorized with Rwy 10L.

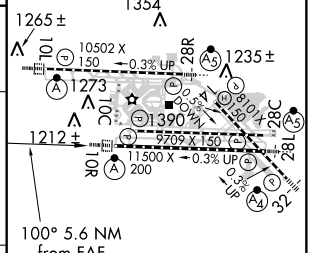
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
S-ILS 10R	1335/18 200 (200-½)			
S-LOC 10R	1620/24 485 (500-½)		1620/40 485 (500-¾)	1620/50 485 (500-1)
CIRCLING	1700-1 496 (500-1)		1700-1½ 496 (500-1½)	1760-2 556 (600-2)
SIDESTEP 10C	1620/50 481 (500-1)		1620-1½ 481 (500-1½)	1620-2 481 (500-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 14 JAN 2010 to 11 FEB 2010

PITTSBURGH, PENNSYLVANIA AL-570 (FAA)

ILS or LOC RWY 28L

PITTSBURGH INTL (PIT)

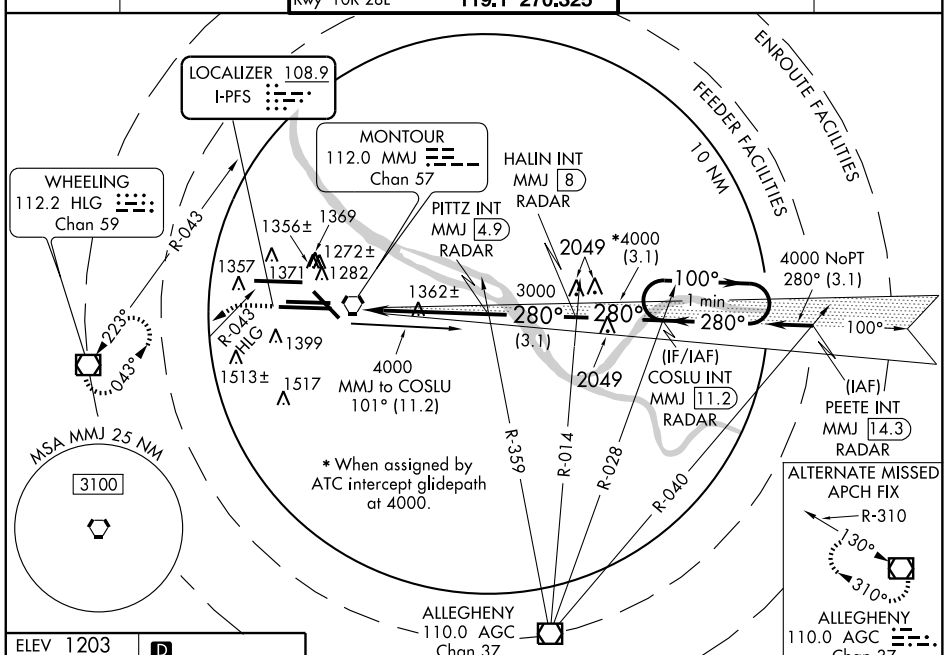
LOC I-PFS	APP CRS		28L	28C
108.9	280°	Rwy ldg	11500	9709
		TDZE	1125	1134
		Apt Elev	1203	1203

Simultaneous approach authorized with Rwy 28R. For inoperative MALSR, increase S-ILS 28L Cat E visibility to RVR 4000 and increase S-LOC 28L Cat E visibility to 1¾.

MALSR

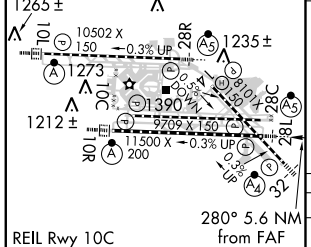
MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



ELEV 1203 D

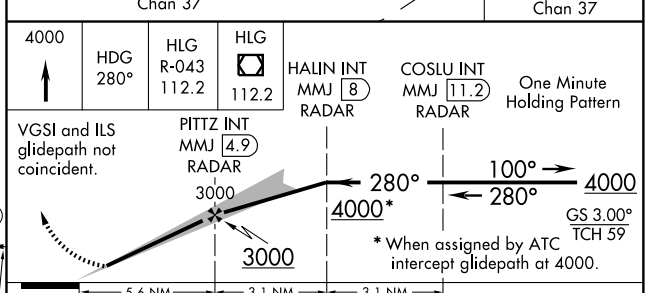
Rwy 28L TDZE 1125
Rwy 28C TDZE 1134



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 28L	1325/18 200 (200-½)				1325/24 200 (200-½)
S-LOC 28L	1620/24 495 (500-½)		1620/40 495 (500-¾)	1620/50 495 (500-1)	1620/60 495 (500-1¼)
SIDESTEP 28C	1620-1 486 (500-1)		1620-1½ 486 (500-1½)	1620-2 486 (500-2)	1620-2¼ 486 (500-2¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-HFE	APP CRS	Rwy Idg	10102
111.7	280°	TDZE	1174
		Apt Elev	1203

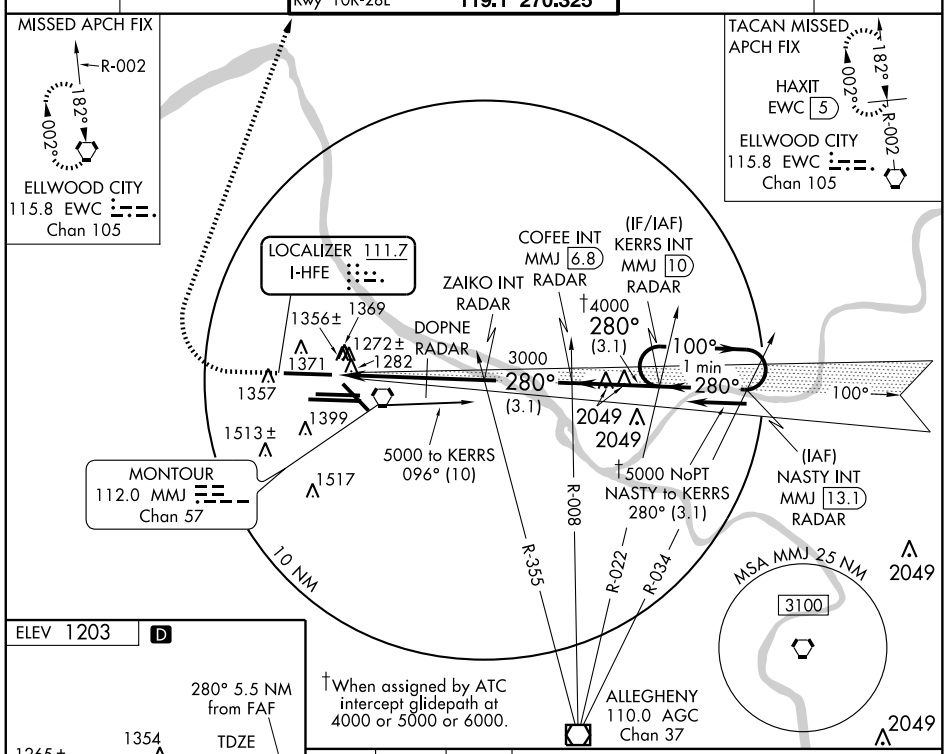
ILS or LOC RWY 28R
PITTSBURGH INTL (PIT)

For inoperative MALSR, increase S-ILS 28R Cat E visibility to RVR 4000 and S-LOC 28R Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 28L. Radar Required for LOC minimums.

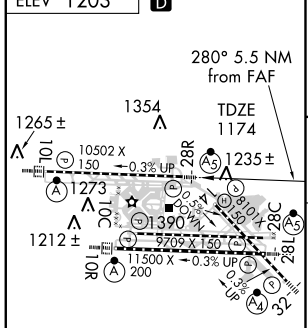
MALSR (A5)

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

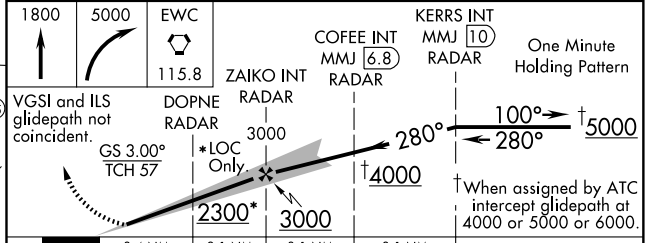
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D	E
S-ILS 28R	1374/18 200 (200-½)				1374/24 200 (200-½)
S-LOC 28R	1540/24 366 (400-½)			1540/40	366 (400-¾)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-TQW	APP CRS	Rwy ldg	8101
111.3	324°	TDZE	1123
		Apt Elev	1203

ILS or LOC RWY 32

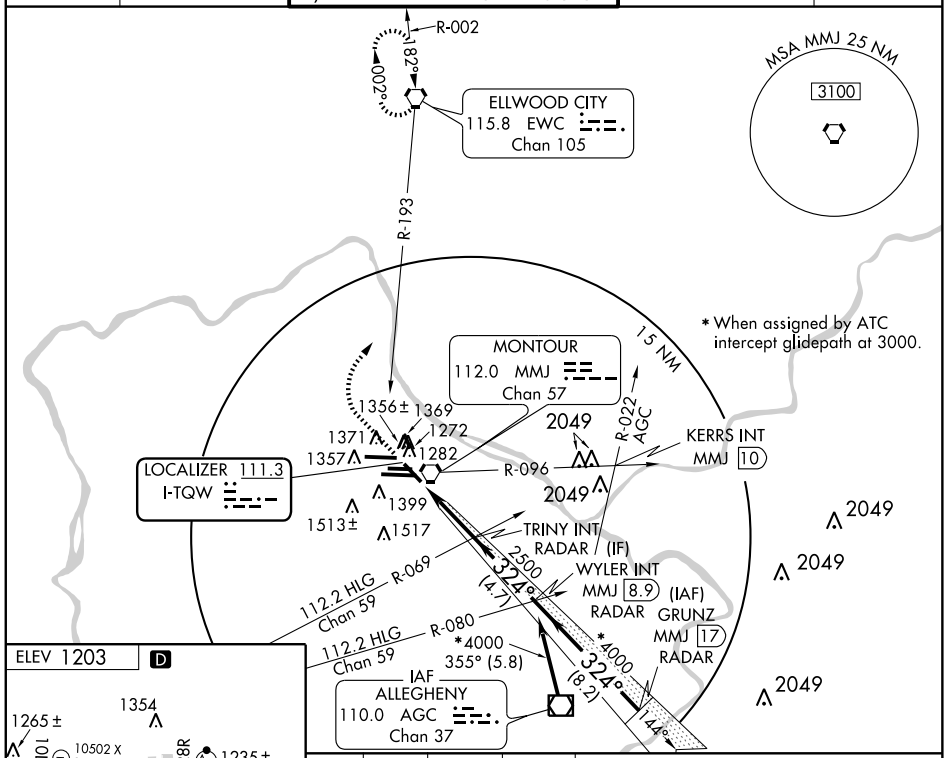
PITTSBURGH INTL (PIT)

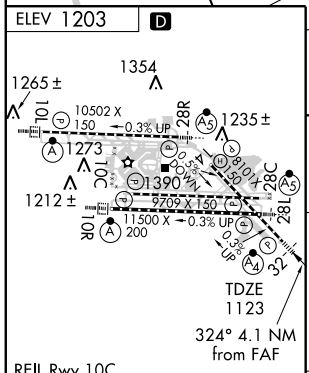
Inoperative table does not apply to S-LOC 32 Cat C.

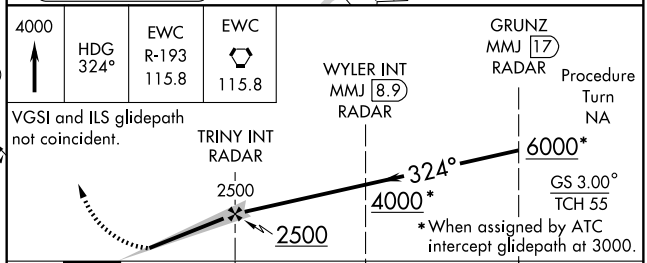
MALS

MISSED APPROACH: Climb to 4000 via heading 324° and EWC VORTAC R-193 to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C 10R-28L and 14-32

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 32	1323/40 200 (200-¾)			
S-LOC 32	1600/40 477 (500-¾)		1600/60 477 (500-1¼)	1600-1½ 477 (500-1½)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-LXB	APP CRS	Rwy ldg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

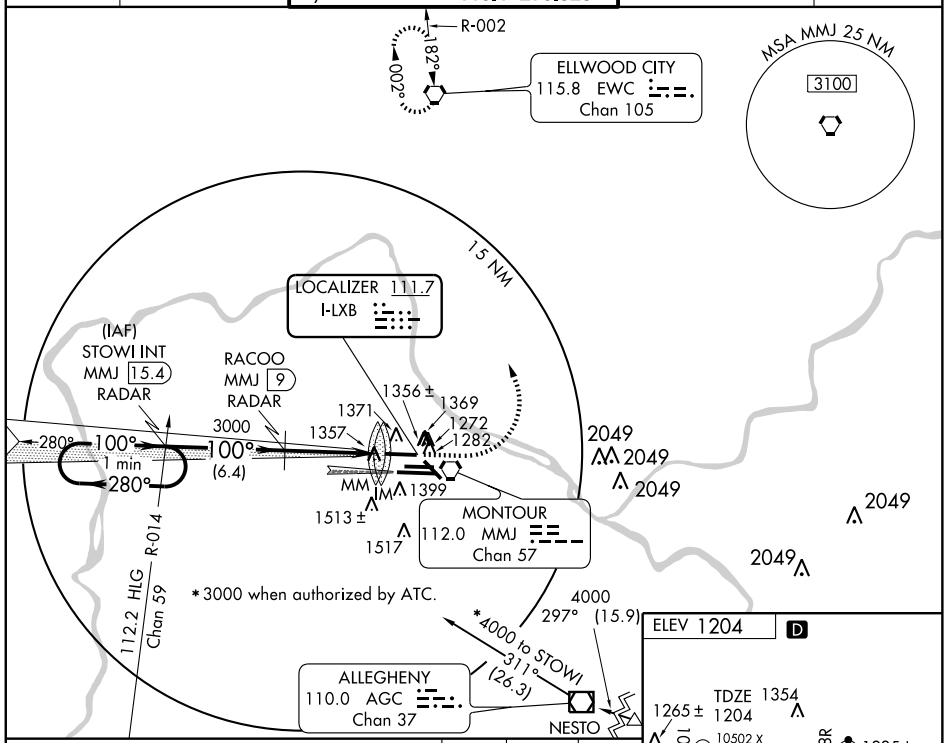
ILS RWY 10L
PITTSBURGH INTL (PIT)

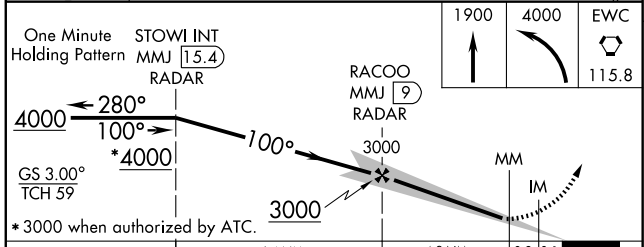
Simultaneous approach authorized with Rwy 10R.
For inoperative ALSF, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cat E visibility to RVR 6000.
DME or RADAR REQUIRED for LOC minimums.

ALSF-2

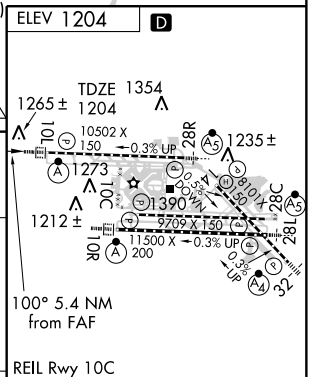
MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





1900	4000	EWC
		115.8



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

CATEGORY	A	B	C	D	E
S-ILS 10L	1404/18 200 (200-½)				1404/24 200 (200-½)
S-LOC 10L	1580/24 376 (400-½)			1580/40 376 (400-¾)	
CIRCLING	1700-1 496 (500-1)		1700-1½ 496 (500-1½)	1760-2 556 (600-2)	1860-2¼ 656 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-LXB	APP CRS	Rwy ldg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

ILS RWY 10L (CAT II)

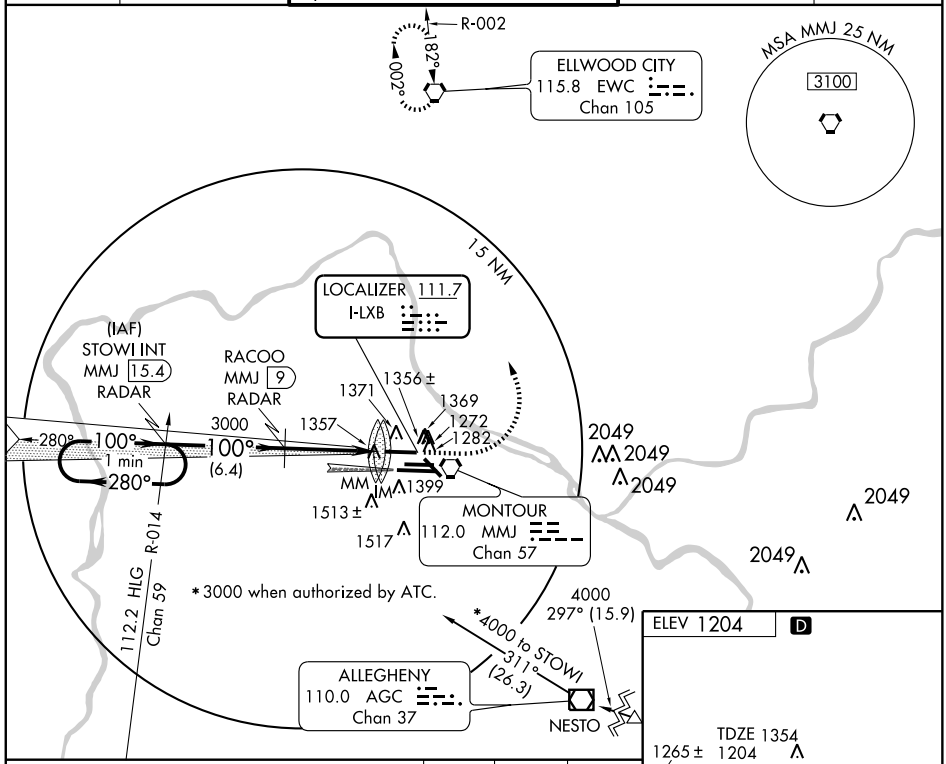
PITTSBURGH INTL (PIT)

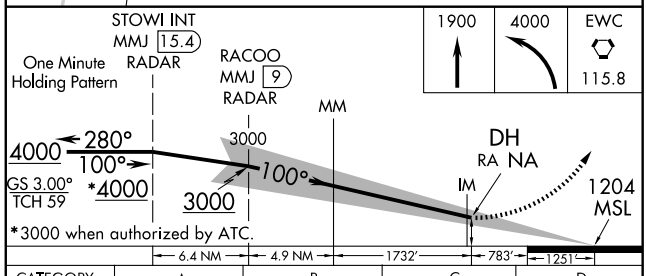
Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

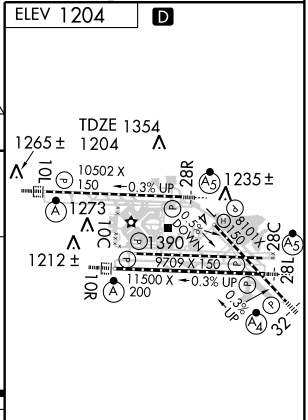
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10L	RA NA/12 100 DA 1304			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-LXB	APP CRS	Rwy ldg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

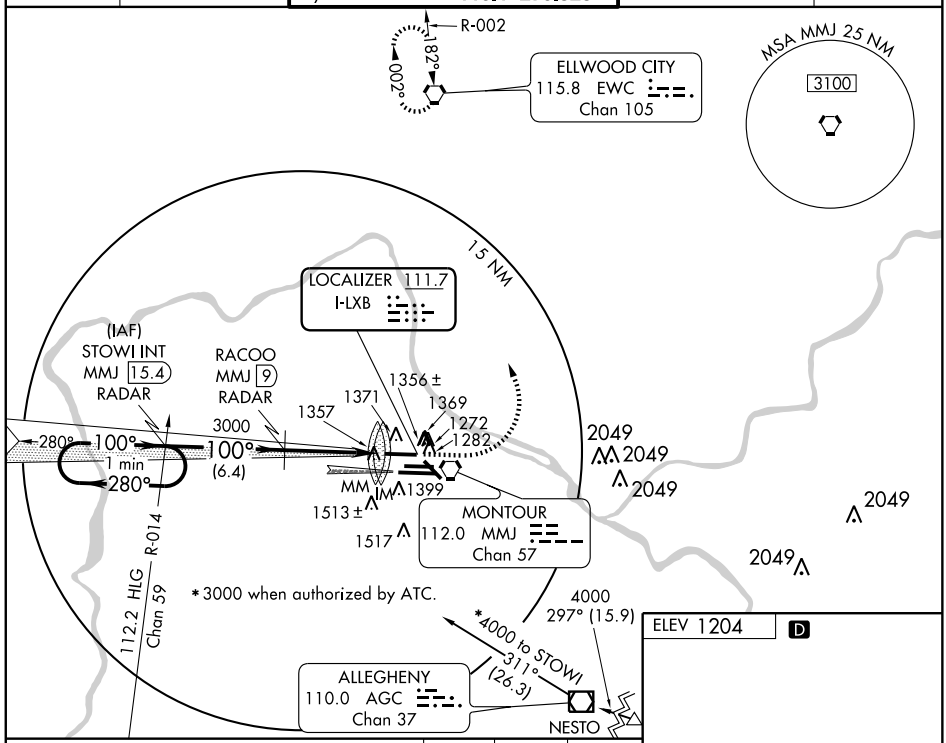
ILS RWY 10L (CAT III)
PITTSBURGH INTL (PIT)

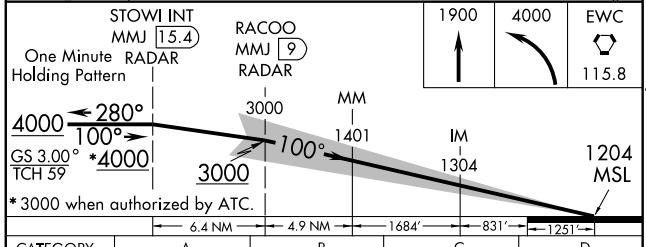
Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

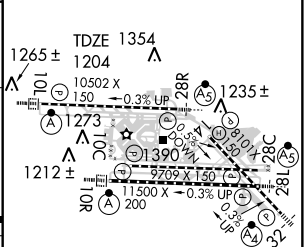
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10L	Cat IIIa RVR 07			
S-ILS 10L	Cat IIIb RVR 06			
S-ILS 10L	Cat IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-GUT	APP CRS	Rwy ldg	11500
108.9	100°	TDZE	1135
		Apt Elev	1204

ILS RWY 10R (CAT II)

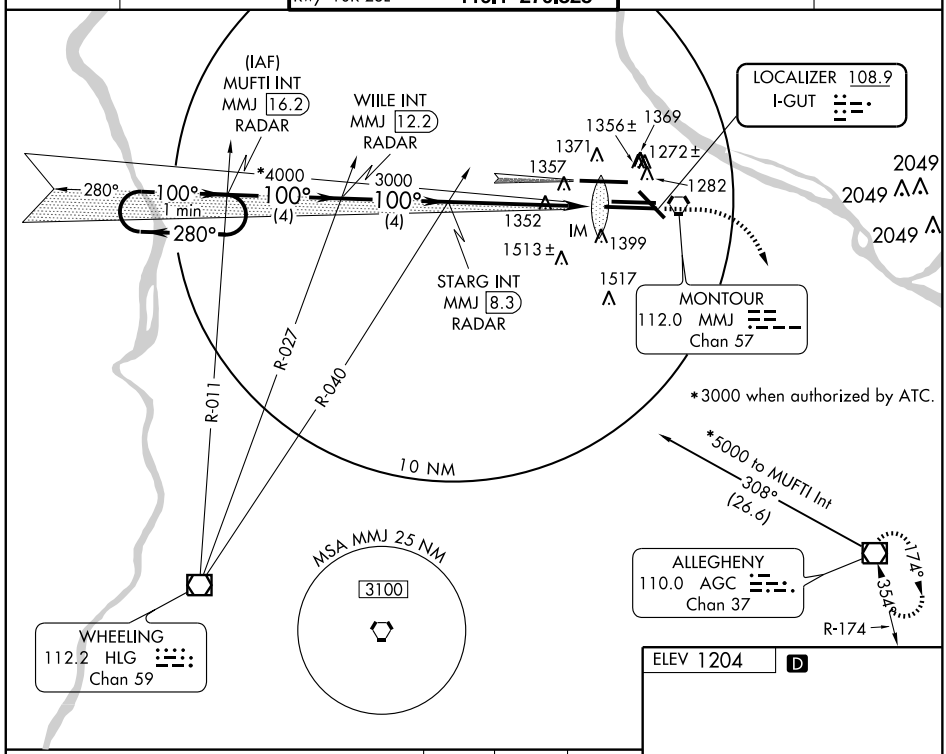
PITTSBURGH INTL (PIT)

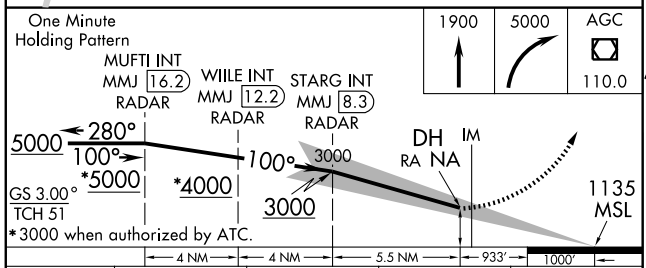
Simultaneous approach authorized with Rwy 10L.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.

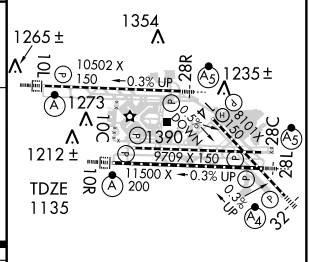
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10R	RA NA/12 100 DA 1235			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-GUT	APP CRS	Rwy ldg	11500
108.9	100°	TDZE	1135
		Apt Elev	1204

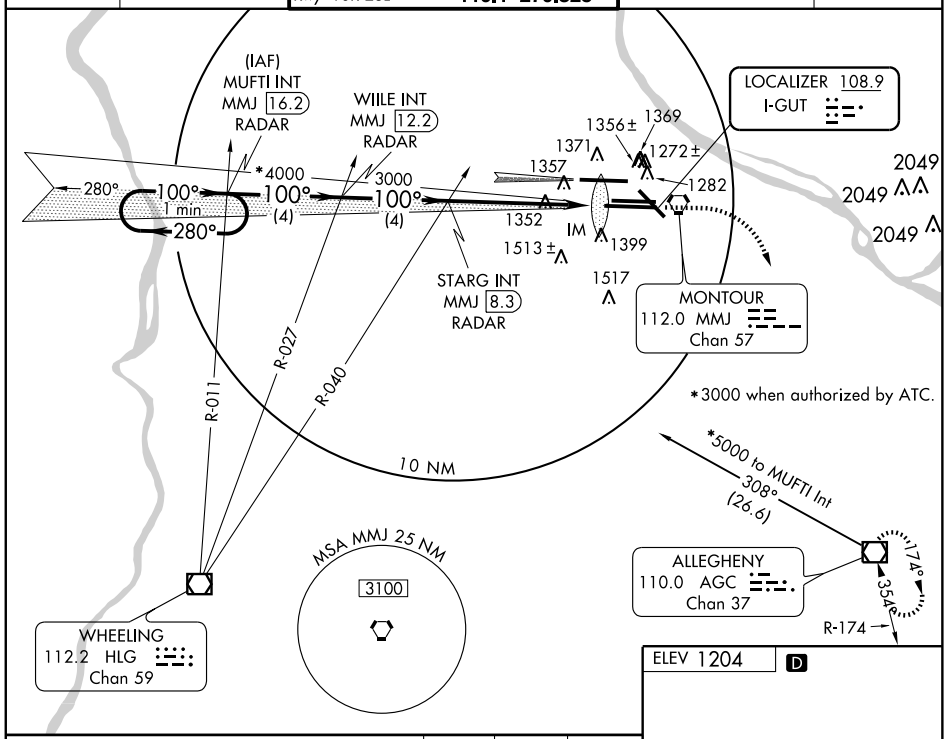
ILS RWY 10R (CAT III)
PITTSBURGH INTL (PIT)

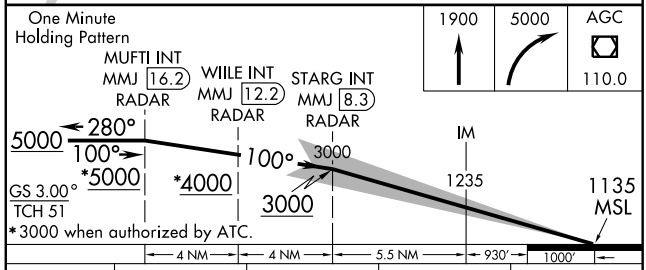
Simultaneous approach authorized with Rwy 10L.

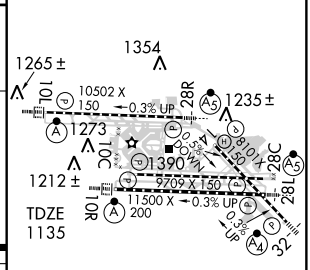
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
S-ILS 10R		Cat IIIa	RVR 07	
S-ILS 10R		Cat IIIb	RVR 06	
S-ILS 10R		Cat IIIc	NA	

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4. 14 JAN 2010 to 11 FEB 2010

LOC I-PFS	APP CRS	Rwy ldg	11500
108.9	280°	TDZE	1125
		Apt Elev	1203

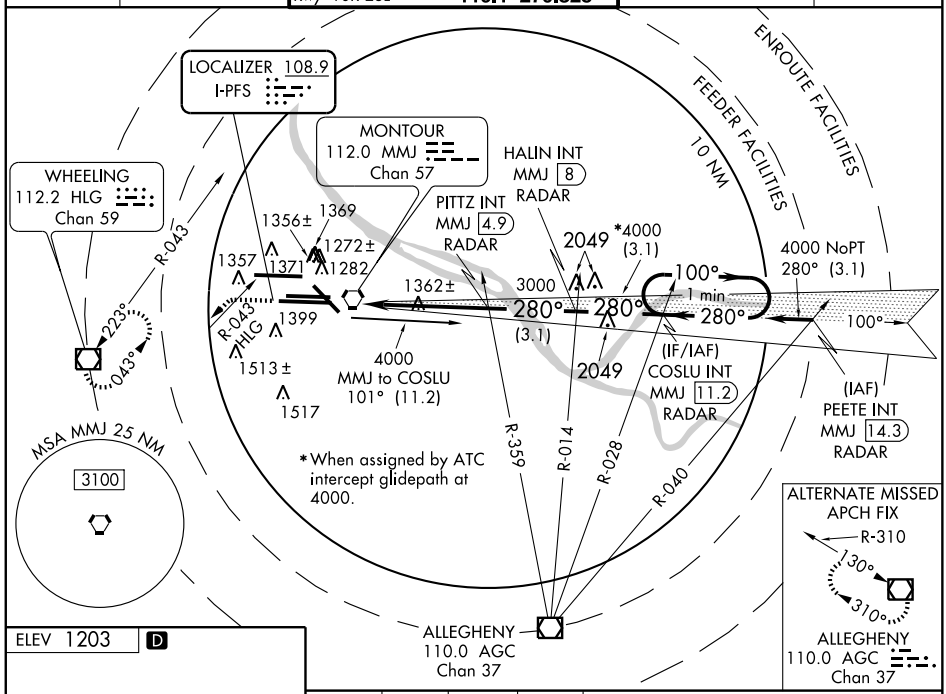
ILS RWY 28L (CAT II)
PITTSBURGH INTL (PIT)

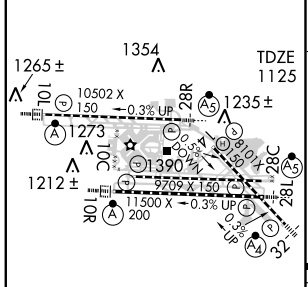
Simultaneous approach authorized with Rwy 28R.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

MALSR

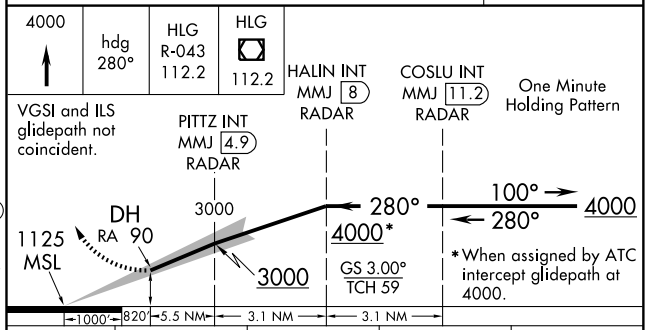
MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
S-ILS 28L	RA 90/12 100 DA 1225			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-HFE	APP CRS	Rwy Idg	10102
111.7	280°	TDZE	1174
		Apt Elev	1203

ILS RWY 28R (CAT II)

PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 28L.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX
R-002
182°
002°
ELLWOOD CITY
115.8 EWC
Chan 105

TACAN MISSED APCH FIX
182°
002°
R-002
HAXIT
EWC 5
ELLWOOD CITY
115.8 EWC
Chan 105

LOCALIZER 111.7
I-HFE

COFEE INT
MMJ 6.8
RADAR

(IF/IAF)
KERRS INT
MMJ 10
RADAR

ZAIKO INT
RADAR

†4000
280°
(3.1)

100°
1 min
280°

3000
280°
(3.1)

2049
2049

100°

1356±
1369
1272±
1282
1371
1357
1399
1513±

5000 to KERRS
096° (10)

†5000 NoPT
NASTY to KERRS
280° (3.1)

(IAF)
NASTY INT
MMJ 13.1
RADAR

MONTOUR
112.0 MMJ
Chan 57

1517

R-008
R-355
R-022
R-034

10 NM

MSA MMJ 25 NM
3100
2049
2049

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

ALLEGHENY
110.0 AGC
Chan 37

ELEV 1203 D

1354
TDZE
1174
1265±
1235±
1273
1212±
1390
10L
10R
28R
28L
28C
32
10502 X 150
0.3% UP
11500 X 150
0.3% UP
9709 X 150
0.5% DOWN
8101 X 150
0.5% UP
200

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

1800	5000	EWC
		115.8

VGSI and ILS glidepath not coincident.

GS 3.00°
TCH 57

DH
RA 146
1174
MSL

ZAIKO INT
RADAR

COFEE INT
MMJ 6.8
RADAR

KERRS INT
MMJ 10
RADAR

One Minute Holding Pattern

3000
280°
100°
280°
†4000
†5000
3000

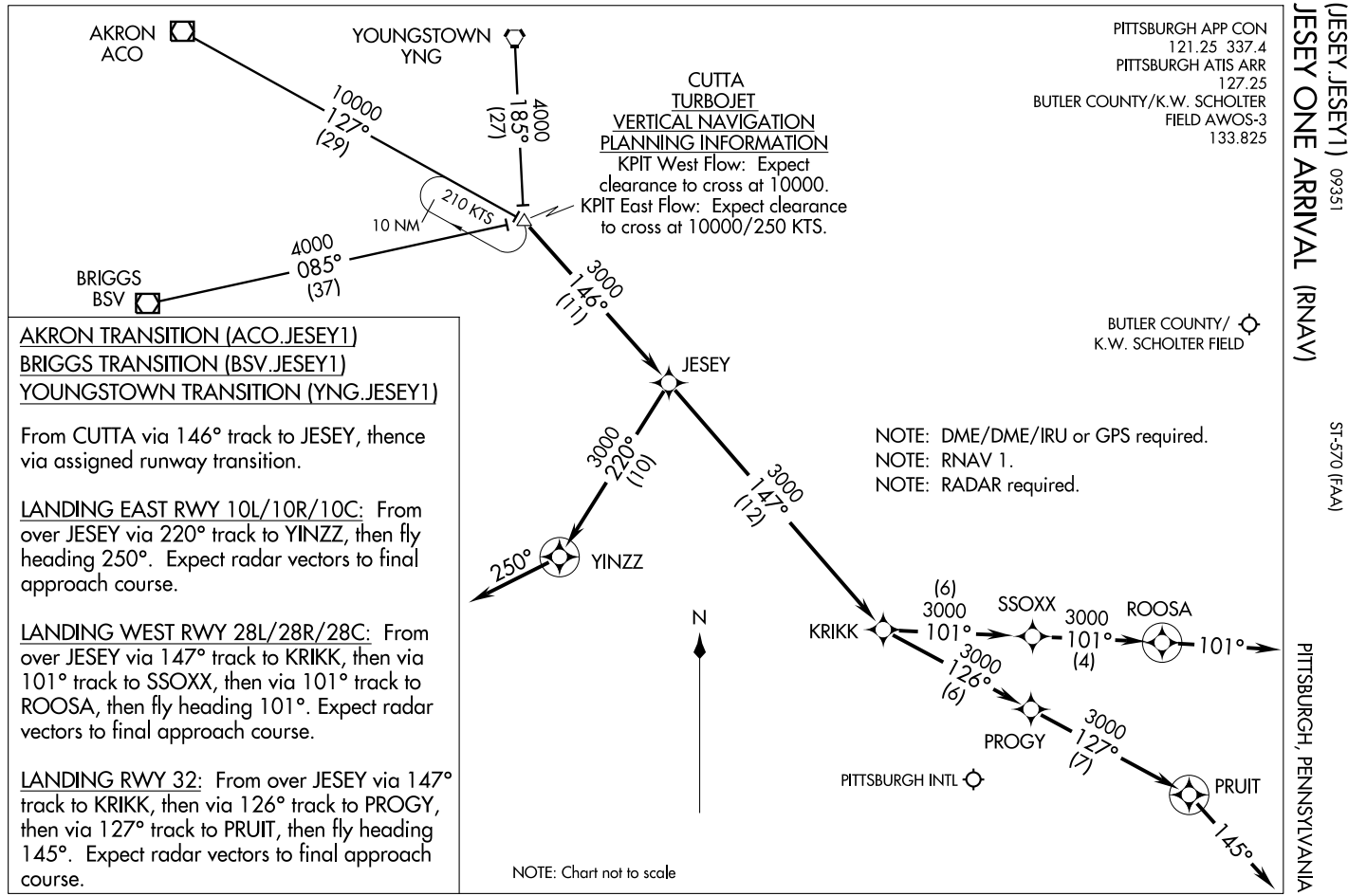
†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

1110' 782' 5.4 NM 3.1 NM 3.1 NM

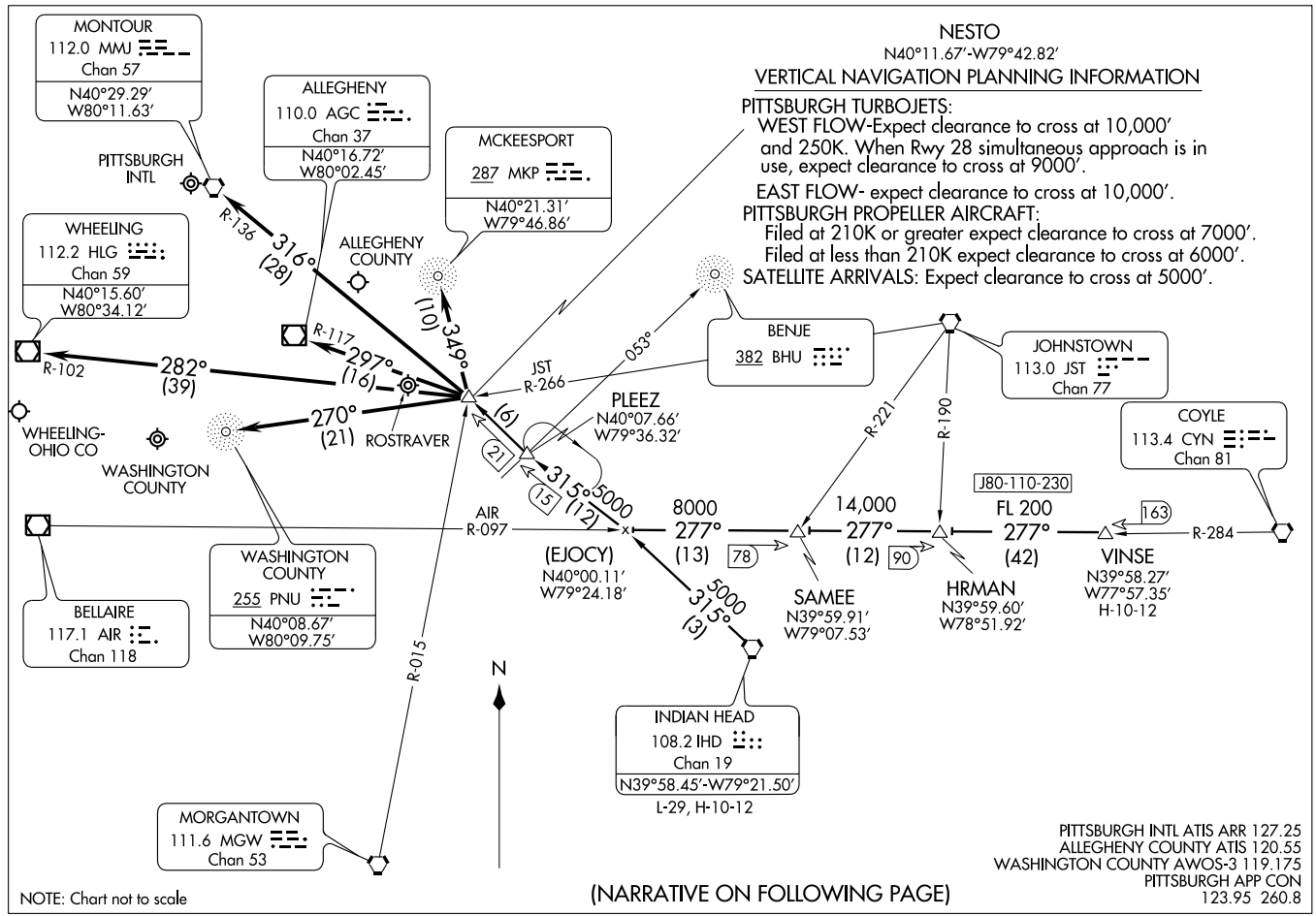
CATEGORY	A	B	C	D
S-ILS 28R	RA 146/12 100 DA 1274			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 14 JAN 2010 to 11 FEB 2010


AKRON
ACO
YOUNGSTOWN
YNG
10000
127°
(29)
4000
185°
(27)
CUTTA
TURBOJET
VERTICAL NAVIGATION
PLANNING INFORMATION
KPIT West Flow: Expect clearance to cross at 10000.
KPIT East Flow: Expect clearance to cross at 10000/250 KTS.
210 KTS
10 NM
4000
085°
(37)
BRIGGS
BSV
3000
146°
(11)
PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825
BUTLER COUNTY/
K.W. SCHOLTER FIELD
JESEY
AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)
From CUTTA via 146° track to JESEY, thence via assigned runway transition.
LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.
LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.
LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.
3000
220°
(10)
3000
147°
(12)
250°
YINZZ
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
N
KRIKK
(6)
3000
101°
SSOXX
3000
101°
(4)
ROOSA
101°
3000
126°
(6)
PROGY
3000
127°
(7)
PRUIT
145°
PITTSBURGH INTL
NOTE: Chart not to scale
JESEY ONE ARRIVAL (RNAV) (JESEY.JESEY1) 09351
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

NESTO TWO ARRIVAL



ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 14 JAN 2010 to 11 FEB 2010

ATIS DEP 135.9
PITTSBURGH CLNC DEL
126.75 353.7
PITTSBURGH GND CON
121.9 (SOUTH) 348.6
127.8 (NORTH) 348.6
U.S. AIRWAYS RAMP CON
131.37 (SOUTH) 130.77 (NORTH)
PITTSBURGH TOWER
Rwy 10L/28R 128.3 291.7
Rwy 10R/28L 119.1 270.325
Rwy 10C/28C and 14/32
135.02 270.325

DEPARTURE FREQUENCY: The departure frequency is NOT based on the departure runway or the first sector entered on takeoff. Use frequency depicted within sector (north or south) where first fix/navaid/radial for your route is located (see graphic).
NOTE: Due to varying internal airspace configurations, Pittsburgh Tower may specifically issue departure frequencies that supercede those indicated here.

N

PITTSBURGH DEP CON NORTH
124.75 338.2

PITTSBURGH DEP CON SOUTH
119.35 285.575

BRIGGS
112.4 BSV
Chan 71
N40°44.44′
W81°25.93′
L-29, H-10

TIVERTON
116.5 TVT
Chan 112
N40°27.48′-W82°07.61′
L-29

ELLWOOD CITY
115.8 EWC
Chan 105
N40°49.50′
W80°12.69′
L-29, H-10

TYRONE
114.9 TON
Chan 96
N40°44.11′
W78°19.88′
L-30

DILNE
N40°28.08′
W80°52.54′

1700
1700
324°
280°
100°
1700
1700
144°

R-092
R-276
R-319

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′
L-29

REVLOC
110.6 REC
Chan 43
N40°32.79′
W78°44.82′
L-29

WHEELING
112.2 HLG
Chan 59
N40°15.59′
W80°34.12′
L-29

JOHNSTOWN
113.0 JST
Chan 77
N40°19.00′
W78°50.05′
L-29, H-10-12

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′
L-29

R-225
R-158

BURGS
N39°41.91′
W80°35.19′
L-29, H-10-12

MORGANTOWN
111.6 MGW
Chan 53
N39°33.40′
W79°51.62′
L-29, H-10-12

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′-W80°49.04′
L-29, H-10-12

V103
R-335

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

TAKEOFF MINIMUMS:
Rwys 10L, 10C, 10R, 28L, 28R, 14: STANDARD.
Rwy 32: 200-1½ or STANDARD with minimum climb of 240 ft per NM to 1500, or alternatively, with Standard takeoff minimums and a normal 200 ft/NM climb gradient, Takeoff must occur no later than 2100 ft prior to DER.

NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

PITTSBURGH NINE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L, 10C,10R: Climb heading 100° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix.
JETS: Maintain 5000 or requested altitude if lower.
ALL OTHERS: Maintain 4000 or requested altitude if lower.
Expect further clearance to requested altitude 10 minutes after departure.

TAKEOFF OBSTACLES:
Rwy 10L: Tree 1387′ from DER, 733′ left of centerline, 59′ AGL/1233′ MSL.
Rod on OL tower 4168′ from DER, 910′ left of centerline, 112′ AGL/1282′ MSL.
Tower 4175′ from DER, 864′ left of centerline, 112′ AGL/1282′ MSL.
Tree 1463′ from DER, 672′ left of centerline, 38′ AGL/1212′ MSL.
Rwy 10C: Multiple trees beginning 3207′ from DER, 461′ left of centerline, up to 29′ AGL/1263′ MSL.
Rwy 10R: Multiple trees beginning 1082′ from DER, 102′ right of centerline, up to 66′ AGL/1265′ MSL.
OL on monitor pole 4590′ from DER, 1124′ left of centerline, 55′ AGL/1241′ MSL.
Pole 4610′ from DER, 1138′ left of centerline, 55′ AGL/1241′ MSL.
Rwy 14: Tree 968′ from DER, 516′ right of centerline, 44′ AGL/1158′ MSL.
Rwy 28L: Tree 2272′ from DER, 1109′ left of centerline, 64′ AGL/1223′ MSL.
Tree 39′ from DER, 498′ left of centerline, 9′ AGL/1144′ MSL.
Rwy 28R: Tree 1810′ from DER, 912′ right of centerline, 34′ AGL/1273′ MSL.
Bush 73′ from DER, 477′ right of centerline, 12′ AGL/1215′ MSL.
Pole 465′ from DER, 633′ left of centerline, 20′ AGL/1233′ MSL.
Rwy 32: Antenna on OL tower 1.1 NM from DER, 435′ left of centerline, 105′ AGL/1354′ MSL.
Tower 1.1 NM from DER, 497′ left of centerline, 96′ AGL/1342′ MSL.
LT on pole 454′ from DER, 515′ right of centerline, 25′ AGL/1173′ MSL.
Multiple trees beginning 1717′ from DER, 1108′ right of centerline, up to 61′ AGL/1312′ MSL.
Tree 6074′ from DER, 1272′ right of centerline, 61′ AGL/1321′ MSL.
Tree 2577′ from DER, 1108′ right of centerline, 74′ AGL/1233′ MSL.
Tree 2480′ from DER, 1118′ right of centerline, 33′ AGL/1212′ MSL.

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 81826 W10B	APP CRS 100°	Rwy Idg 10502 TDZE 1204 Apt Elev 1204

RNAV (GPS) RWY 10L

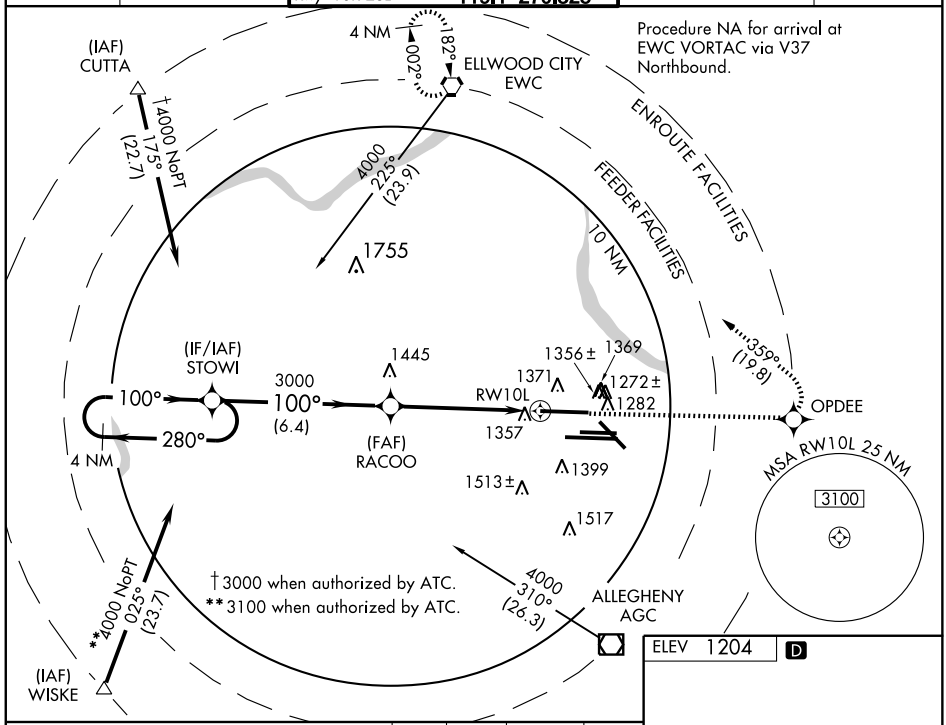
PITTSBURGH INTL (PIT)

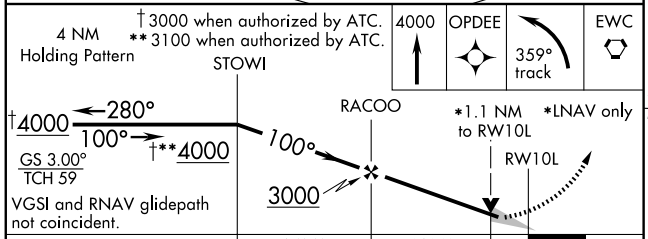
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats., increase LNAV Cat D visibility to RVR 6000.

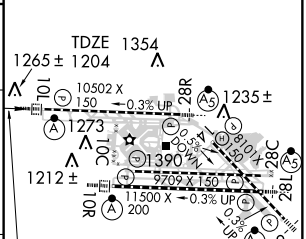
ALSF-2

MISSED APPROACH: Climb to 4000 direct OPDEE and left turn via 359° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25 DEP 135.9	123.95 360.8	Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	SOUTH 121.9 348.6 NORTH 127.8 348.6	126.75 353.7







CATEGORY	A	B	C	D
LPV DA	1484/24 280 (300-½)			
LNAV/VNAV DA	1636/50 432 (500-1)			
LNAV MDA	1620/24 416 (500-½)		1620/40 416 (500-¾)	1620/50 416 (500-1)
CIRCLING	1700-1½ 496 (500-1½)			1760-2 556 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

WAAS	APP CRS		
CH 77526 W14A	144°	Rwy Idg	8101
		TDZE	1148
		Apt Elev	1204

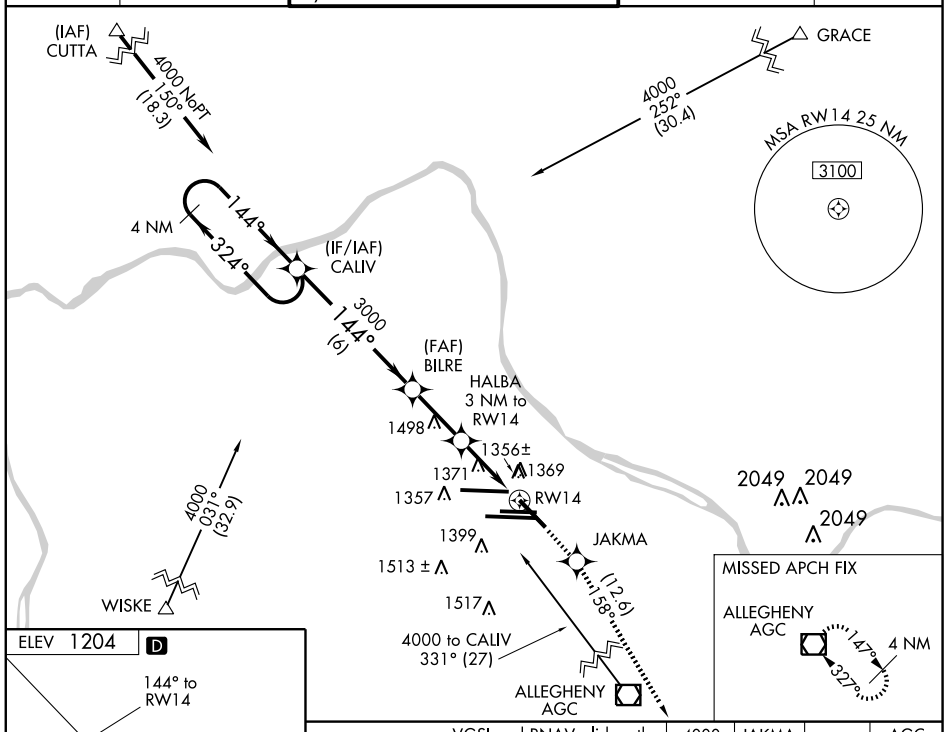
RNAV (GPS) RWY 14

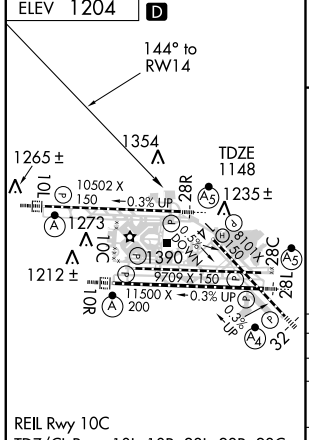
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP - 0.3 NA.

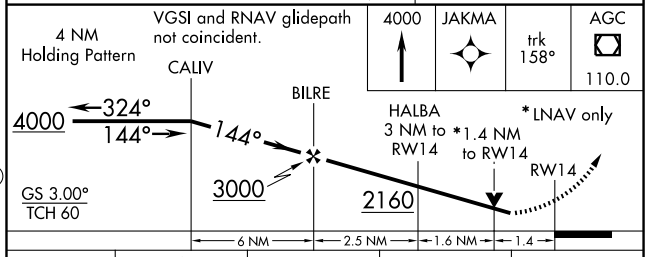
MISSED APPROACH: Climb to 4000 direct JAKMA and via 158° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			





REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
LPV DA	1636-1¾ 488 (500-1¾)			
LNAV/VNAV DA	1654-1¾ 506 (600-1¾)			
LNAV MDA	1640/50 492 (500-1)		1640/60 492 (500-1¼)	1640-1½ 492 (500-1½)
CIRCLING	1700-1 496 (500-1)		1700-1½ 496 (500-1½)	1760-2 556 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 90126 W10A	APP CRS 100°	Rwy Idg 9709 TDZE 1141 Apt Elev 1203

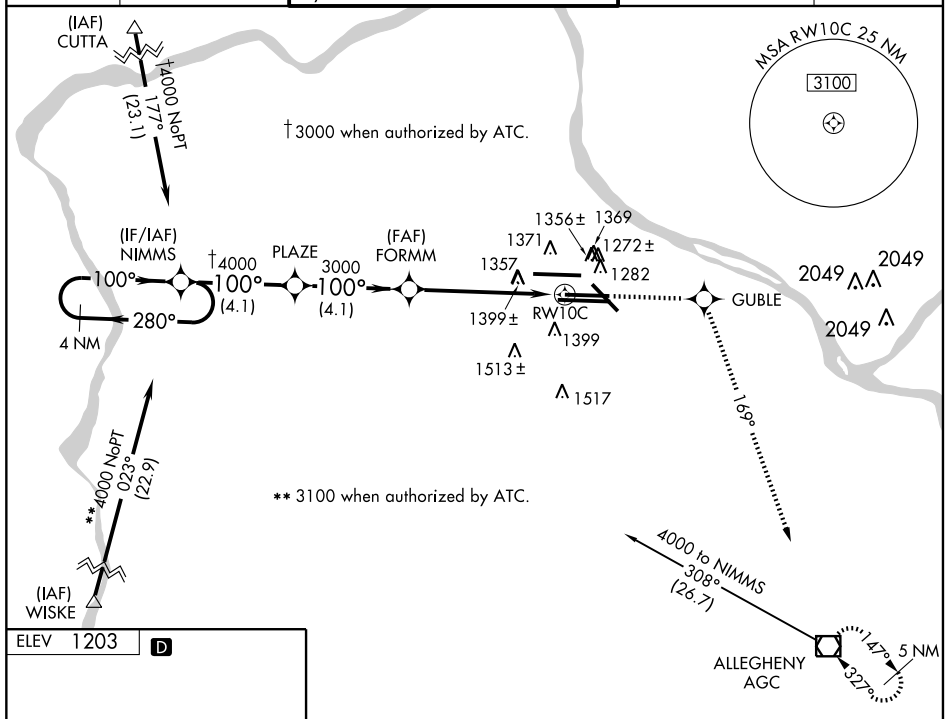
RNAV (GPS) Y RWY 10C

PITTSBURGH INTL (PIT)

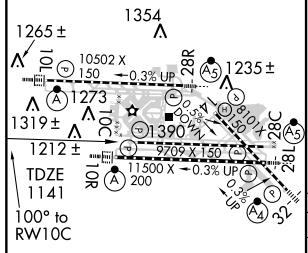
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

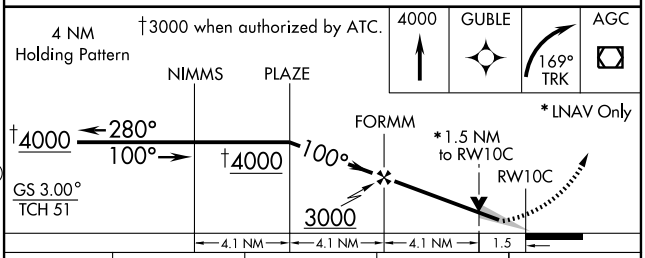
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



ELEV 1203 D



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
LPV DA	1438/50 297 (300-1)			
LNAV/VNAV DA	1634-1¾ 493 (500-1¾)			
LNAV MDA	1660/50 519 (500-1)		1660-1½ 519 (500-1½)	1660-1¾ 519 (500-1¾)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86226 W10D	APP CRS 100°	Rwy Idg 11500 TDZE 1135 Apt Elev 1203

RNAV (GPS) Y RWY 10R

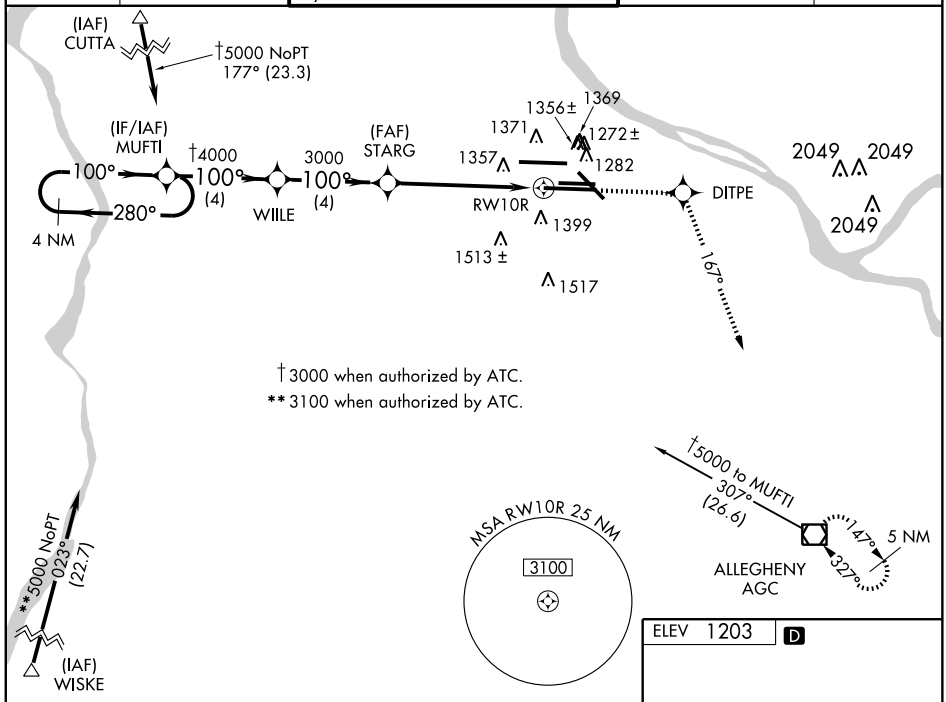
PITTSBURGH INTL (PIT)

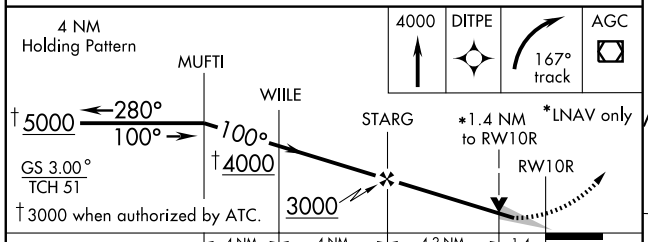
For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Hold in lieu altitude: 3000 when authorized by ATC. DME/DME RNP-0.3 NA.

ALSF-2

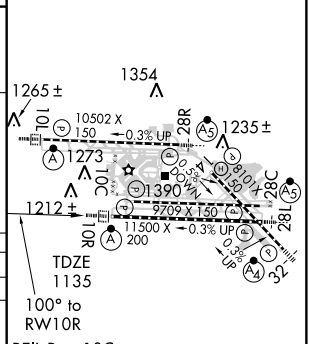
MISSED APPROACH: Climb to 4000 direct DITPE and right turn via 167° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25 DEP 135.9	123.95 360.8	Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	SOUTH 121.9 348.6 NORTH 127.8 348.6	126.75 353.7





CATEGORY	A	B	C	D
LPV DA	1443/24 308 (400-½)			
LNAV/VNAV DA	1658/60 523 (600-1¼)			
LNAV MDA	1620/24 485 (500-½)		1620/40 485 (500-¾)	1620/50 485 (500-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) Y RWY 28C

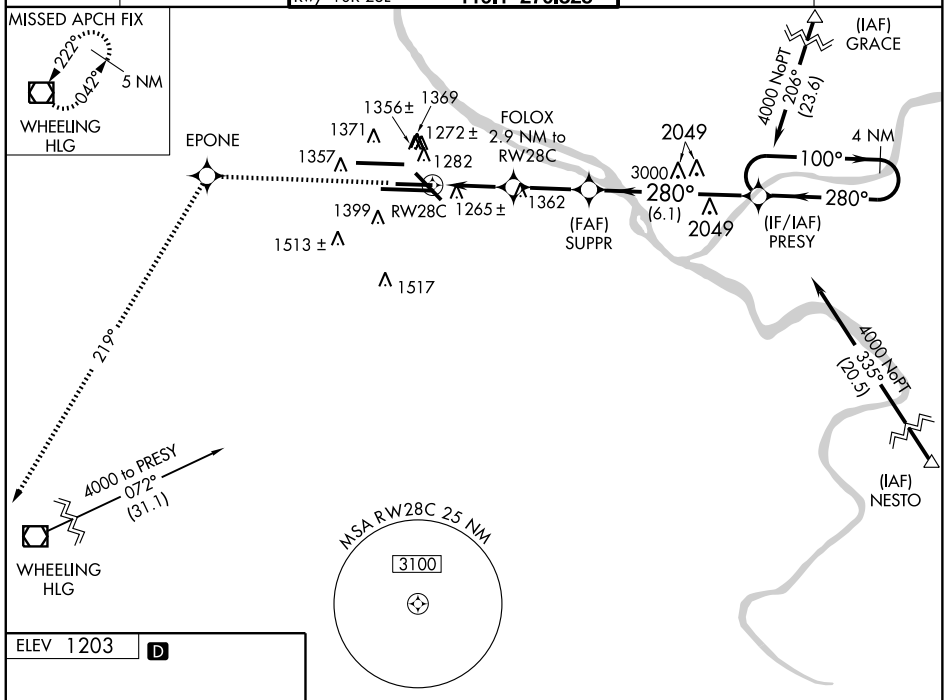
PITTSBURGH INTL (PIT)

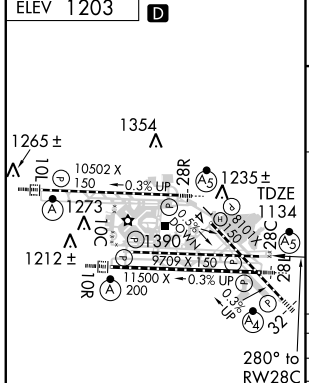
WAAS CH 45527 W28A	APP CRS 280°	Rwy Idg 9709 TDZE 1134 Apt Elev 1203

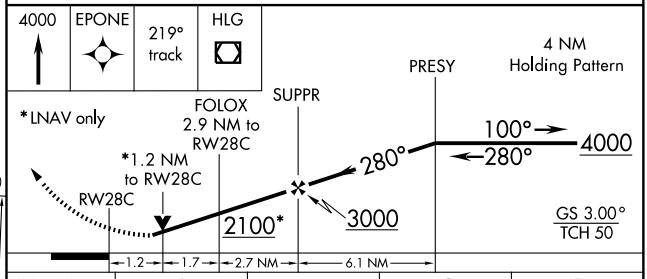
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct EPONE and via 219° track to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
LPV DA	1471/60 337 (300-1¼)			
LNAV/VNAV DA	1545-1½ 411 (400-1½)			
LNAV MDA	1580/50 446 (400-1)		1580/60 446 (400-1¼)	1580-1½ 446 (400-1½)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 97326 W28B	APP CRS 280°	Rwy Idg 11500 TDZE 1125 Apt Elev 1203

RNAV (GPS) Y RWY 28L

PITTSBURGH INTL (PIT)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct CAKAT and via 222° track to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX

222° 042° 5 NM

WHEELING HLG

GRACE

4000 119° (23.1)

CAKAT

222°

1356± 1369 1371 1272± 1357 1282 POLOE 2.9 NM to RW28L

1399 RW28L 1265± 1362 1513± 1517

2049 2049 3000 280° (6.3) (FAF) PITTZ

100° 4 NM 280°

2049 (IF/IAF) COSLU

(IAF) PEETE

4000 NoPT 280° (3.1)

2049

4000 to COSLU 073° (31.2)

WHEELING HLG

Procedure NA for arrivals at HLG VOR/DME via V12 Westbound.

MSA RW28L 25 NM

3100

4000 344° (18.6)

2049

NESTO

ELEV 1203 D

1354 1265± 1235± 1273 1390 1212±

10L 10C 10R 28R 28C 28L

10502 X 150 0.3% UP

5709 X 150 0.3% UP

11500 X 150 0.3% UP

200

TDZE 1125

280° to RW28L

REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4000 CAKAT 222° track HLG

4 NM Holding Pattern

COSLU

PITTZ

*LNAV only

POLOE 2.9 NM to RW28L

*1 NM to RW28L

RW28L

280° 100° 280° 4000

GS 3.00° TCH 59

2100* 3000

VGSI and RNAV glidepath not coincident.

1 NM 1.9 NM 2.7 NM 6.3 NM

CATEGORY	A	B	C	D
LPV DA	1514/40 389 (400-¾)			
LNAV/VNAV DA	1548/50 423 (400-1)			
LNAV MDA	1520/24 395 (400-½)			1520/50 395 (400-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 40027	280°	Rwy Idg	10102
W28D		TDZE	1174
		Apt Elev	1203

RNAV (GPS) Y RWY 28R

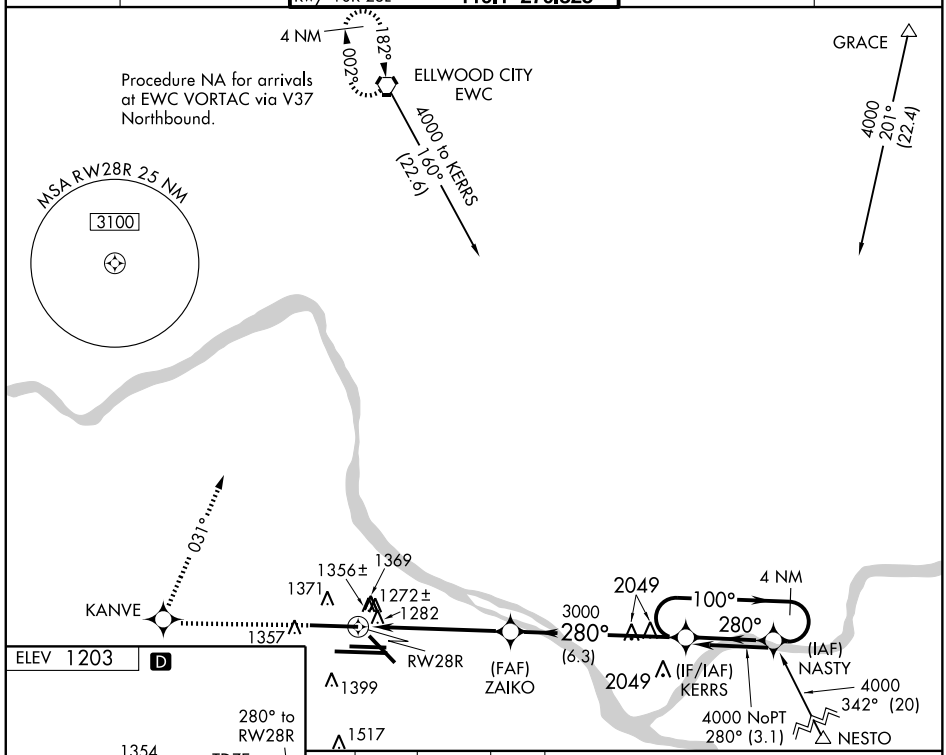
PITTSBURGH INTL (PIT)

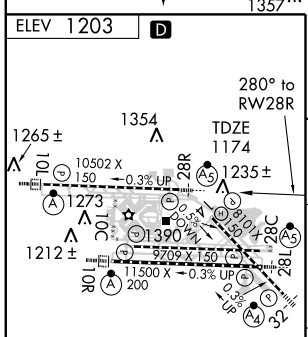
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

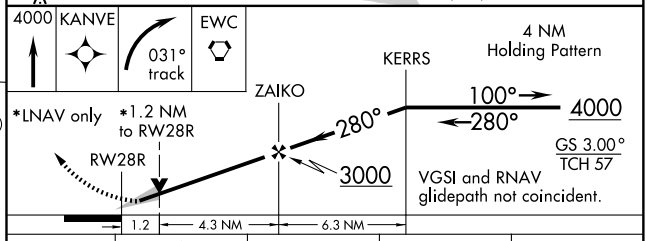
MALSR

MISSED APPROACH: Climb to 4000 direct KANVE and right turn via 031° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
LPV DA	1453/24 279 (300-½)			
LNAV/VNAV DA	1710/60 536 (600-1¼)			
LNAV MDA	1640/24 466 (500-½)		1640/40 466 (500-¾)	1640/50 466 (500-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 70326	324°	Rwy Idg	8101
W32A		TDZE	1123
		Apt Elev	1203

RNAV (GPS) Y RWY 32

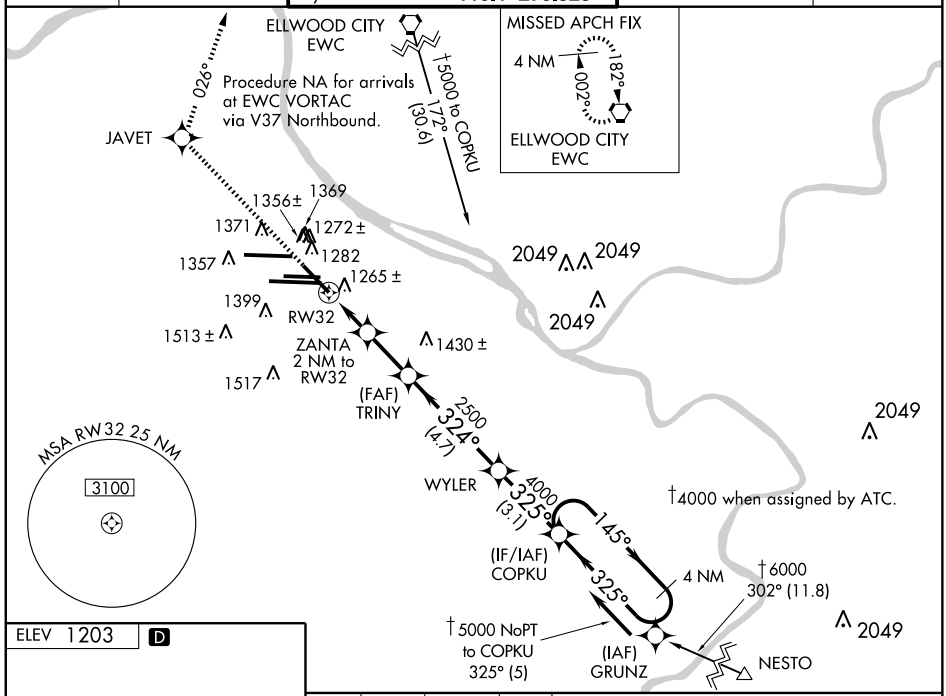
PITTSBURGH INTL (PIT)

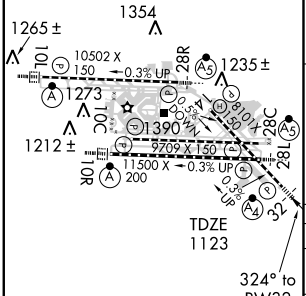
Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, procedure NA below -17°C (°F) or above 46°C 114°F). DME/DME RNP-0.3 NA. Hold in lieu altitude: 4000 when assigned by ATC.

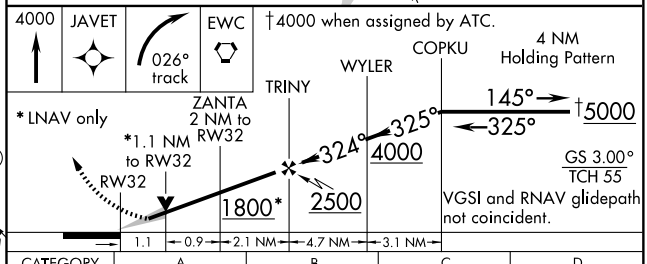
MALS

MISSED APPROACH: Climb to 4000 direct JAVET and right turn via 026° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
LPV DA	1373/40 250 (200-¾)			
LNAV/ VNAV DA	1515-1½ 392 (400-1½)			
LNAV MDA	1520/40 397 (400-¾)			1520/60 397 (400-1¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9709
100°	TDZE	1141
	Apt Elev	1203

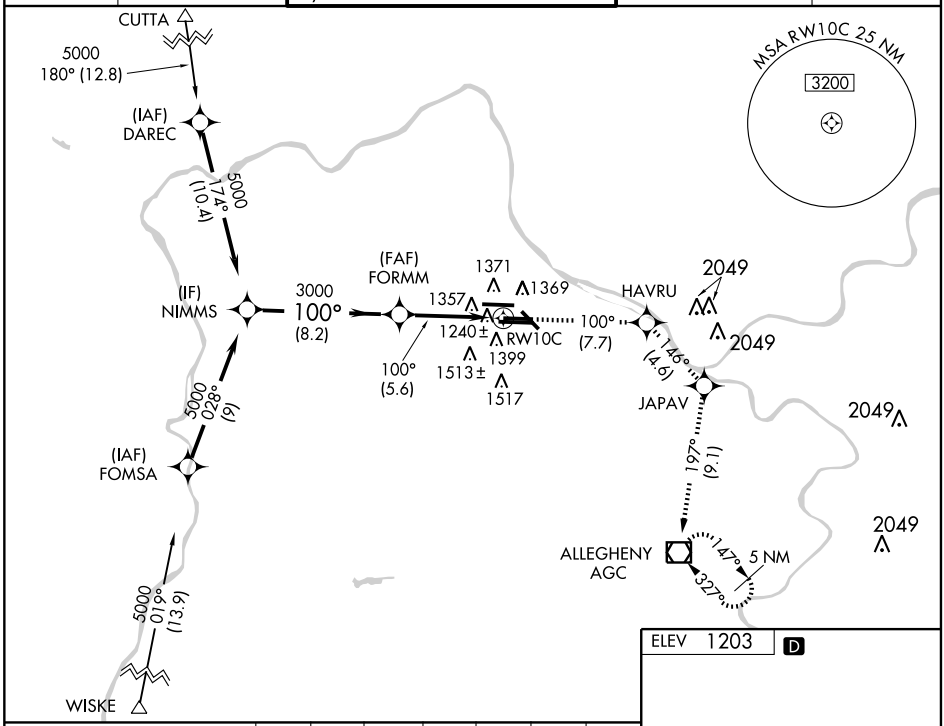
RNAV (RNP) Z RWY 10C

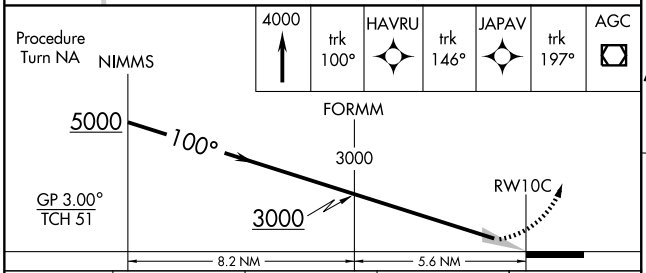
PITTSBURGH INTL (PIT)

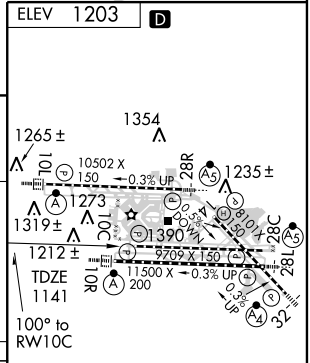
GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 4000 via track 100° to HAVRU and via track 146° to JAPAV and via track 197° to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
RNP 0.11 DA		1540-1½	399 (400-1½)	
RNP 0.20 DA		1566-1½	425 (400-1½)	
RNP 0.30 DA		1669-1¾	528 (500-1¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	11500
100°	TDZE	1135
	Apt Elev	1203

RNAV (RNP) Z RWY 10R

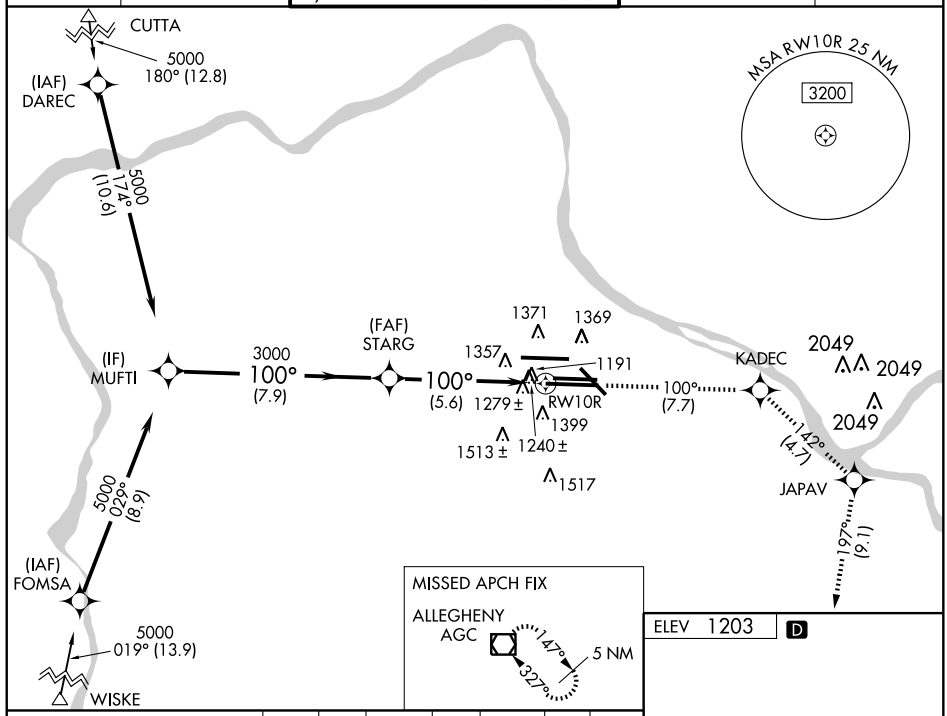
PITTSBURGH INTL (PIT)

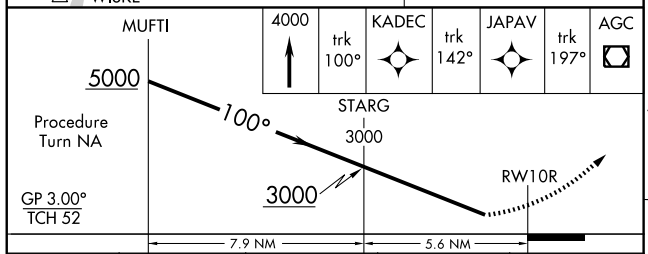
GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). For inoperative ALSF, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 100° to KADEC and via track 142° to JAPAV and via track 197° to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

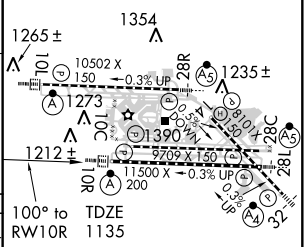




CATEGORY	A	B	C	D
RNP 0.14 DA	1511/40 376 (400-¾)			
RNP 0.20 DA	1558/50 423 (400-1)			
RNP 0.30 DA	1745-1¾ 610 (600-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1203 D



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9709
280°	TDZE	1134
	Apt Elev	1203

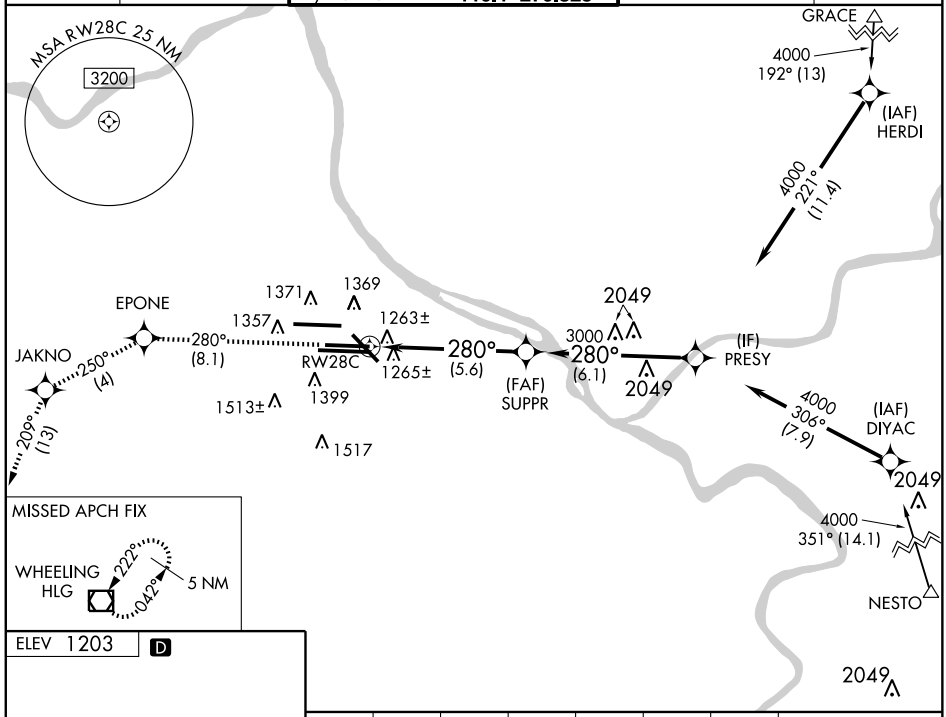
RNAV (RNP) Z RWY 28C

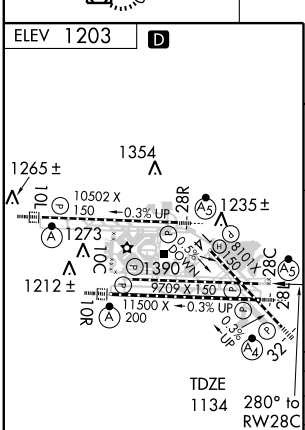
PITTSBURGH INTL (PIT)

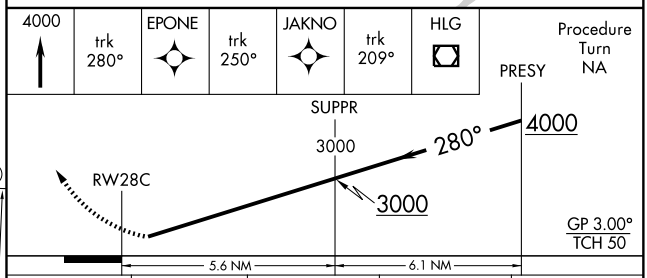
For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 via track 280° to EPONE via track 250° to JAKNO via track 209° to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
RNP 0.14 DA		1527/60	393 (400-1¼)	
RNP 0.16 DA		1531-1½	397 (400-1½)	
RNP 0.30 DA		1576-1½	442 (400-1½)	

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS		
280°	Rwy Idg	11500
	TDZE	1125
	Apt Elev	1203

RNAV (RNP) Z RWY 28L

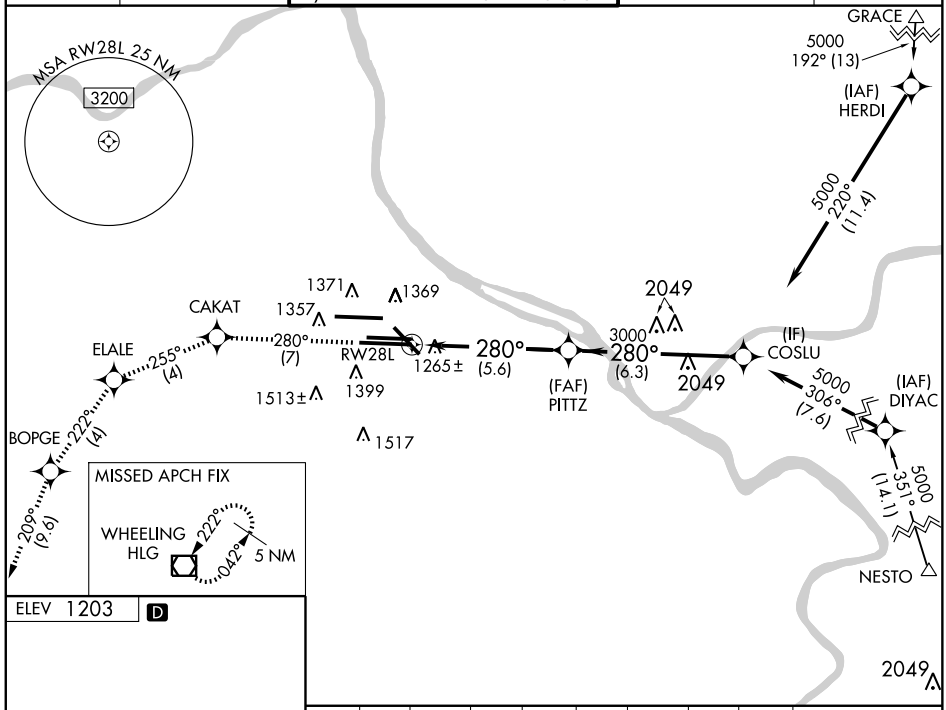
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. For inoperative MALSR, increase RNP 0.13 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

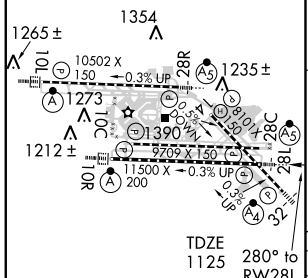
MALSR

MISSED APPROACH: Climb to 4000 via track 280° to CAKAT and via track 255° to ELALE and via track 222° to BOPGE and via track 209° to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



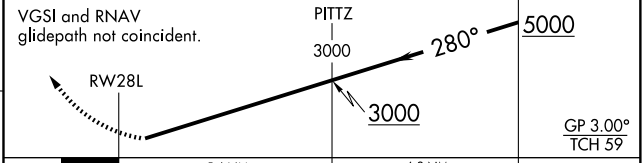
ELEV 1203 D



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4000	trk 280°	CAKAT	trk 255°	ELALE	trk 222°	BOPGE	trk 209°	HLG	Procedure Turn NA

COSLU



CATEGORY	A	B	C	D
RNP 0.13 DA		1524/50	399 (400-1)	
RNP 0.30 DA		1569/50	444 (400-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	10102
280°	TDZE	1174
	Apt Elev	1203

RNAV (RNP) Z RWY 28R

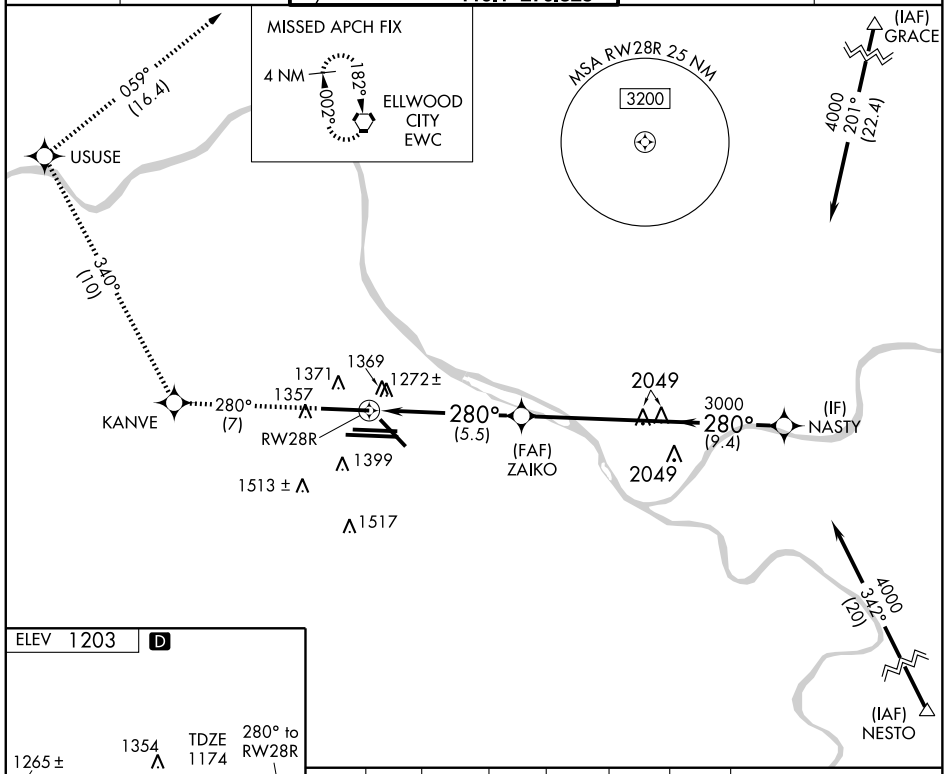
PITTSBURGH INTL (PIT)

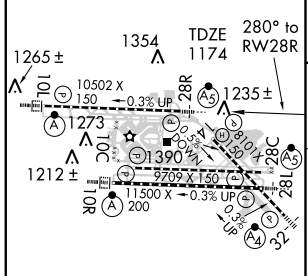
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

MALSR

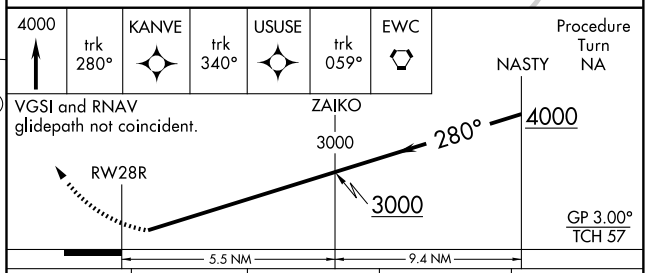
MISSED APPROACH: Climb to 4000 via track 280° to KANVE and via track 340° to USUSE and via track 059° to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			





REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.30 DA	1621/50 447 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8101
324°	TDZE	1123
	Apt Elev	1203

RNAV (RNP) Z RWY 32

PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. Inoperative table does not apply to RNP 0.11 and RNP 0.13. For inoperative MALS, increase RNP 0.30 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 4000 via track 324° to JAVET and via track 354° to ASIWU and via track 034° to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX

4 NM 182° 002° ELLWOOD CITY EWC

ASIWU 034° (13.2) 354° (3.5) JAVET 324° (7.7)

MSA RW32 25 NM 3200

1371 1369 1357 RW32 1513± 1399 1096± 324° (4.1) (FAF) TRINY 1517

2049 2049 2049

2500 325° (7.9) (IF) COPKU

4000 325° (5)

4000 302° (11.8) (IAF) GRUNZ NESTO

ELEV 1203 D

1354 1265± 1235± 1273 1390± 1212± 10L 28R 10C 28C 10R 28L 32

10502 X 150 0.3% UP

8101 X 150 0.3% UP

9709 X 150 0.3% UP

11500 X 150 0.3% UP

200

TDZE 1123

324° to RW32

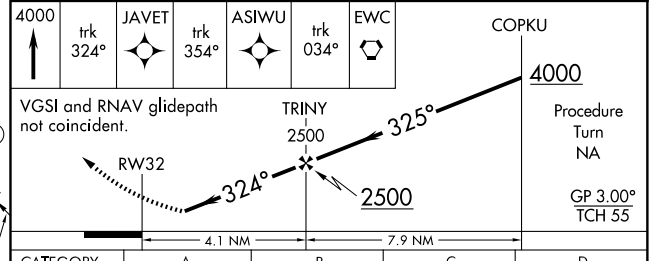
REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4000	trk 324°	JAVET	trk 354°	ASIWU	trk 034°	EWC

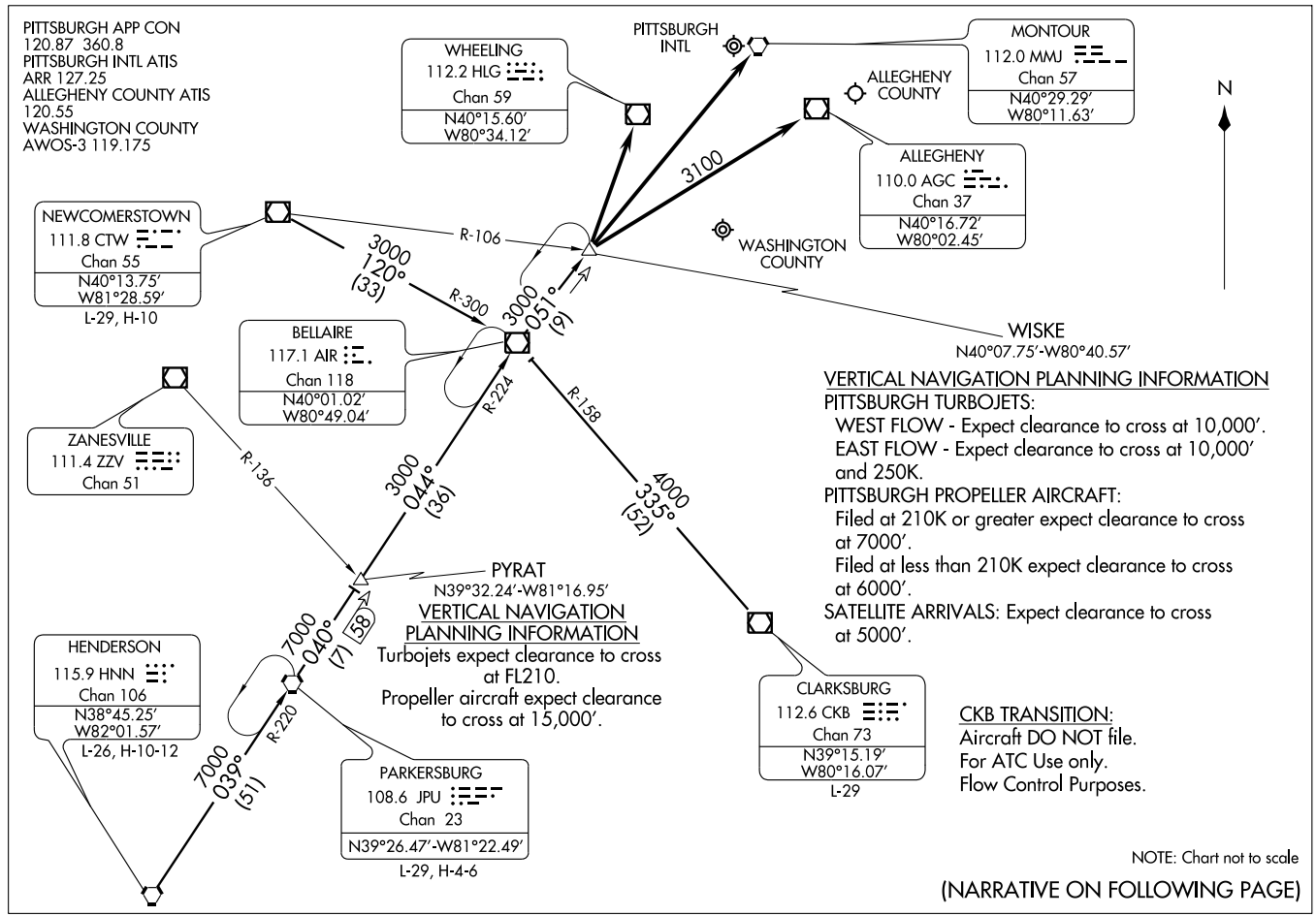
VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.11 DA	1411/50 288 (300-1)			
RNP 0.13 DA	1433/50 310 (300-1)			
RNP 0.30 DA	1504/50 381 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4, 14 JAN 2010 to 11 FEB 2010


PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175
WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′
PITTSBURGH INTL
MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′
ALLEGHENY COUNTY
ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′
3100
N
NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10
R-106
3000
120°
(33)
R-300
3000
051°
(9)
WASHINGTON COUNTY
WISKE
N40°07.75′-W80°40.57′
BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′
ZANESVILLE
111.4 ZZV
Chan 51
R-136
R-224
R-158
3000
044°
(36)
4000
335°
(52)
PYRAT
N39°32.24′-W81°16.95′
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.
7000
040°
(7)
58
HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12
R-220
7000
039°
(51)
PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6
CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29
VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.
CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

POTTSTOWN, PENNSYLVANIA AL-5088 (FAA)

APP CRS		
259°	Rwy Idg	2704
	TDZE	256
	Apt Elev	256

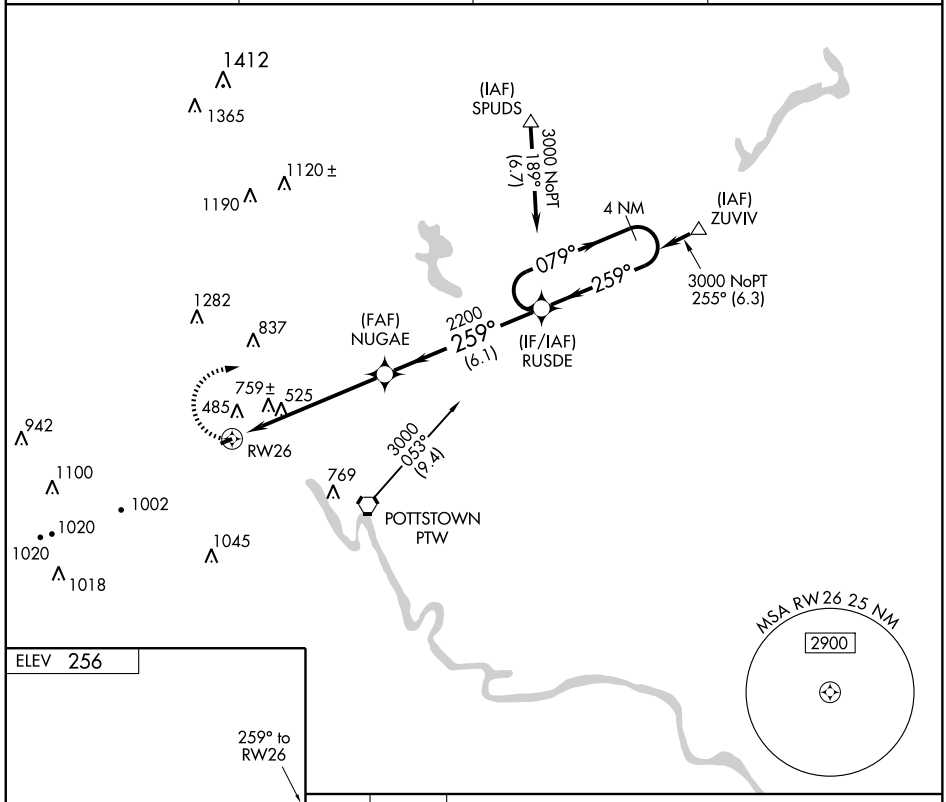
RNAV (GPS) RWY 26

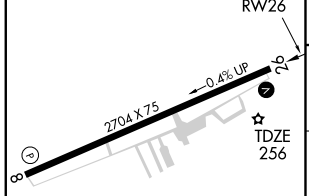
POTTSTOWN MUNI (N47)

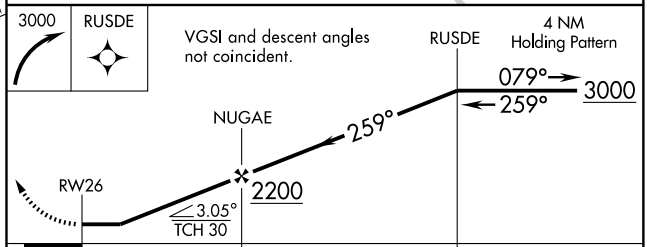
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Heritage Field altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold.

HERITAGE FIELD ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1040-2¼ 784 (800-2¼)	NA
CIRCLING	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1080-2½ 824 (900-2½)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26

NE-4, 14 JAN 2010 to 11 FEB 2010

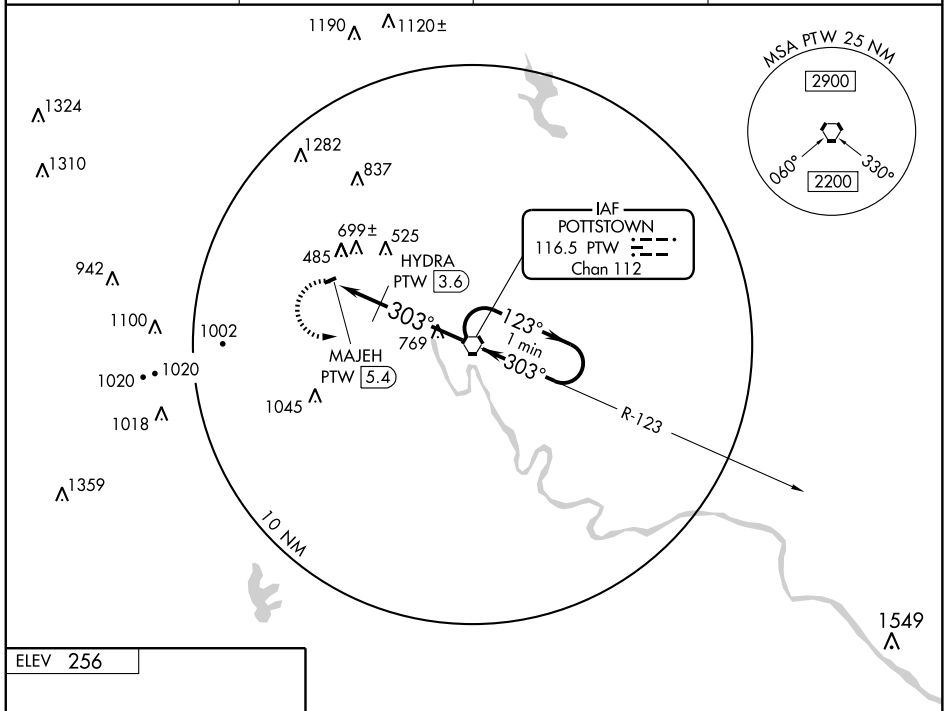
VORTAC PTW 116.5 Chan 112	APP CRS 303°	Rwy Idg N/A TDZE N/A Apt Elev 256

VOR-B
POTTSTOWN MUNI (N47)

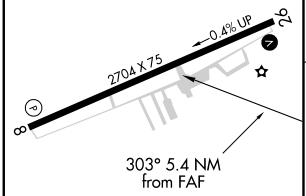
Use Heritage Field altimeter setting, when not received, use Reading altimeter setting and increase all MDA 40 feet and all visibilities ¼ mile. NA

MISSED APPROACH: Climbing left turn to 2100 direct PTW VORTAC and hold.

HERITAGE FIELD ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.8 (CTAF) L

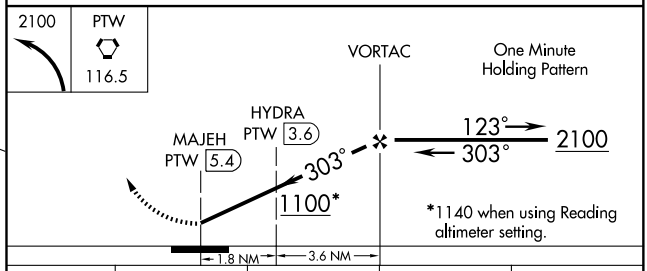


ELEV 256



REIL Rwys 8 and 26 L
MIRL Rwy 8-26

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
CIRCLING	1100-1 844 (900-1)	1100-1¼ 844 (900-1¼)	1100-2½ 844 (900-2½)	NA
HYDRA FIX MINIMUMS				
CIRCLING	1020-1 764 (800-1)	1020-1¼ 764 (800-1¼)	1080-2¼ 824 (900-2¼)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

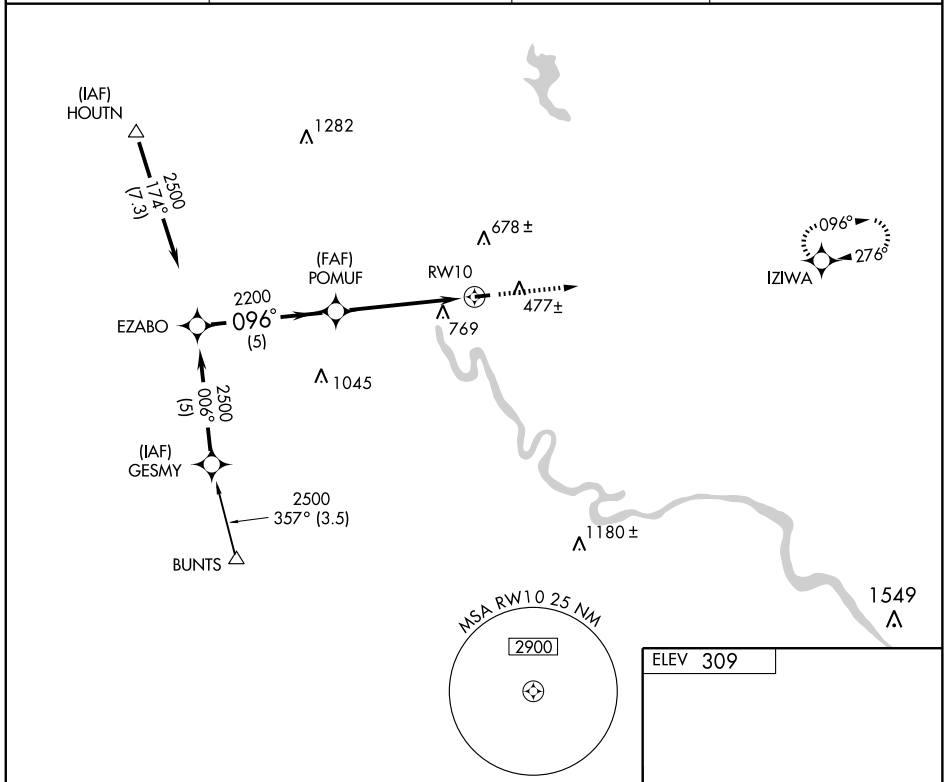
APP CRS	Rwy Idg	3371
096°	TDZE	309
	Apt Elev	309

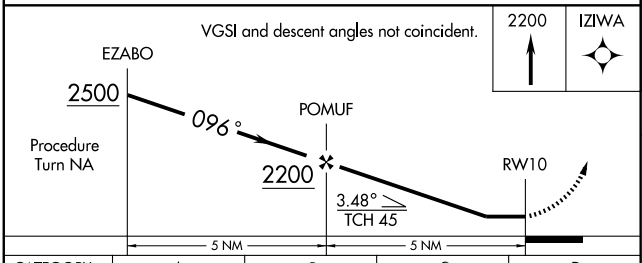
GPS RWY 10

POTTSTOWN/ HERITAGE FIELD (PTW)

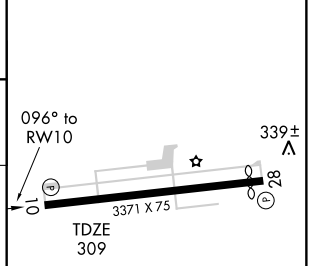
NA Circling NA south of Rwy 10-28.	MISSED APPROACH: Climb to 2200 direct IZIWA WP and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)





CATEGORY	A	B	C	D
S-10	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA
CIRCLING	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA



MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4, 14 JAN 2010 to 11 FEB 2010

GPS RWY 28

POTTSTOWN/HERITAGE FIELD (PTW)

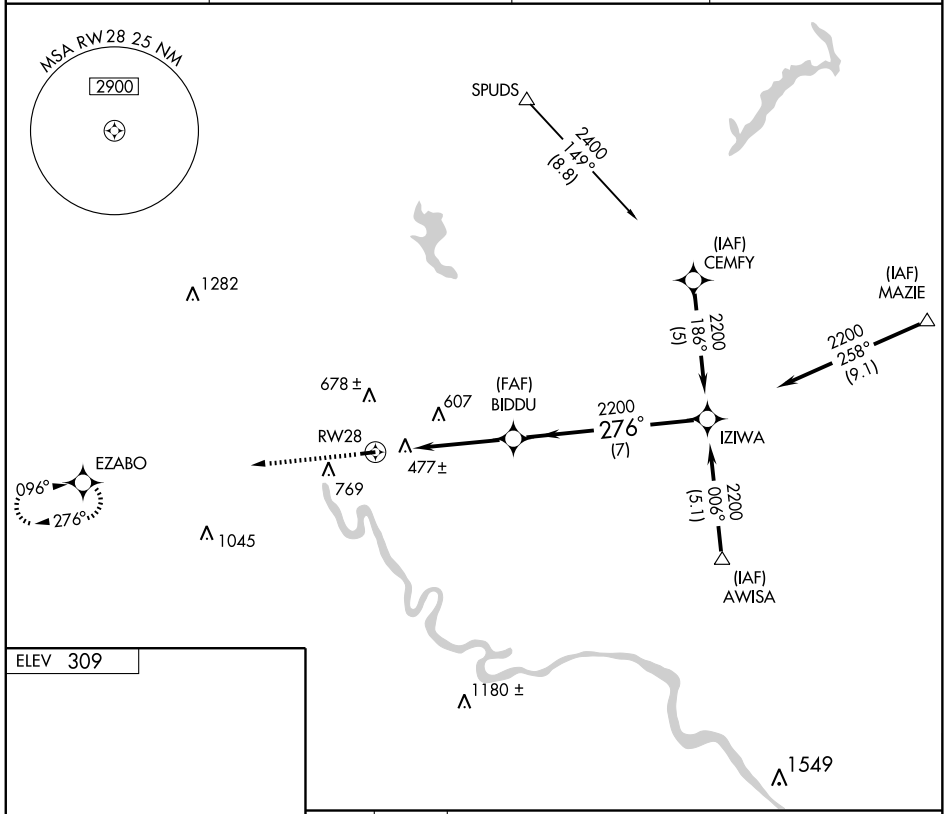
APP CRS	Rwy Idg	3171
276°	TDZE	309
	Apt Elev	309

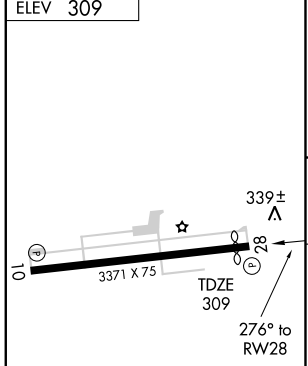
NA

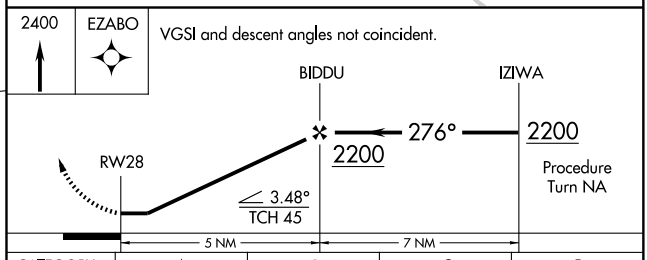
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2400 direct EZABO WP and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)







CATEGORY	A	B	C	D
S-28	880-1	571 (600-1)	880-1½ 571 (600-1½)	NA
CIRCLING	880-1	571 (600-1)	880-1½ 571 (600-1½)	NA

MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4. 14 JAN 2010 to 11 FEB 2010

POTTSTOWN, PENNSYLVANIA AL-5323 (FAA) 09323

LOC RWY 28

POTTSTOWN/HERITAGE FIELD (PTW)

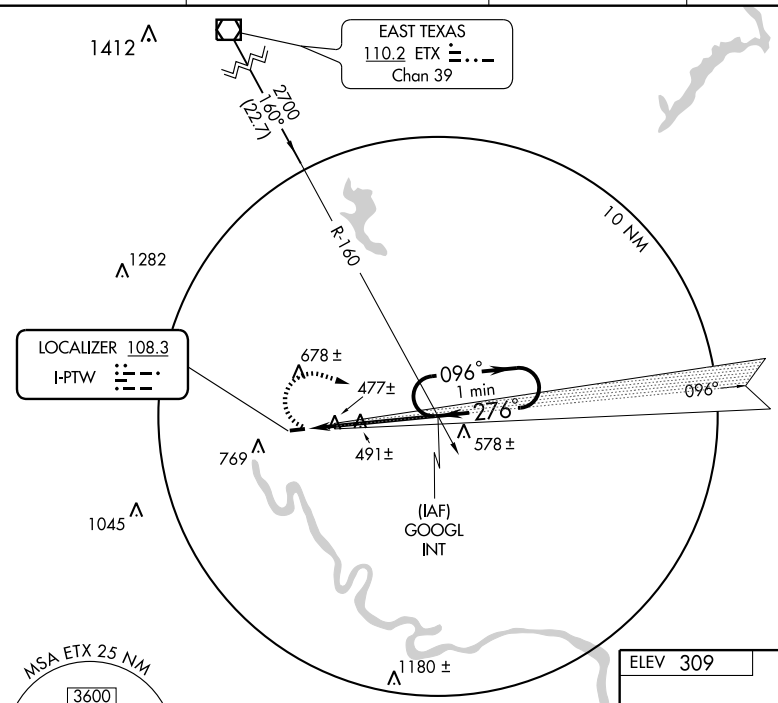
LOC I-PTW	APP CRS	Rwy Idg	3171
108.3	276°	TDZE	309
		Apt Elev	309

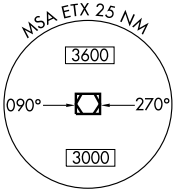
NA

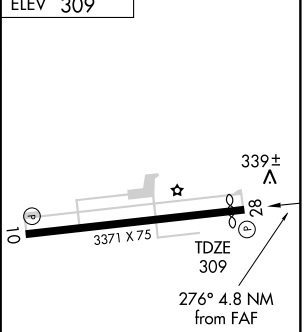
Circling NA south of Rwy 10-28.

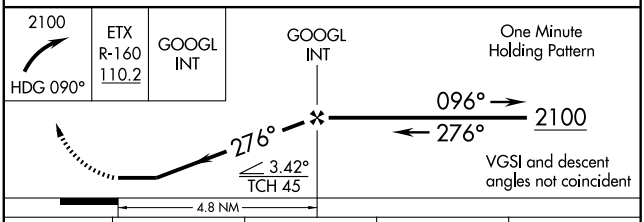
MISSED APPROACH: Climbing right turn to 2100 via heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)









CATEGORY	A	B	C	D
S-28	760-1 451 (500-1)		760-1¼ 451 (500-1¼)	NA
CIRCLING	860-1 551 (600-1)		860-1½ 551 (600-1½)	NA

MIRL Rwy 10-28
REIL Rwys 10 and 28

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC PTW 116.5 Chan 112	APP CRS 211°	Rwy Idg N/A TDZE N/A Apt Elev 309

VOR/DME-A

POTTSTOWN/HERITAGE FIELD (PTW)

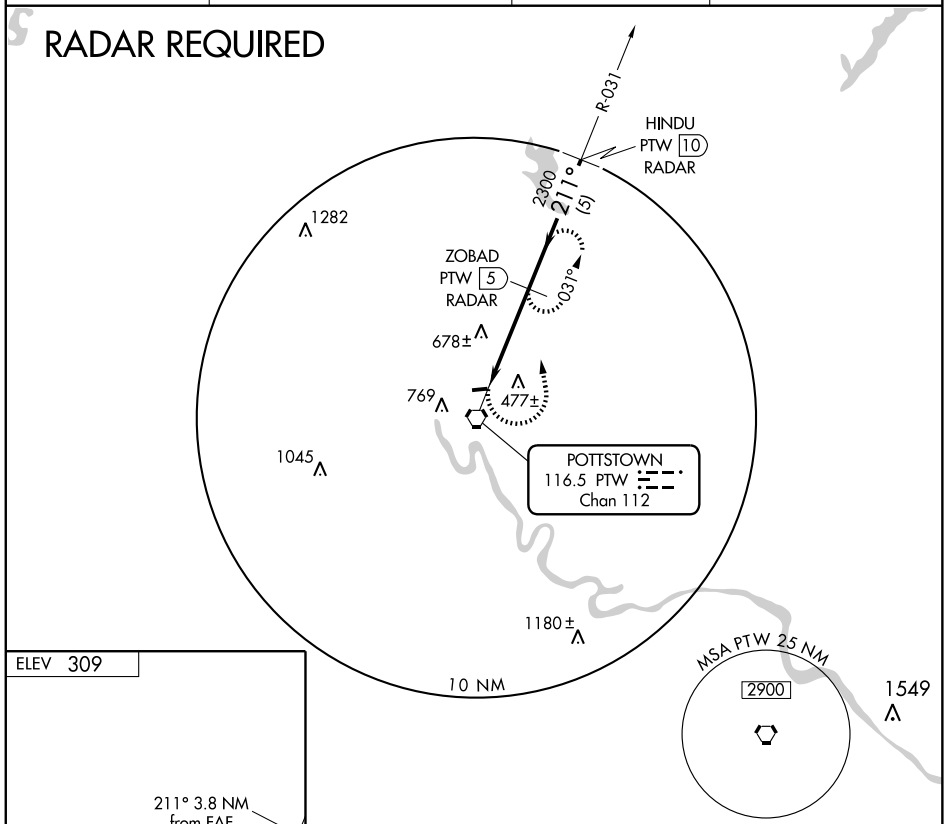
NA

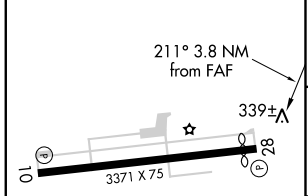
Circling NA southwest of Rwy 10-28.

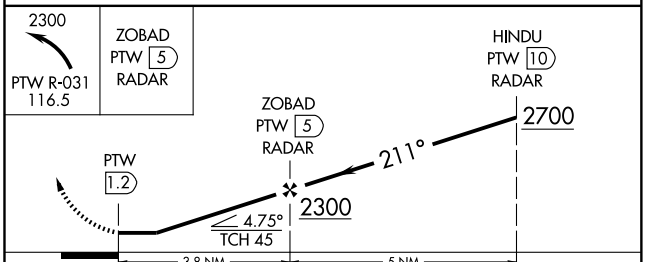
MISSED APPROACH: Climbing left turn to 2300 via PTW R-031 to ZOBAD 5 DME/RADAR and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)

RADAR REQUIRED







MIRL Rwy 10-28
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
CIRCLING	940-1 631 (700-1)		940-1¾ 631 (700-1¾)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 61214 W11A	APP CRS 110°	Rwy Idg 4594 TDZE 1729 Apt Elev 1729

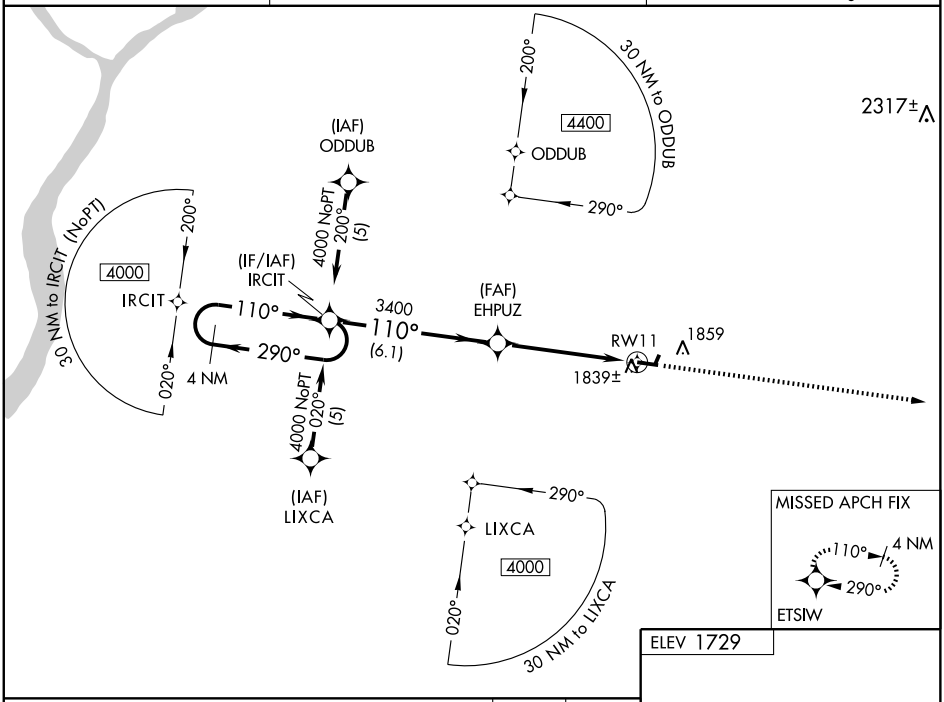
RNAV (GPS) RWY 11

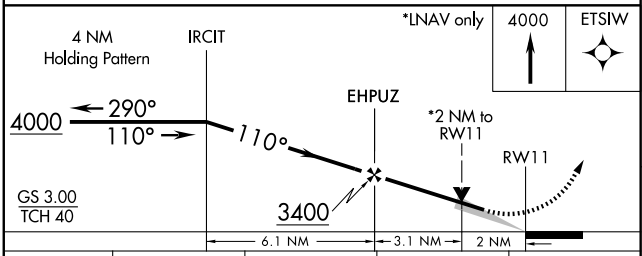
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

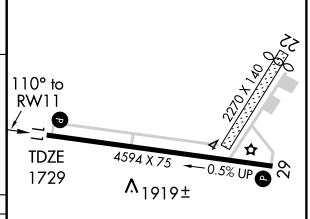
NA DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet, increase LPV and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat A ¼ mile, Cat B ½ mile, Cat C 1 mile, Cat D ¾ mile and circling Cat A/B visibility ¼ mile, Cat C ¾ mile, Cat D ½ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct ETSIW and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	118.25 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2179-1½ 450 (500-1½)			
LNAV/VNAV DA	2309-2 580 (600-2)			
LNAV MDA	2420-1 691 (700-1)		2420-2 691 (700-2)	2420-2¼ 691 (700-2¼)
CIRCLING	2480-1 751 (800-1)	2480-1¼ 751 (800-1¼)	2480-2¼ 751 (800-2¼)	2480-2½ 751 (800-2½)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

WAAS	APP CRS		
CH **63014**	**290°**	Rwy Idg	**4594**
W29A		TDZE	**1724**
		Apt Elev	**1729**

RNAV (GPS) RWY 29

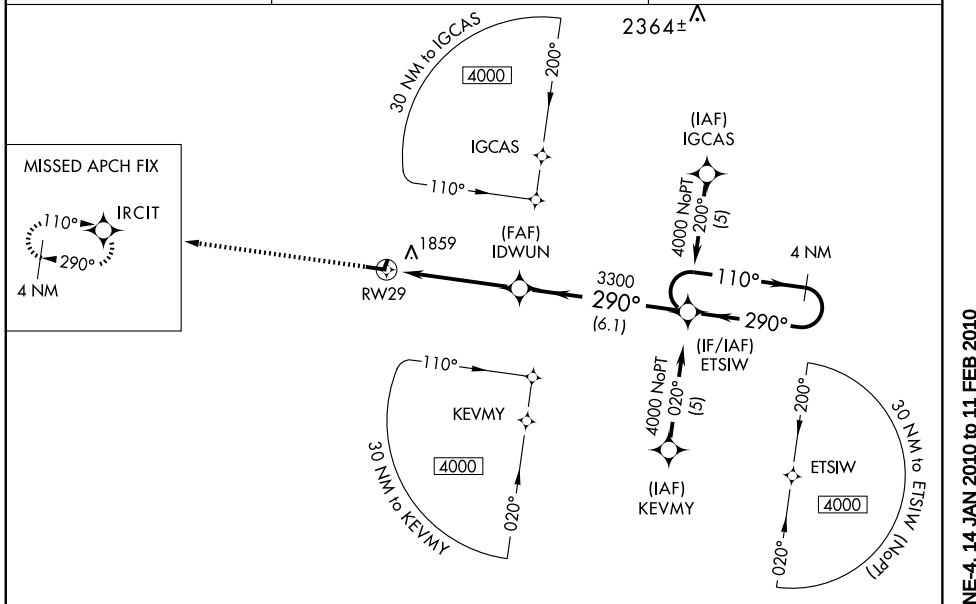
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

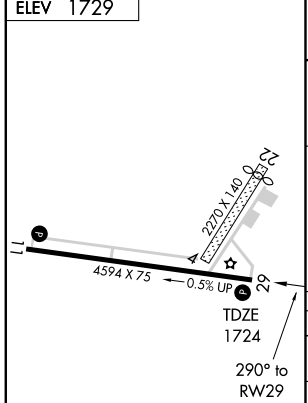
T
NA

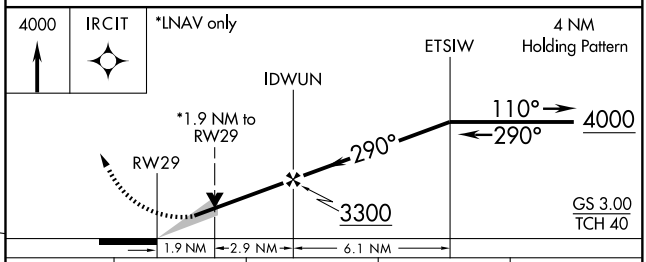
DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet, all MDA 280 feet and increase LPV Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1¾ mile, LNAV Cat A/B ¼ mile, Cat C/D 1 mile, circling Cat A/B ¼ mile, Cat C ¾ mile and Cat D ½ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct IRCIT and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	**118.25 269.45**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2174-1¾ 450 (500-1¾)			
LNAV/VNAV DA	2344-2¼ 620 (700-2¼)			
LNAV MDA	2360-1 636 (700-1)		2360-1¾ 636 (700-1¾)	2360-2 636 (700-2)
CIRCLING	2480-1 751 (800-1)	2480-1¼ 751 (800-1¼)	2480-2¼ 751 (800-2¼)	2480-2½ 751 (800-2½)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC RAV	APP CRS	Rwy Idg	2270
114.6	060°	TDZE	1716
Chan 93		Apt Elev	1734

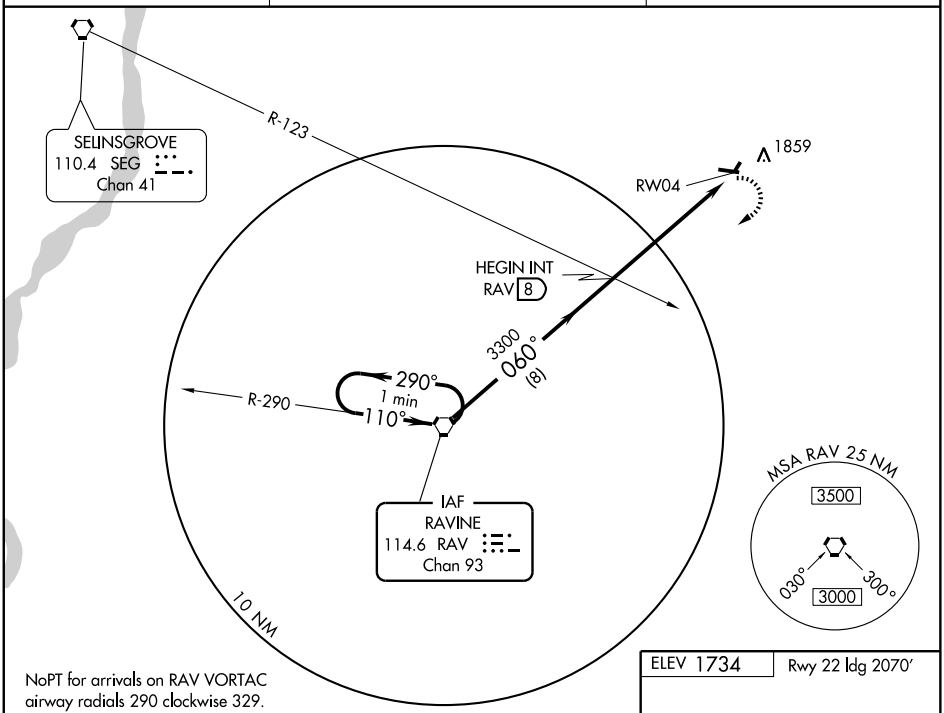
VOR or GPS RWY 4

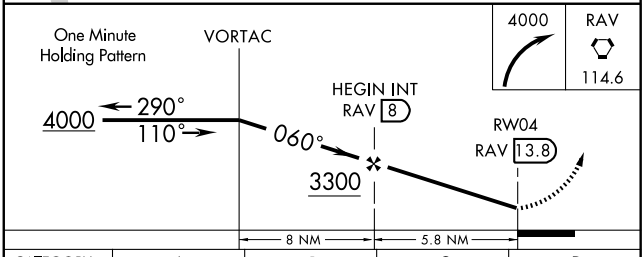
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

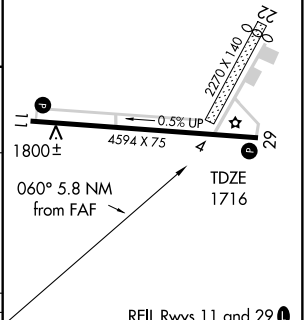
NA — Straight in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	118.25 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	2300-1	584 (600-1)	2300-1½ 584 (600-1½)	2300-1¾ 584 (600-1¾)
CIRCLING	2340-1	606 (700-1)	2340-1¾ 606 (700-1¾)	2340-2 606 (700-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4. 14 JAN 2010 to 11 FEB 2010

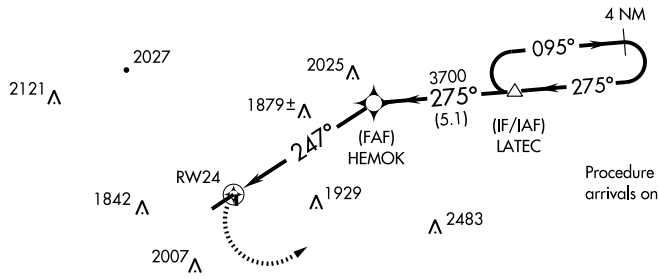
APP CRS		
247°	Rwy Idg	3003
	TDZE	1439
	Apt Elev	1439

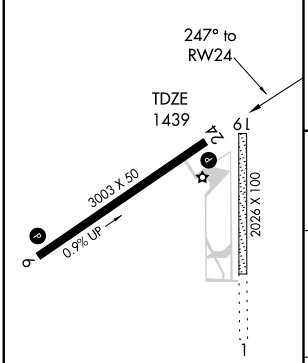
RNAV (GPS) RWY 24
PUNXSUTAWNEY MUNI (N35)

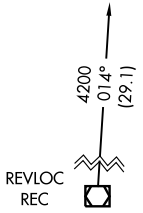
Use Indiana Co-Jimmy Stewart Fld altimeter setting.
Procedure NA at night.
NA DME/DME RNP-0.3 NA.

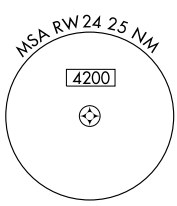
MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold.

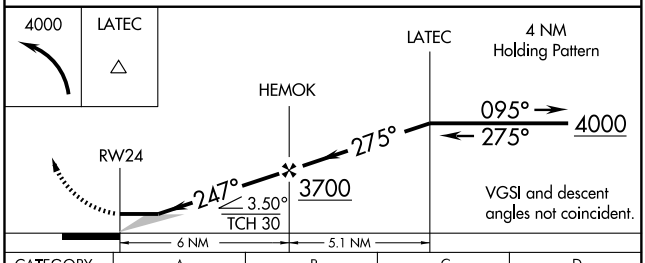
JIMMY STEWART FIELD AWOS-3	CLEVELAND CENTER	UNICOM
126.625	126.72 291.65	123.0 (CTAF) L











CATEGORY	A	B	C	D
LNAV MDA	2160-1	721 (800-1)	NA	
CIRCLING	2160-1	721 (800-1)	NA	

REIL Rwys 1, 6, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

VOR/DME CIP	APP CRS	Rwy Idg	N/A
112.9	120°	TDZE	N/A
Chan 76		Apt Elev	1439

VOR/DME-A

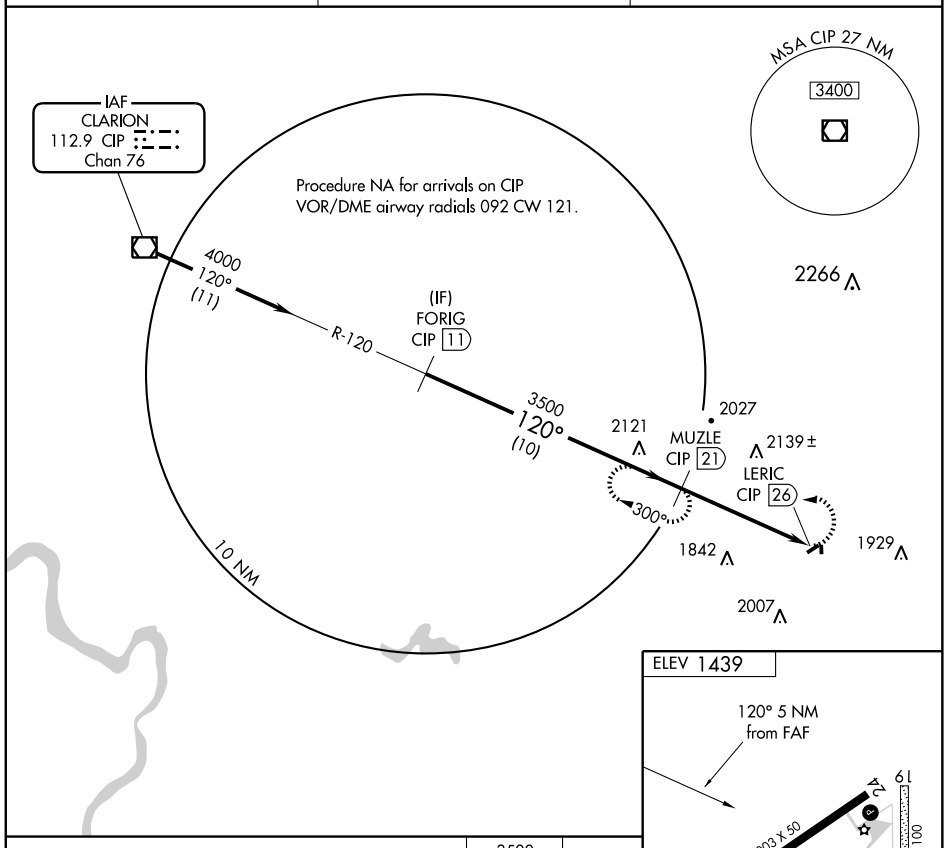
PUNXSUTAWNEY MUNI (N35)

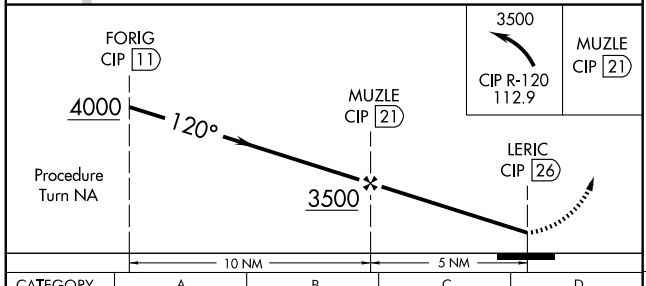
NA

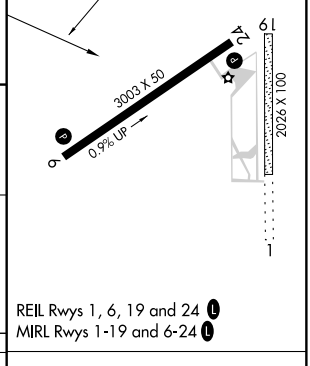
Use Indiana Co-Jimmy Stewart Fld altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 via CIP R-120 to MUZLE/21 DME and hold.

JIMMY STEWART FIELD AWOS-3	CLEVELAND CENTER	UNICOM
126.625	126.72 291.65	123.0 (CTAF) L







REIL Rwys 1, 6, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

CATEGORY	A	B	C	D
CIRCLING	2460-1¼ 1021 (1100-1¼)	2460-1½ 1021 (1100-1½)	NA	

Knots	60	90	120	150	180
Min:Sec					

NE-4, 14 JAN 2010 to 11 FEB 2010

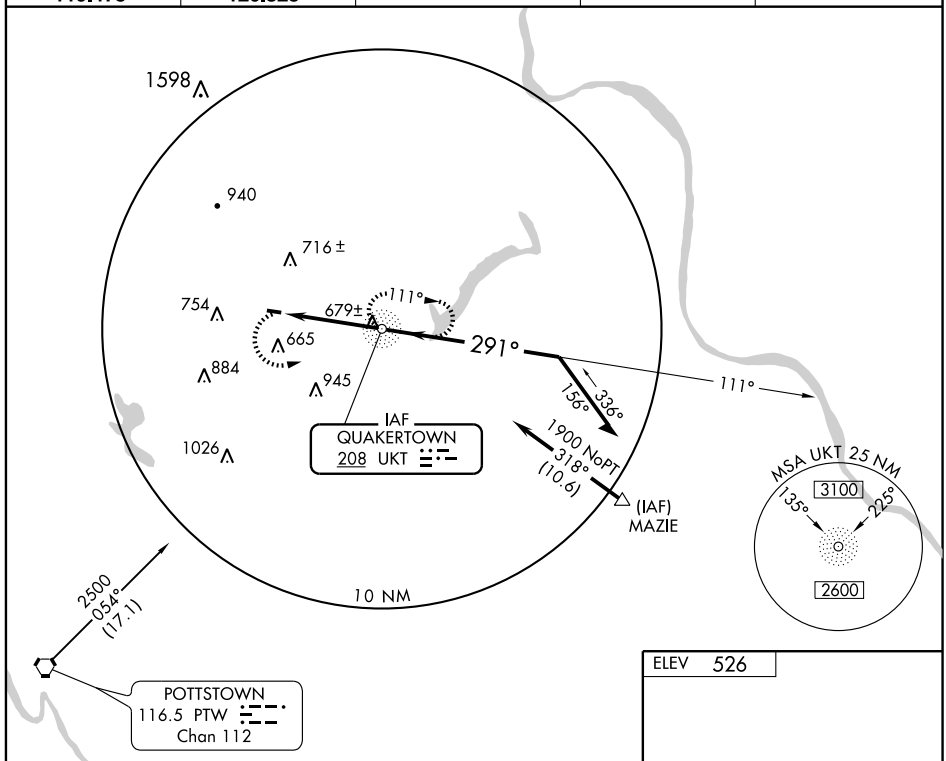
NDB UKT 208	APP CRS 291°	Rwy Idg 3201 TDZE 526 Apt Elev 526

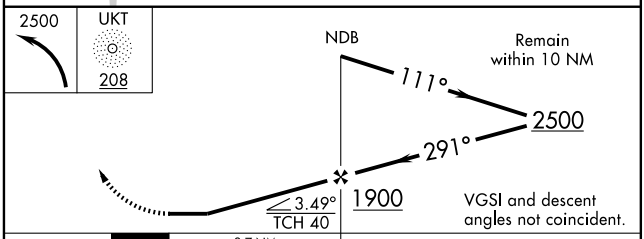
NDB RWY 29
QUAKERTOWN (UKT)

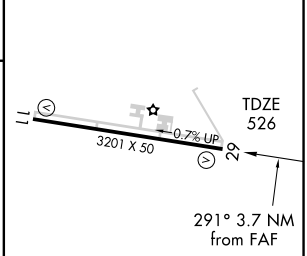
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct UKT NDB and hold.

QUAKERTOWN AWOS-3	PENNRIDGE AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.475	126.325	123.8 291.7	118.55	122.725 (CTAF)







CATEGORY	A	B	C	D
S-29	1000-1	474 (500-1)	1000-1¼ 474 (500-1¼)	NA
CIRCLING	1000-1	474 (500-1)	1000-1½ 474 (500-1½)	NA

MIRL Rwy 11-29

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4, 14 JAN 2010 to 11 FEB 2010

QUAKERTOWN, PENNSYLVANIA AL-5676 (FAA)

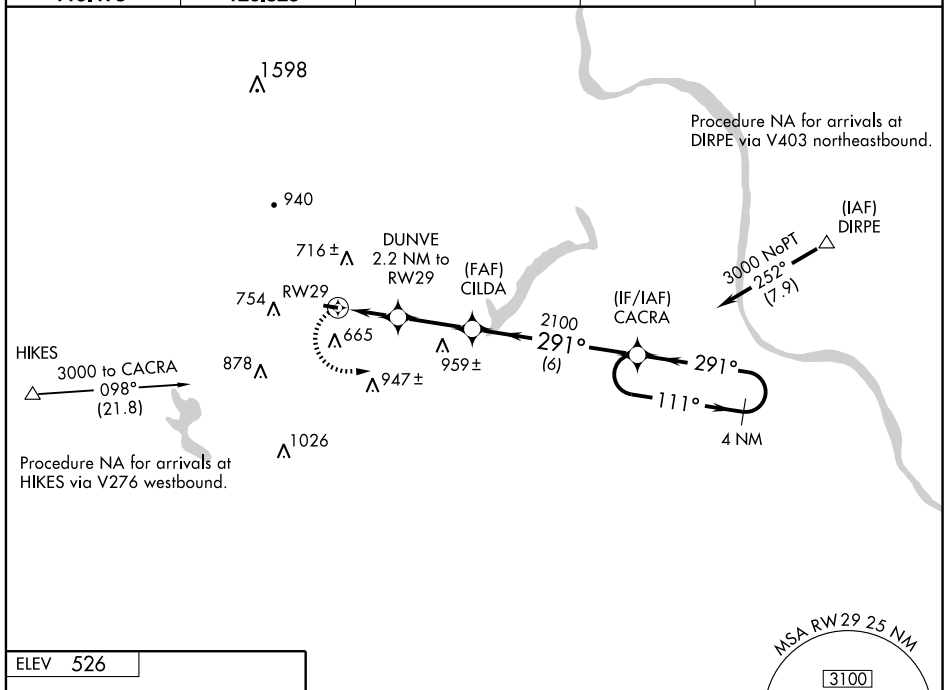
APP CRS	Rwy Idg	3201
291°	TDZE	526
	Apt Elev	526

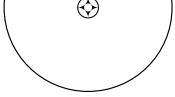
RNAV (GPS) RWY 29
QUAKERTOWN (UKT)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Pennridge altimeter setting.

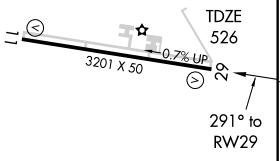
MISSED APPROACH: Climbing left turn to 3000 direct CACRA WP and hold.

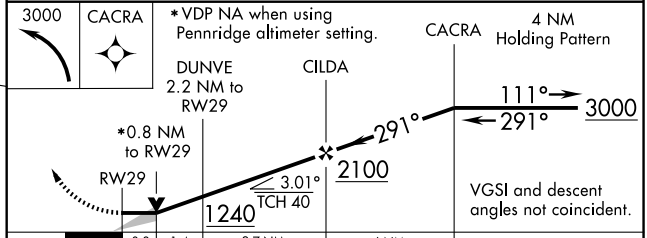
QUAKERTOWN AWOS-3	PENNRIDGE AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.475	126.325	123.8 291.7	118.55	122.725 (CTAF)





ELEV 526





CATEGORY	A	B	C	D
LNAV MDA	960-1 434 (500-1)		960-1¼ 434 (500-1¼)	NA
CIRCLING	1000-1 474 (500-1)		1000-1½ 474 (500-1½)	NA

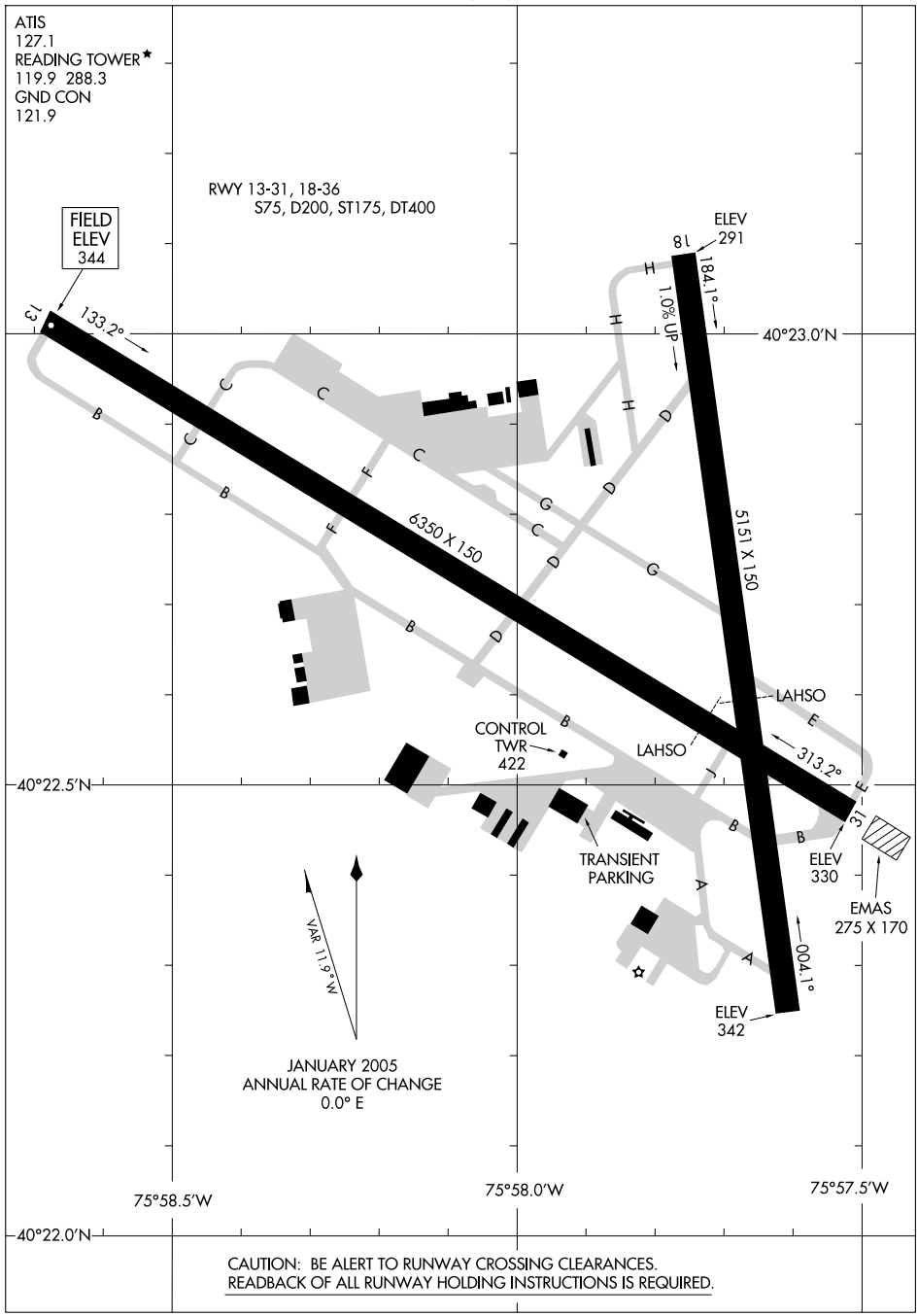
MIRL Rwy 11-29

NE-4, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

READING RGNL / CARL A SPAATZ FIELD (RDG)
READING, PENNSYLVANIA
AL-627 (FAA)



NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-VXO	APP CRS	Rwy Idg	6350
110.55	133°	TDZE	344
Chan 42 (Y)		Apt Elev	344

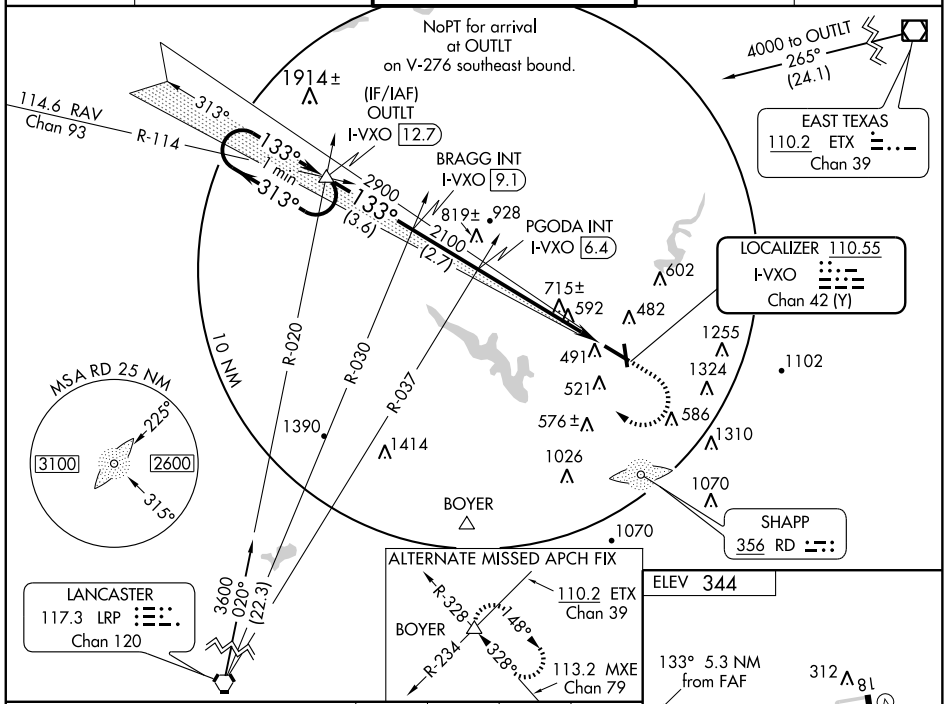
ILS or LOC RWY 13

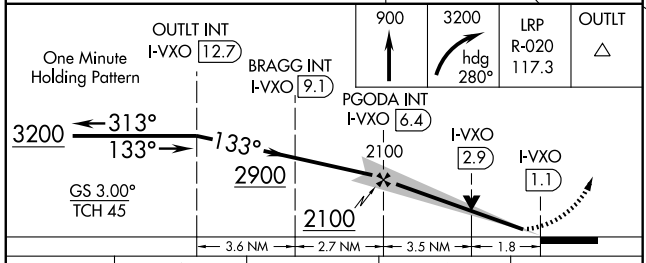
READING RGNL / CARL A SPAATZ FIELD (RDG)

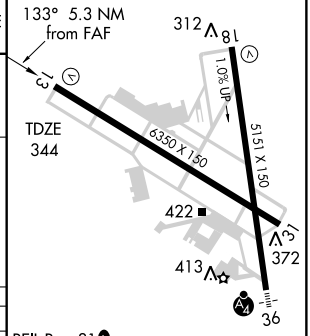
Visibility reduction by helicopters NA.
VDP NA when using Harrisburg Intl altimeter setting.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cats A and B DA to 637 feet and visibility ¼ mile, Cats C and D DA to 687 feet and visibility ½ mile. Increase all MDA 100 feet and S-LOC 13 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cats B and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 via heading 280° and LRP VORTAC R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 13	544-¾ 200 (200-¾)		594-¾ 250 (300-¾)	
S-LOC 13	980-1 636 (700-1)		980-1¾ 636 (700-1¾)	980-2 636 (700-2)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-RDG	APP CRS	Rwy Idg	5151
109.5	004°	TDZE	343
		Apt Elev	344

ILS or LOC RWY 36

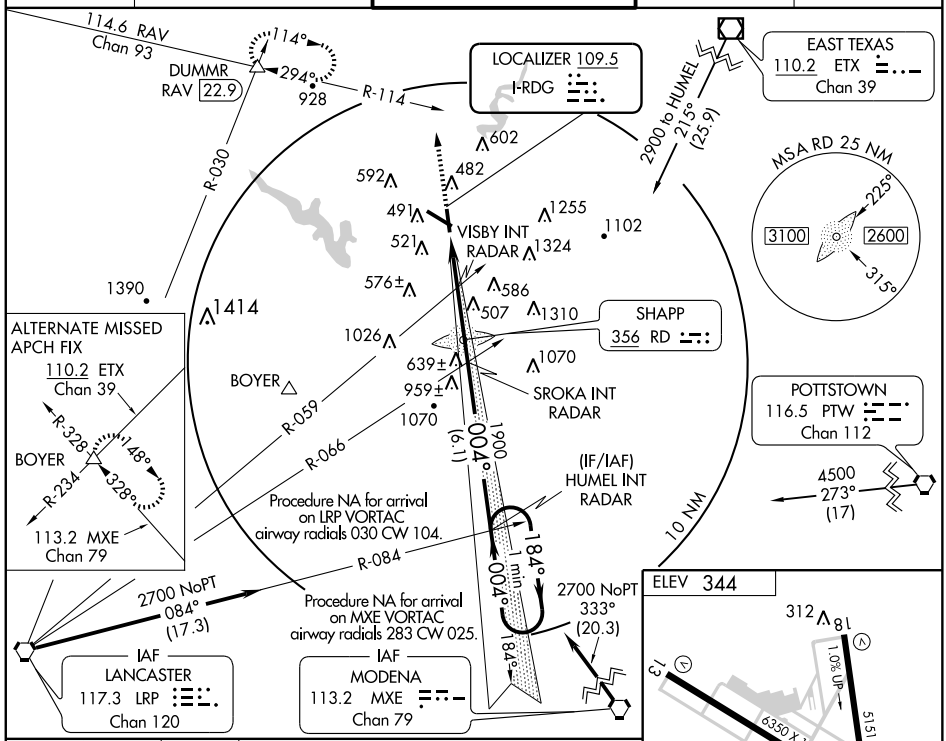
READING RGNL / CARL A SPAATZ FIELD (RDG)

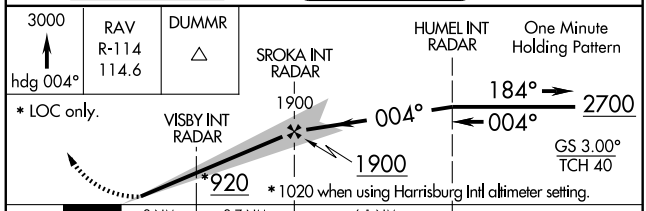
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all visibilities ¼ mile. Increase all MDA 100 feet and S-LOC 36 Cats C and D visibility ¼ mile, and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

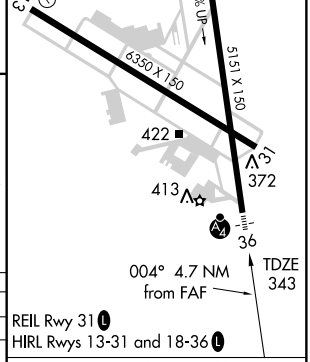
MALSF

MISSED APPROACH: Climb to 3000 via heading 004° and via RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 36	593-1	250 (300-1)		
S-LOC 36	820-1 477 (500-1)		820-1¼ 477 (500-1¼)	820-1½ 477 (500-1½)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-4, 14 JAN 2010 to 11 FEB 2010

LOM RD	APP CRS	Rwy Idg	5151
356	005°	TDZE	343
		Apt Elev	344

NDB RWY 36

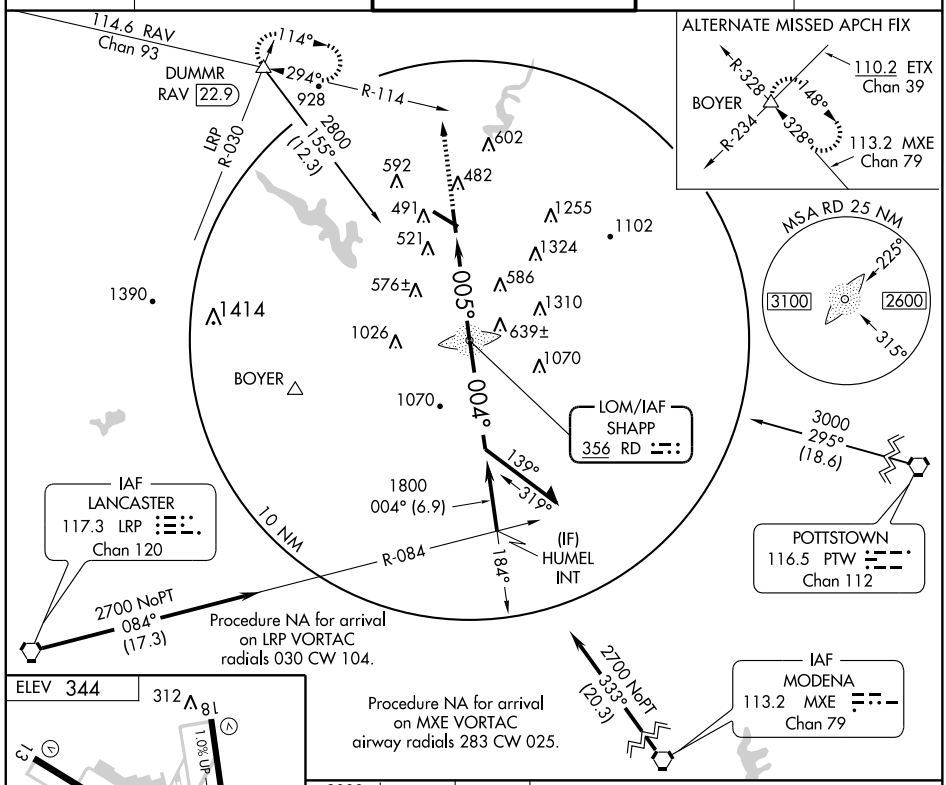
READING RGNL / CARL A SPAATZ FIELD (RDG)

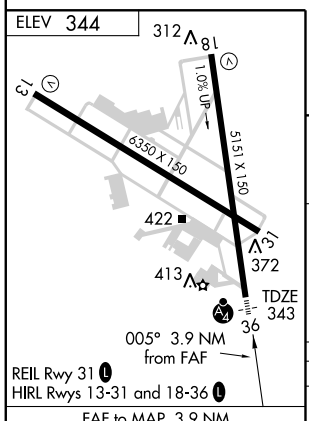
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet and S-36 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat B and D visibility ¼ mile.

MALSF

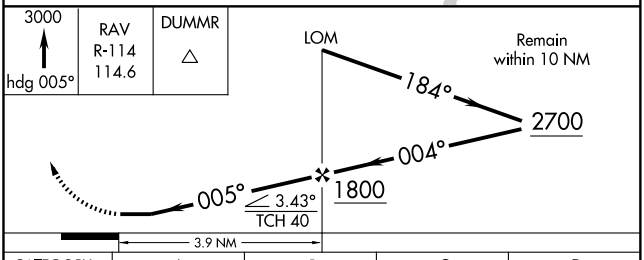
MISSED APPROACH: Climb to 3000 via heading 005° and RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-36	900-1 557 (600-1)		900-1½ 557 (600-1½)	900-1¾ 557 (600-1¾)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6350
CH 45712	133°	TDZE	344
W13A		Apt Elev	344

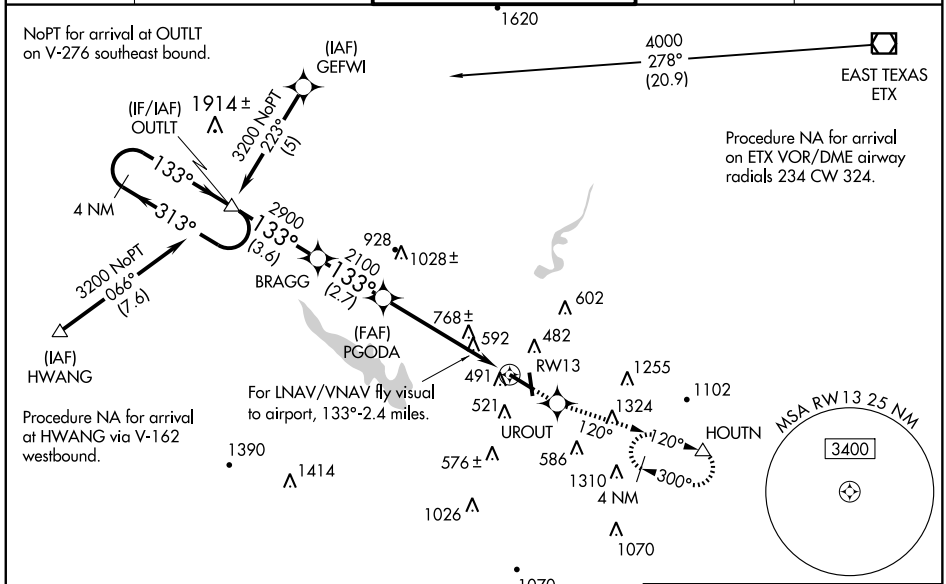
RNAV (GPS) RWY 13

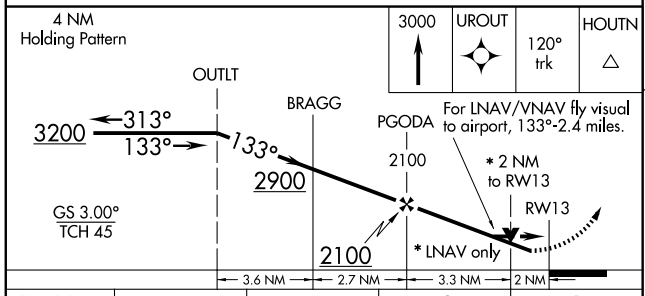
READING RGNL / CARL A SPAATZ FIELD (RDG)

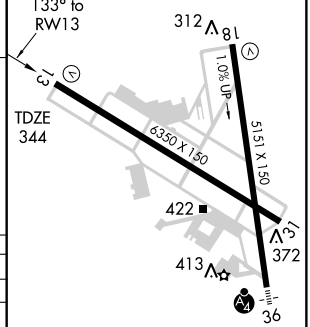
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 897 feet and visibility ¼ mile all Cats. Increase all MDA 100 feet and LNAV Cats B, C and D visibility ¼ mile, Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	804-1¾ 460 (500-1¾)			
LNAV/VNAV DA	1156-2 812 (900-2)		1156-2½ 812 (900-2½)	1156-2¾ 812 (900-2¾)
LNAV MDA	1020-1 676 (700-1)		1020-2 676 (700-2)	1020-2¼ 676 (700-2¼)
CIRCLING	1020-1 676 (700-1)		1020-2 676 (700-2)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5151
184°	TDZE	319
	Apt Elev	344

RNAV (GPS) RWY 18

READING RGNL / CARL A SPAATZ FIELD (RDG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile. Increase Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95

Procedure NA for arrival at RAV VORTAC via V-170 northwest bound.

Procedure NA for arrival at ETX VOR/DME airway radials 234 CW 324.

RAVINE RAV
4000 099° (22.5)
(IAF) OVOZO
3200 094° (5)
(IF) YOCTA
1620
3000 184° (3)
1914±
ANORY
2300 184° (3.1)
(FAF) DEGDY
3200 274° (5)
1635
(IAF) VEWOR
4000 288° (9.5)
EAST TEXAS ETX

928
806±
602
592
482
491
RW18
1255
1102
521
586
1324
576±
1390
1414
1310
COTAX
258°
1026
148°
4 NM
328°
BOYER
1070
1070

MSA RW18 25 NM
3400

ELEV 344
184° to RW18
TDZE 319
312
81
1.0% UP
6350 X 150
5151 X 150
422
372
413
36

3000	COTAX	BOYER
	258° trk	

YOCTA
ANORY
DEGDY
RW18
3200
184°
3000
2300
Procedure Turn NA
3.05° TCH 55
3 NM
3.1 NM
6 NM

CATEGORY	A	B	C	D
LNAV MDA	980-1	661 (700-1)	980-1¾ 661 (700-1¾)	980-2 661 (700-2)
CIRCLING	1000-1	656 (700-1)	1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5151
CH 97412	004°	TDZE	343
W36A		Apt Elev	344

RNAV (GPS) RWY 36

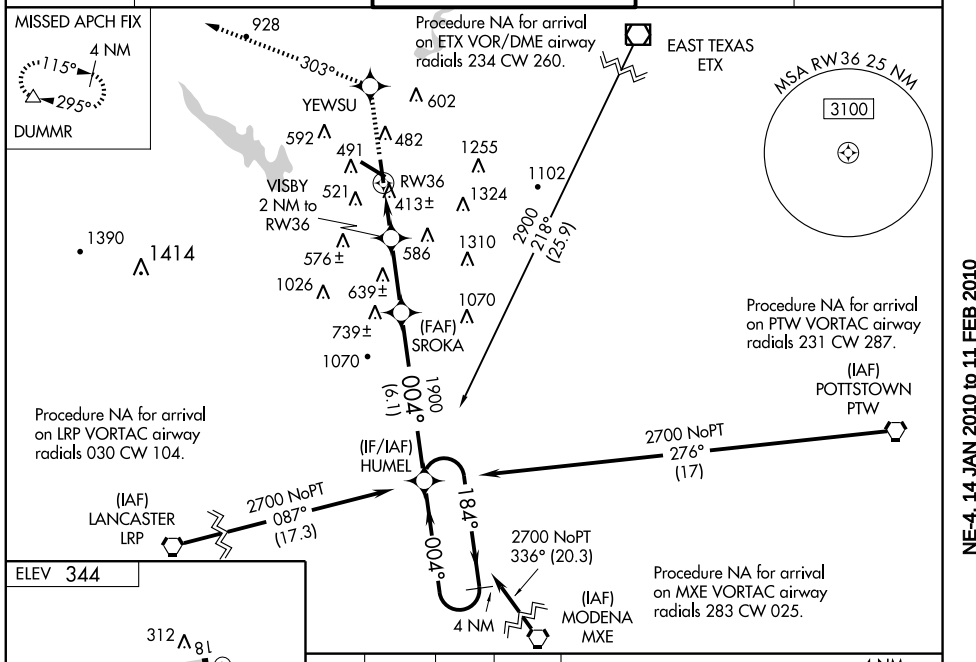
READING RGNL / CARL A SPAATZ FIELD (RDG)

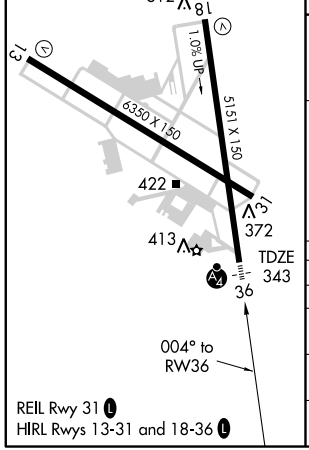
Straight-in minimums NA at night. Inoperative table does not apply.
Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ mile; Increase LNAV/VNAV DA to 923 feet and visibility ¼ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ¼ mile and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

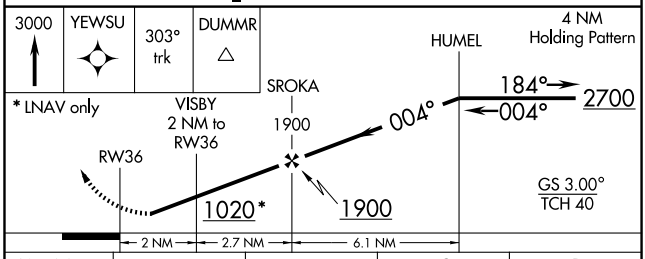
MALSF

MISSED APPROACH: Climb to 3000 direct YEWSU and via 303° track to DUMMR and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	622-1 279 (300-1)			
LNAV/VNAV DA	830-1¾ 487 (500-1¾)			
LNAV MDA	740-1 397 (400-1)			740-1¼ 397 (400-1¼)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-RVL	APP CRS	Rwy Idg	5001
109.3	059°	TDZE	819
		Apt Elev	819

LOC RWY 6

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 via heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF) L

ALTERNATE MISSED APCH FIX

077° R-077 257°

PHILIPSBURG PSB 115.5 Chan 102

MISSED APCH FIX

HERDA RAV 30 R-348 R-290 110° 290° 114.6 RAV Chan 93 112.5 HAR Chan 72

PHILIPSBURG PSB 115.5 Chan 102 115.5 Chan 102

LOCALIZER 109.3 I-RVL

2130 ± 1580 1639 2192 2898 2504 1195 2330 2390 1990 1950 1910± 1059± 1879± 1345 2063 2190 2228 2275 2190 ± 2620

5000 161° (22.3) R-161 R-290 114.6 RAV Chan 93 114.9 TON Chan 96 R-127

(IAF) OTUCA INT PSB 22.3

STROH RV

MSA PSB 25 NM 4200

(IF) LUCKS INT 3300 059° (6.1) 014° 194° 239°

(TURME)

10 NM

4000 NoPT to LUCKS INT 014° (8.7) and LOC (6)

(IAF) COFAX

ELEV 819

5001 X 75

TDZE 819

059° 7.5 NM from FAF

REIL Rwys 6 and 24 L

MIRL Rwy 6-24 L

Remain within 10 NM

OTUCA INT

239° 4000 059° 3300

3.06° TCH 36

7.5 NM

3000	4000 147°	RAV R-290 114.6	HERDA

CATEGORY	A	B	C	D
S-6	1840-1¼ 1021 (1100-1¼)	1840-1½ 1021 (1100-1½)	1840-3 1021 (1100-3)	
CIRCLING	1840-1¼ 1021 (1100-1¼)	1840-1½ 1021 (1100-1½)	1840-3 1021 (1100-3)	2360-3 1541 (1600-3)

FAF to MAP 7.5 NM

Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
059°	TDZE	819
	Apt Elev	819

RNAV (GPS) RWY 6

REEDSVILLE/MIFFLIN COUNTY (RVL)

T NA — Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct OCPUC and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF) L

PHILIPSBURG PSB

182° (20.1) 5000

2330

Procedure NA for arrivals at PSB VORTAC via V33-184-265 northwest bound.

2898 2504 2192 2175 2270 1195 1990 1739± 1919± 2221± 2390 1950 1345 2063 2228

RW06

MISSED APCH FIX
4 NM
059° 239°
OCPUC

STROH
5.2 NM to RW06

(IAF) EYOCE
4000 NoPT 249° (5)

2190

3300 059° (6.1)

(FAF) OTUCA

(IF/IAF) LUCKS

059° 239°
4 NM

MSA RW06 25 NM
3900

2190 ±

2620

4000 NoPT 032° (13.5)

(IAF) COFAX

ELEV 819

4 NM Holding Pattern

LUCKS OTUCA STROH 5.2 NM to RW06

4000 ←239° 059°→ 059° 3.06° TCH 36 3300 RW06 2460

6.1 NM 2.3 NM 5.2 NM

4000 OCPUC

5001 X 75

24 6 18 TDZE 819

059° to RW06

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
LNAV MDA	1800-1¼ 981 (1000-1¼)	1800-1½ 981 (1000-1½)	1800-3 981 (1000-3)	
CIRCLING	1800-1¼ 981 (1000-1¼)	1800-1½ 981 (1000-1½)	1800-3 981 (1000-3)	2360-3 1541 (1600-3)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 78107 W24A	APP CRS 239°	Rwy Idg 5001	TDZE 818	Apt Elev 819

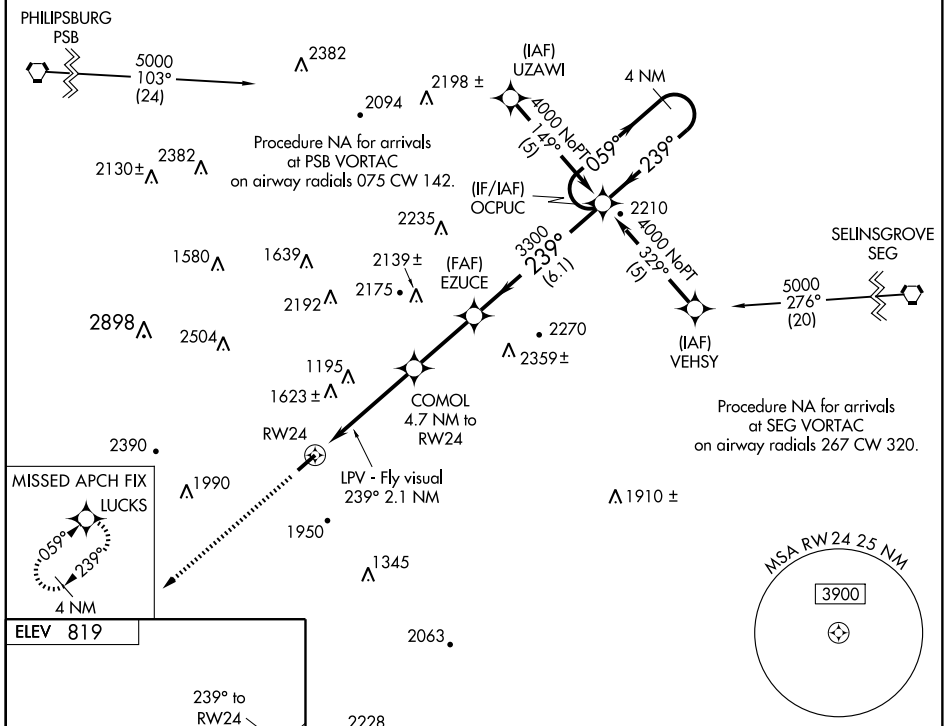
RNAV (GPS) RWY 24

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase LPV DA to 1602, increase all MDAs 100 feet; increase LPV visibility to 2 ¾ all Cats. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct LUCKS and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1509-2 691 (700-2)			1509-2¼ 691 (700-2¼)
LNAV MDA	2220-1¼ 1402 (1500-1¼)	2220-1½ 1402 (1500-1½)	2220-3 1402 (1500-3)	
CIRCLING	2220-1¼ 1401 (1500-1¼)	2220-1½ 1401 (1500-1½)	2220-3 1401 (1500-3)	2360-3 1541 (1600-3)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS		
170°	Rwy Idg	4372
	TDZE	456
	Apt Elev	450

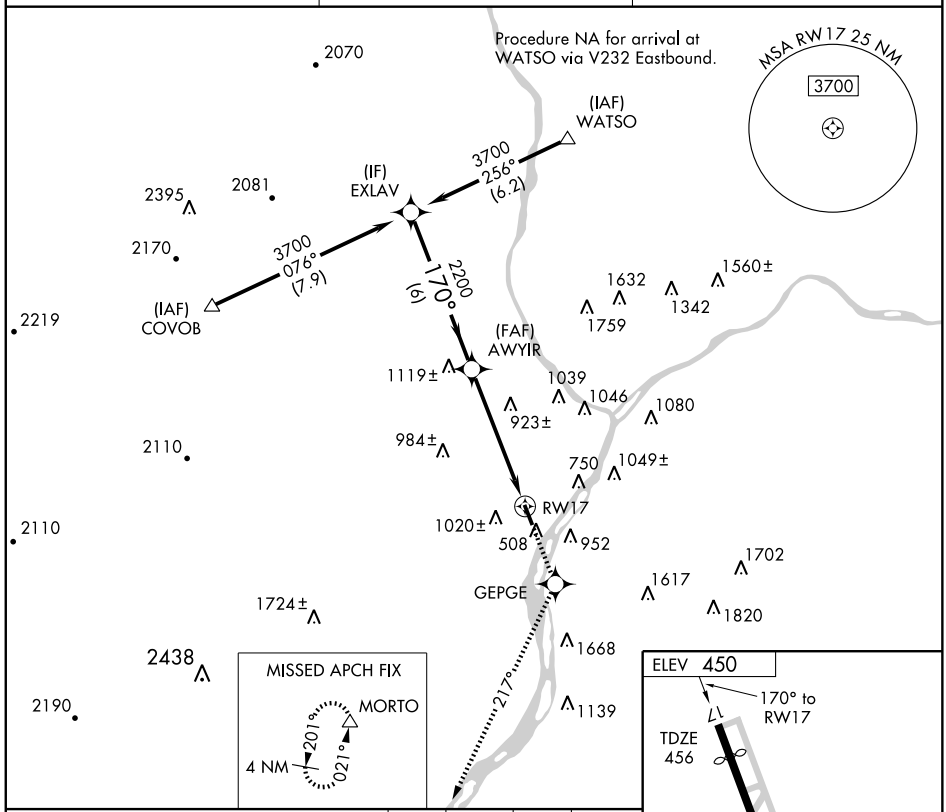
RNAV (GPS) RWY 17

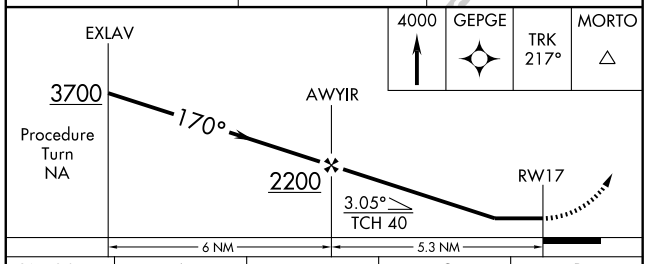
SELINSGROVE/PENN VALLEY (SEG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and LNAV Cat B visibility ¼ mile.

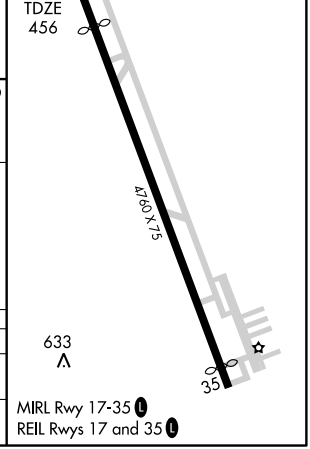
MISSED APPROACH: Climb to 4000 direct GEPGE and via track 217° to MORTO and hold.

ASOS	HARRISBURG APP CON	UNICOM
123.975	118.25 269.45	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1340-1¼	884 (900-1¼)	NA	
CIRCLING	1400-1¼ 950 (1000-1¼)	1400-1½ 950 (1000-1½)	NA	



NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC SEG	APP CRS	Rwy ldg	N/A
110.4	034°	TDZE	N/A
Chan 41		Apt Elev	450

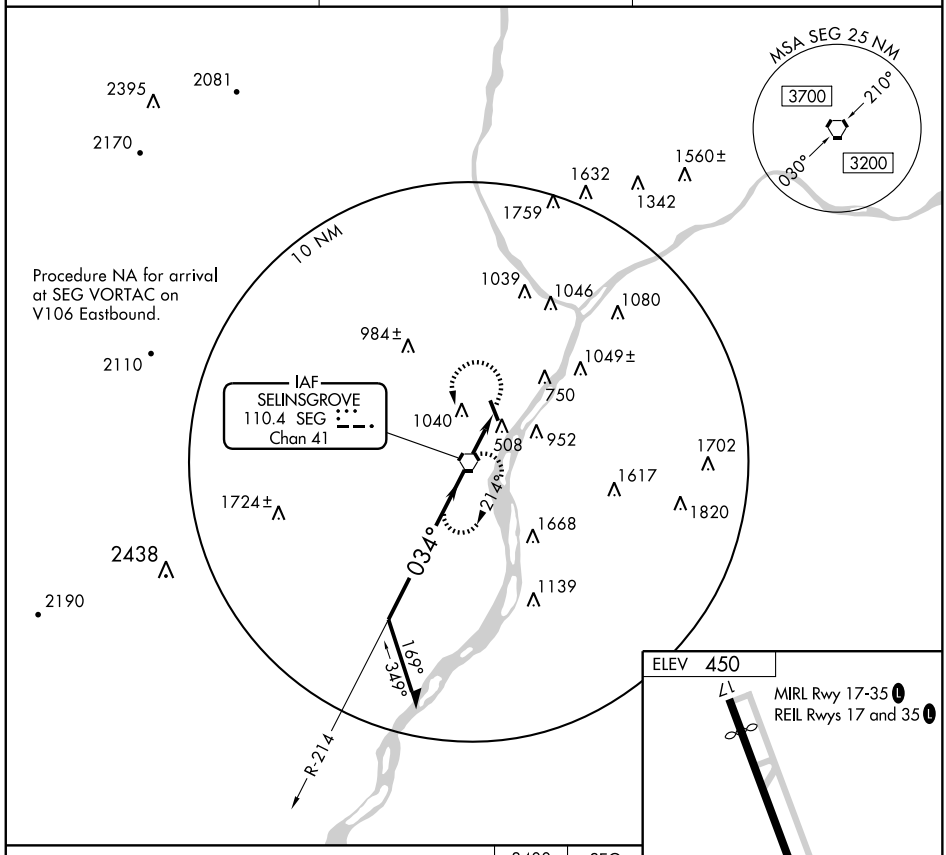
VOR-A

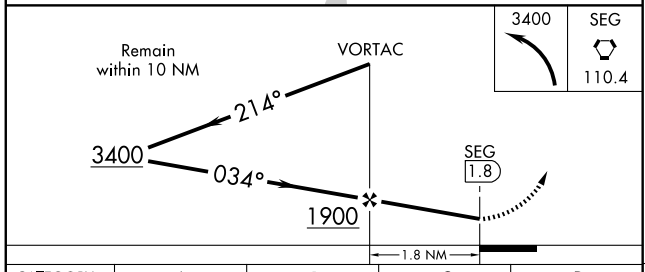
SELINSGROVE/PENN VALLEY (SEG)

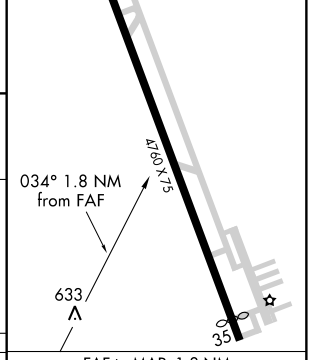
When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3400 direct SEG VORTAC and hold, continue climb-in-hold to 3400.

ASOS	HARRISBURG APP CON	UNICOM
123.975	118.25 269.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1400-1¼	950 (1000-1¼)	NA	

FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

NE-4, 14 JAN 2010 to 11 FEB 2010

SEVEN SPRINGS BOROUGH, PENNSYLVANIA

AL-6350 (FAA)

VORTAC IHD	APP CRS	Rwy Idg	3045
108.2	044°	TDZE	N/A
Chan 19		Apt Elev	2907

VOR or GPS-A

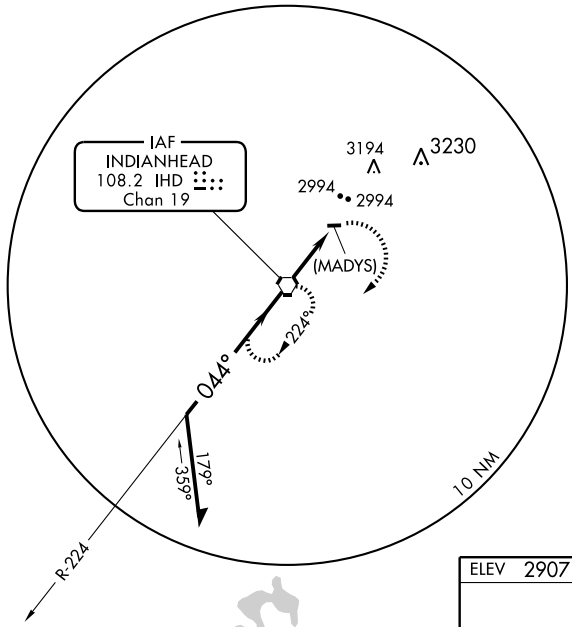
SEVEN SPRINGS (7SP)

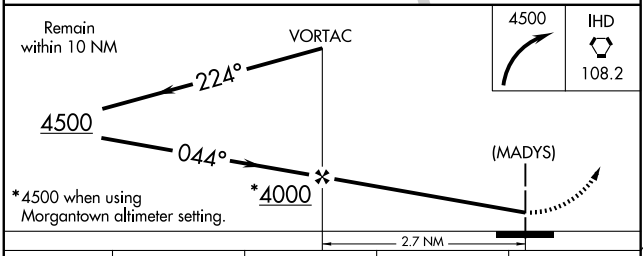
Use Johnstown altimeter setting; when not available, use Morgantown altimeter setting minimums.

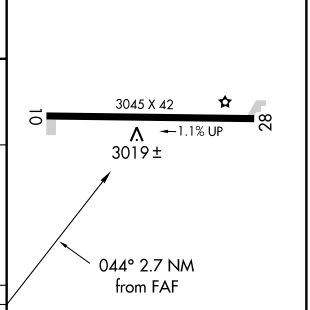
NA

MISSED APPROACH: Climbing right turn to 4500 direct IHD VORTAC and hold.

CLEVELAND CENTER	CTAF (L)
124.4 327.1	122.9







CATEGORY	A	B	C	D
CIRCLING	3540-1 636 (700-1)		3540-1¾ 636 (700-1¾)	NA

MIRL Rwy 10-28 (L)

MORGANTOWN ALTIMETER SETTING MINIMUMS		
CIRCLING	4420-3 1516 (1600-3)	NA

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3297
248°	TDZE	881
	Apt Elev	881

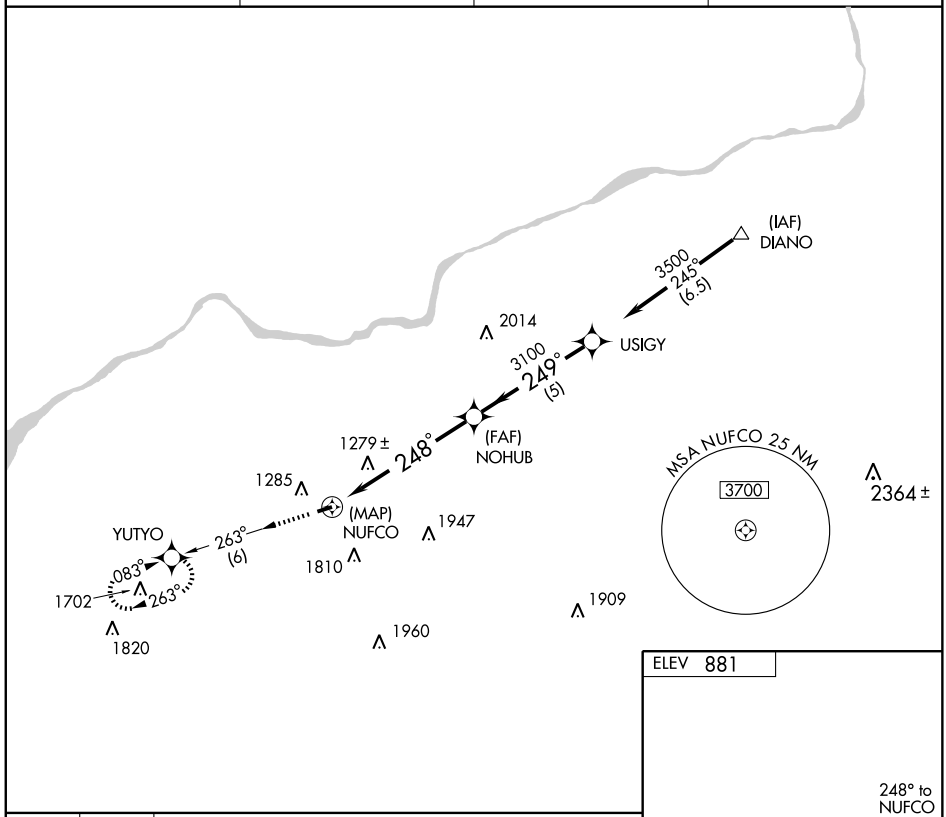
GPS RWY 26

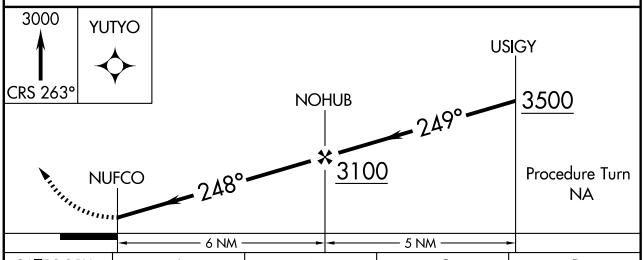
SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

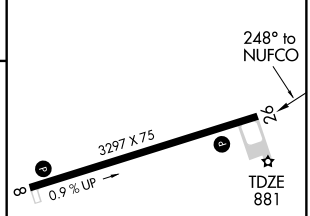
NA

MISSED APPROACH: Climb to 3000 via 263° course to YUTYO WP and hold.

AWOS-3	HARRISBURG APP CON	UNICOM	
119.175	118.25 269.45	122.8 (CTAF)	121.8 L







CATEGORY	A	B	C	D
S-26	1540-1 659 (700-1)		1540-1¾ 659 (700-1¾)	NA
CIRCLING	1840-1¼ 959 (1000-1¼)	1880-1½ 999 (1000-1½)	1900-3 1019 (1100-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26

NE-4. 14 JAN 2010 to 11 FEB 2010

VORTAC SEG	APP CRS	Rwy Idg	3297
110.4	088°	TDZE	879
Chan 41		Apt Elev	881

VOR or GPS RWY 8

SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

NA

MISSED APPROACH: Climbing left turn to 4000 direct SEG VORTAC and hold.

AWOS-3	HARRISBURG APP CON	UNICOM	
119.175	118.25 269.45	122.8 (CTAF)	121.8 L

MILTON
109.2 MIP
Chan 29

10 NM

R-190

2014

IAF
SELINSGROVE
110.4 SEG
Chan 41

AMBIE INT
SEG 10

1285

2500
088°
(10)

1539±

1702

RW08

1947

1810

1909

1820

1960

R-268

088°
1 min
268°

NoPT for arrivals on SEG VORTAC
Airway Radials 199 clockwise 320.

MSA SEG 25 NM
150°
3200
3700
330°

ELEV 881

TDZE
879

3297 X 75

0.9 % UP

26

088° 5.1 NM
from FAF

4000 SEG 110.4

One Minute
Holding Pattern

VORTAC

4000
268°
088°
3500

AMBIE INT
SEG 10

088°

RW08
SEG 15.1

2500

10 NM 5.1 NM

MIRL Rwy 8-26 L
REIL Rwys 8 and 26

CATEGORY	A	B	C	D
S-8	1980-1¼ 1101 (1100-1¼)	1980-1½ 1101 (1100-1½)	1980-3 1101 (1100-3)	NA
CIRCLING	1980-1¼ 1099 (1100-1¼)	1980-1½ 1099 (1100-1½)	1980-3 1099 (1100-3)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-SOZ	APP CRS	Rwy Idg	5002
108.7	246°	TDZE	2240
		Apt Elev	2275

LOC/NDB RWY 25

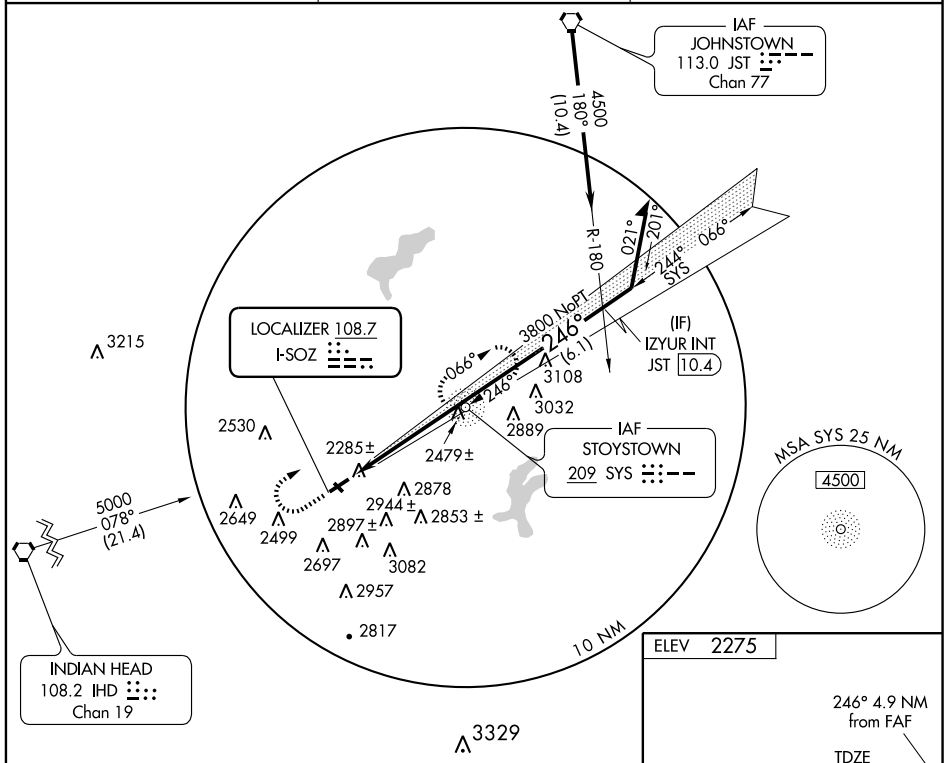
SOMERSET COUNTY (2G9)

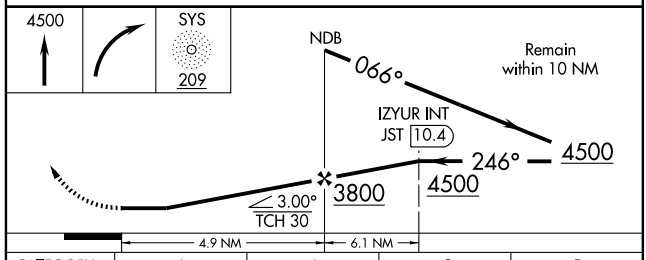
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet, increase S-25 Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

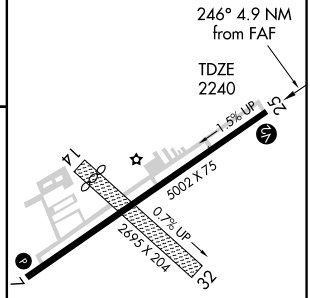
NA

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







MIRL Rwy 7-25 L

REIL Rwys 7 and 25 L

CATEGORY	A	B	C	D
S-25	2700-1 460 (500-1)		2700-1¼ 460 (500-1¼)	2700-1½ 460 (500-1½)
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4, 14 JAN 2010 to 11 FEB 2010

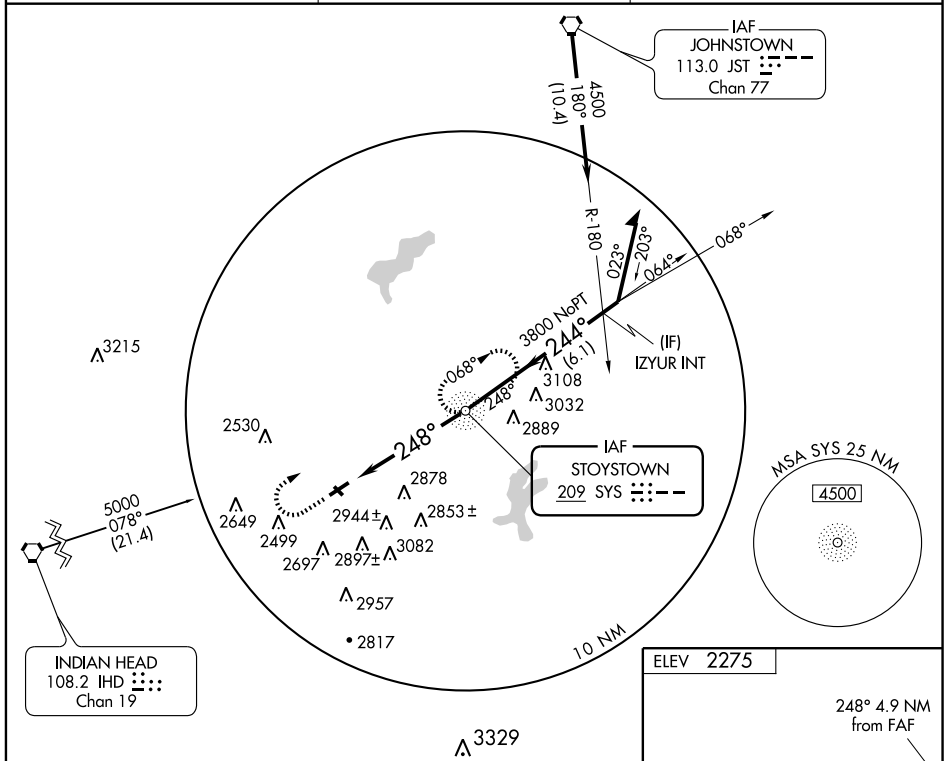
NDB SYS	APP CRS		
209	248°	Rwy Idg	5002
		TDZE	2240
		Apt Elev	2275

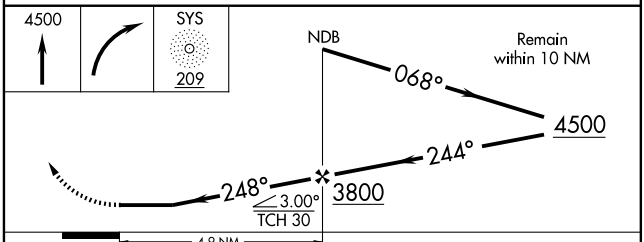
NDB RWY 25
SOMERSET COUNTY (2G9)

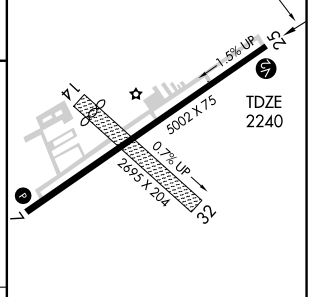
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet.
NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

CATEGORY	A	B	C	D
S-25/25	3240-1¼ 1000 (1000-1¼)	3240-1½ 1000 (1000-1½)	3240-3 1000 (1000-3)	
CIRCLING	3240-1¼ 965 (1000-1¼)	3240-1½ 965 (1000-1½)	3240-3 965 (1000-3)	3300-3 1025 (1100-3)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5002
CH 66005	066°	TDZE	2275
W07A		Apt Elev	2275

RNAV (GPS) RWY 7

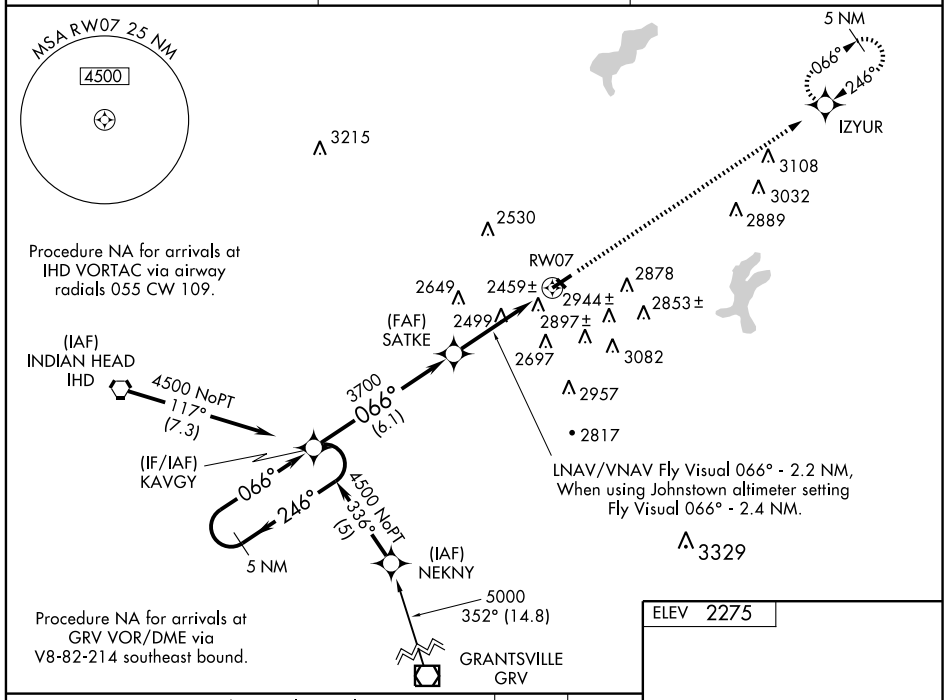
SOMERSET COUNTY (2G9)

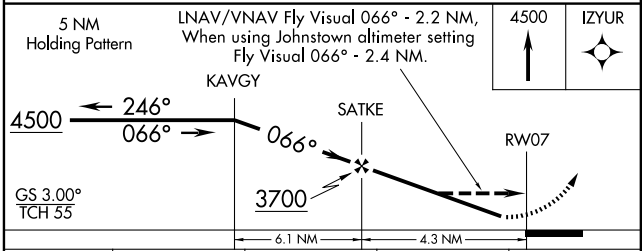
When local altimeter setting not received, use Johnstown altimeter setting and increaseall DAs/MDAs 60 feet, LNAV/VNAV Cat C and D visibility ¼ mile, LNAV Cat C and D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

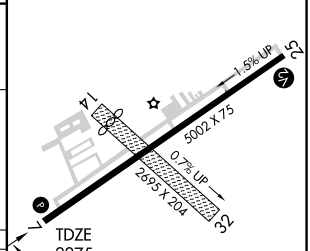
NA

MISSED APPROACH: Climb to 4500 direct IZYUR and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2525-1 250 (300-1)			
LNAV/VNAV DA	3029-2 754 (800-2)		3029-2¼ 754 (800-2¼)	3029-2½ 754 (800-2½)
LNAV MDA	2900-1 625 (700-1)		2900-1¾ 625 (700-1¾)	2900-2 625 (700-2)
CIRCLING	2900-1 625 (700-1)		2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5002
CH 82205	246°	TDZE	2240
W25A		Apt Elev	2275

RNAV (GPS) RWY 25

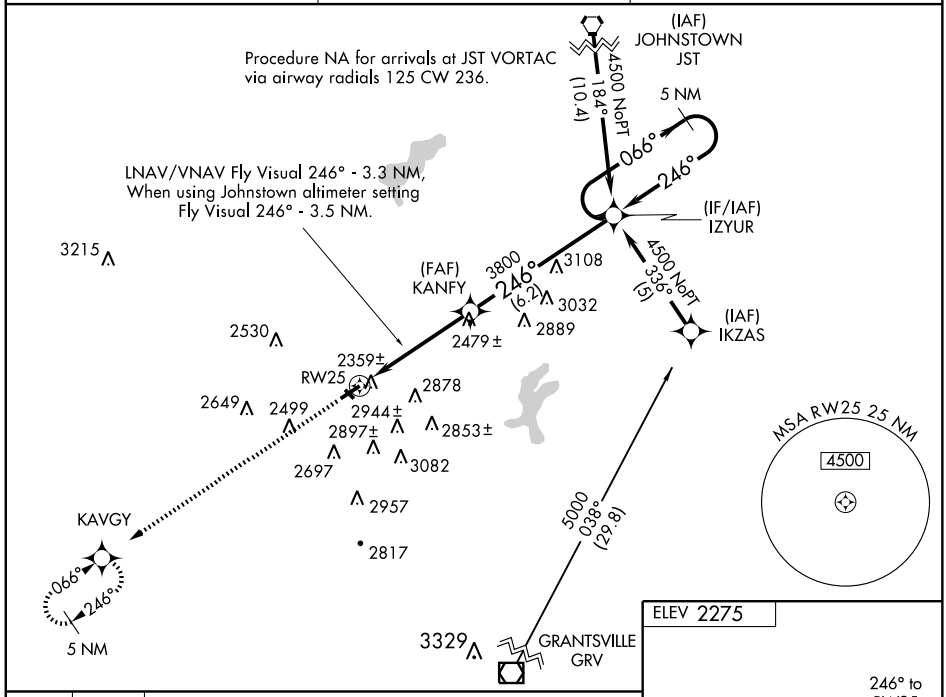
SOMERSET COUNTY (2G9)

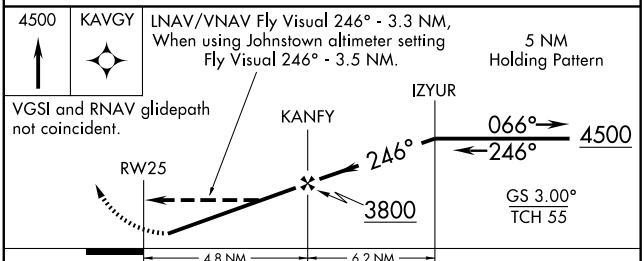
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

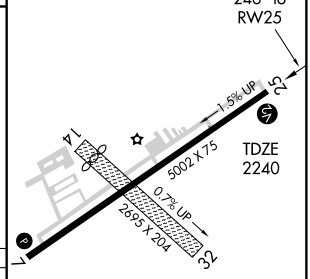
NA

MISSED APPROACH: Climb to 4500 direct KAVGY and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2490-1 250 (300-1)			
LNAV/VNAV DA	3305-2 1065 (1100-2)		3305-3 1065 (1100-3)	
LNAV MDA	2660-1 420 (400-1)		2660-1¼ 420 (400-1¼)	
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OYM	APP CRS	Rwy Idg	4300
108.9	281°	TDZE	1934
Chan 26		Apt Elev	1934

LOC/DME RWY 28

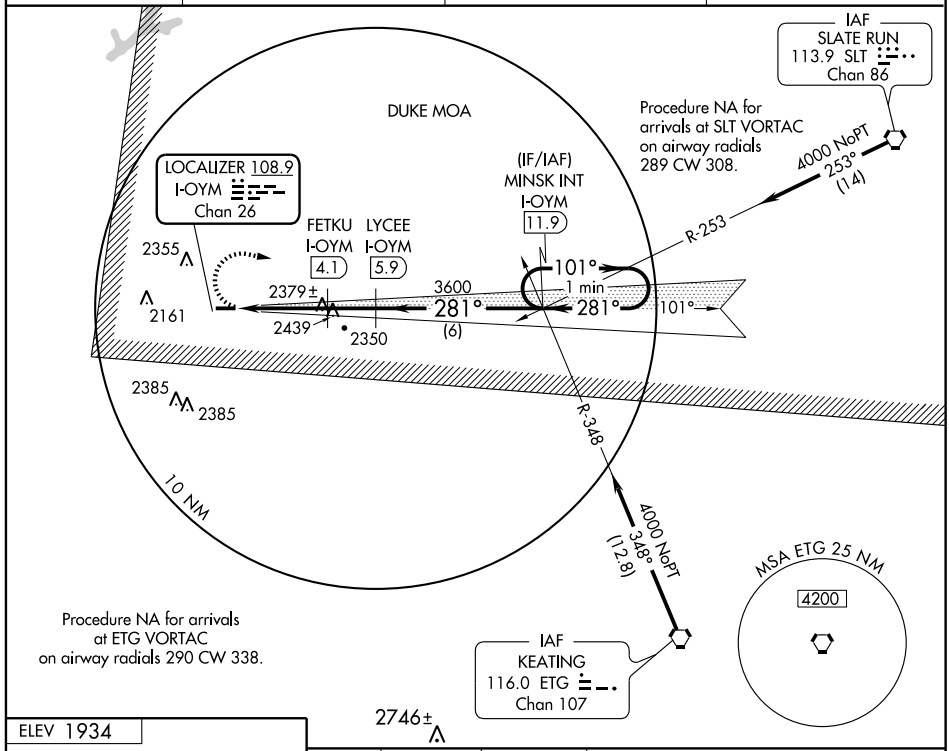
ST. MARYS MUNI (OYM)

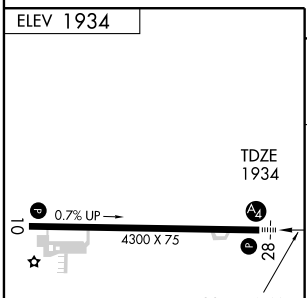
▼ ⚠ NA — If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

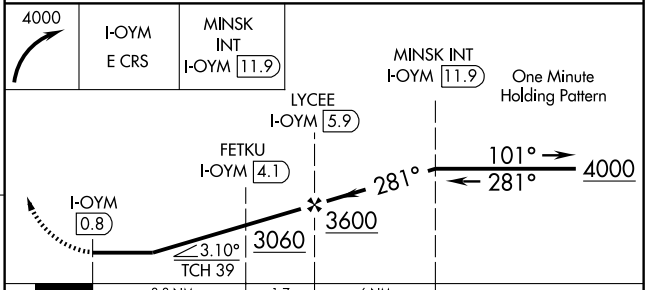
MALS

MISSED APPROACH: Climbing right turn to 4000 via I-OYM east course to MINSK INT/11.9 DME and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-28	2740-1 806 (900-1)	2740-1¼ 806 (900-1¼)	2740-2¼ 806 (900-2¼)	2740-2½ 806 (900-2½)
CIRCLING	2740-1 806 (900-1)	2740-1¼ 806 (900-1¼)	2740-2¼ 806 (900-2¼)	2800-2¾ 866 (900-2¾)

MIRL Rwy 10-28 L

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4300
CH 40102	101°	TDZE	1909
W10A		Apt Elev	1934

RNAV (GPS) RWY 10

ST. MARYS MUNI (OYM)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bradford altimeter setting and increase DA to 2394 feet and increase all MDAs 240 feet. VDP NA when using Bradford altimeter setting.

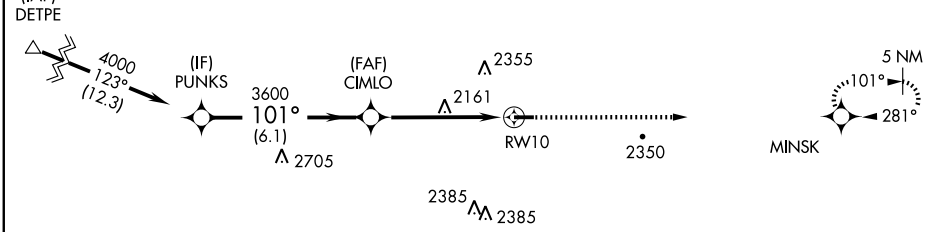
NA

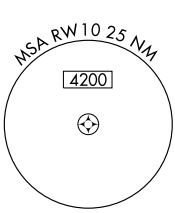
MISSED APPROACH: Climb to 4000 direct MINSK and hold.

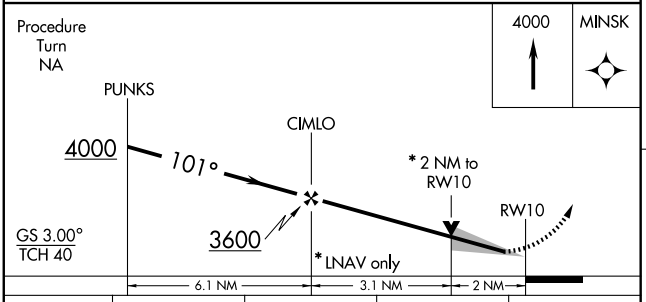
AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L

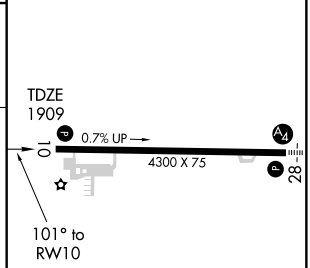
2725±

Procedure NA for arrivals at DETPE via V184 NW bnd.









CATEGORY	A	B	C	D
LPV DA	2169-1 260 (300-1)			
LNAV MDA	2580-1 671 (700-1)		2580-2 671 (700-2)	2580-2¼ 671 (700-2¼)
CIRCLING	2620-1 686 (700-1)	2660-1 726 (800-1)	2660-2 726 (800-2)	2800-2¾ 866 (900-2¾)

MIRL Rwy 10-28 L

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4300
CH 82302	281°	TDZE	1934
W28A		Apt Elev	1934

RNAV (GPS) RWY 28

ST. MARYS MUNI (OYM)

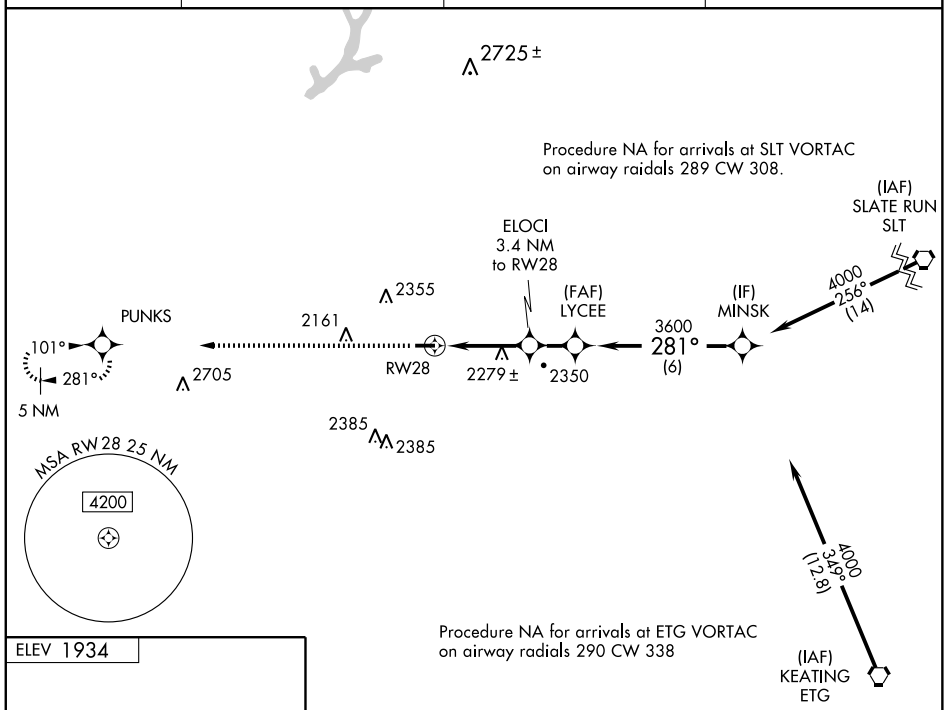
DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV all Cats or LNAV Cat C. VDP NA when using Bradford altimeter setting. If local altimeter not received, use Bradford altimeter setting and increase DA to 2417 and all MDAs 240 feet.

NA

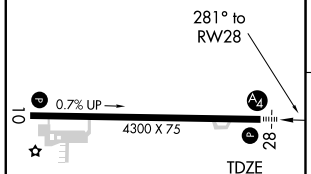
MALS

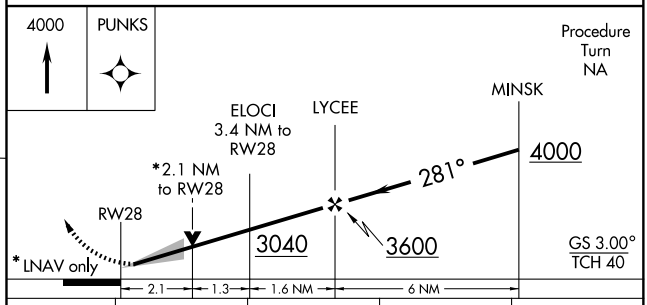
MISSED APPROACH: Climb to 4000 direct PUNKS and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L



ELEV 1934





CATEGORY	A	B	C	D
LPV DA	2194-1 260 (300-1)			
LNAV MDA	2640-¾ 706 (800-¾)		2640-2 706 (800-2)	2640-2¼ 706 (800-2¼)
CIRCLING	2640-1 706 (800-1)	2660-1 726 (800-1)	2660-2 726 (800-2)	2800-2¾ 866 (900-2¾)

MIRL Rwy 10-28 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC SLT 113.9 Chan 86	APP CRS 264°	Rwy Idg 4300 TDZE 1934 Apt Elev 1934

VOR RWY 28
ST. MARYS MUNI (OYM)

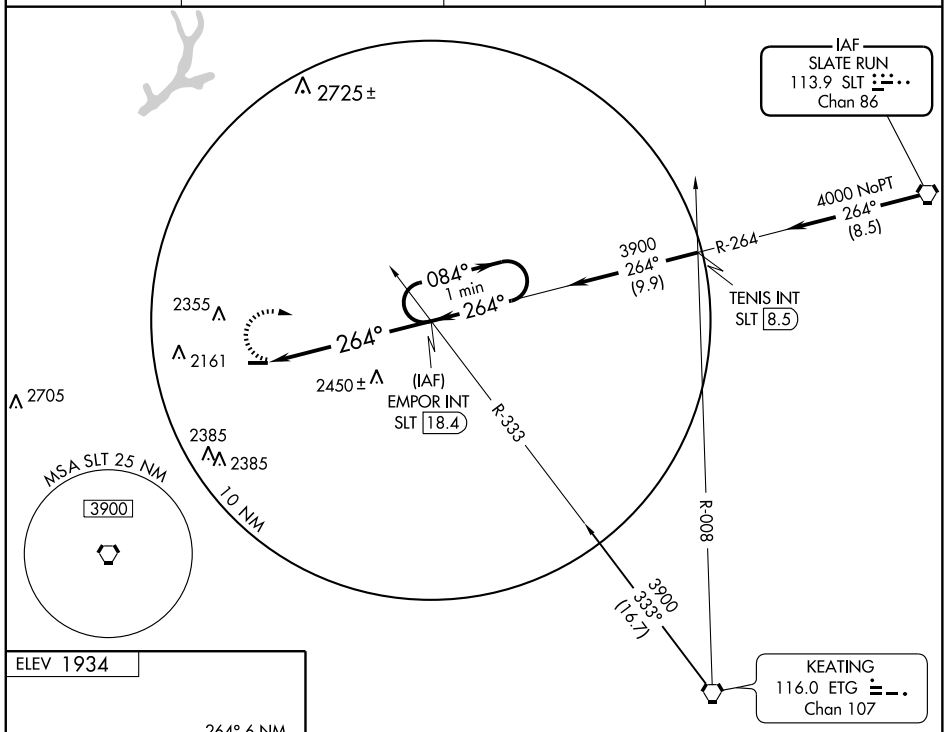
If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply.

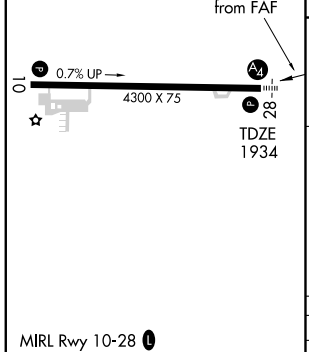
NA

MALS

MISSED APPROACH: Climbing right turn to 3900 via SLT R-264 to EMPOR Int/18.4 DME and hold.

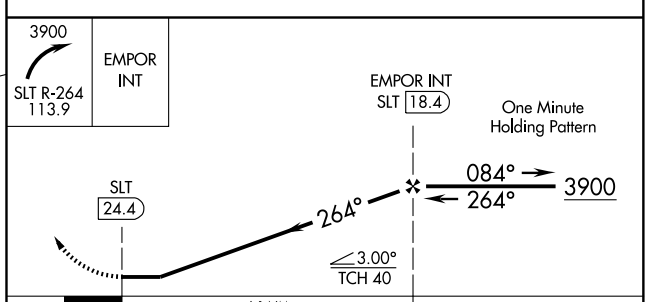
AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L





MIRL Rwy 10-28 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-28	2820-1¼	886 (900-1¼)	2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)
CIRCLING	2820-1¼	886 (900-1¼)	2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)

NE-4. 14 JAN 2010 to 11 FEB 2010

LOC I-UNV	APP CRS	Rwy Idg	6701
111.7	244°	TDZE	1218
		Apt Elev	1239

ILS or LOC RWY 24

STATE COLLEGE / UNIVERSITY PARK (UNV)

ADF Required. Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase S-ILS DA to 1522 and all MDA 120 feet; increase S-LOC Cats C and D and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 2600, then climbing left turn to 4000 direct PENUE LOM and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L

ALTERNATE MISSED APCH FIX

077°–257°–R-077

PHILIPSBURG PSB 115.5 Chan 102

ADF REQUIRED

10 NM

2282 2254 2855 2600± 4800 102° (11.4) 2091 2026± 2382 2130± 2382 1313± 2287 4800 075° (28.8) 1878 1784 2898 2504 2390

LOM/IAF PENUE 388 UN

244° 064° 289° 109°

Bellefonte

Ridge Soaring Gliderport

Procedure NA for arrivals at RASHE INT via V106 southwest bound.

LOCALIZER 111.7 I-UNV

4800 to PENUE 353° (14.7)

RASHE

MSA UN 25 NM 3900

TYRONE 114.9 TON Chan 96

ELEV 1239

244° 5.5 NM from FAF

0.6% UP

TDZE 1218

6701 X 150

REIL Rwy 6 L

HIRL Rwy 6-24 L

2600	4000	UN 388

* LOC only.

LOM 064° 3900 3016 244° 244° 3100* 3400 Remain within 10 NM GS 3.00° TCH 55

5.5 NM

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 24	1418-½ 200 (200-½)			
S-LOC 24	1580-½ 362 (400-½)			1580-¾ 362 (400-¾)
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1½ 461 (500-1½)	1800-2 561 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

STATE COLLEGE, PENNSYLVANIA AL-5240 (FAA)

WAAS	APP CRS	Rwy Idg	6701
CH 87109	064°	TDZE	1231
W06A		Apt Elev	1239

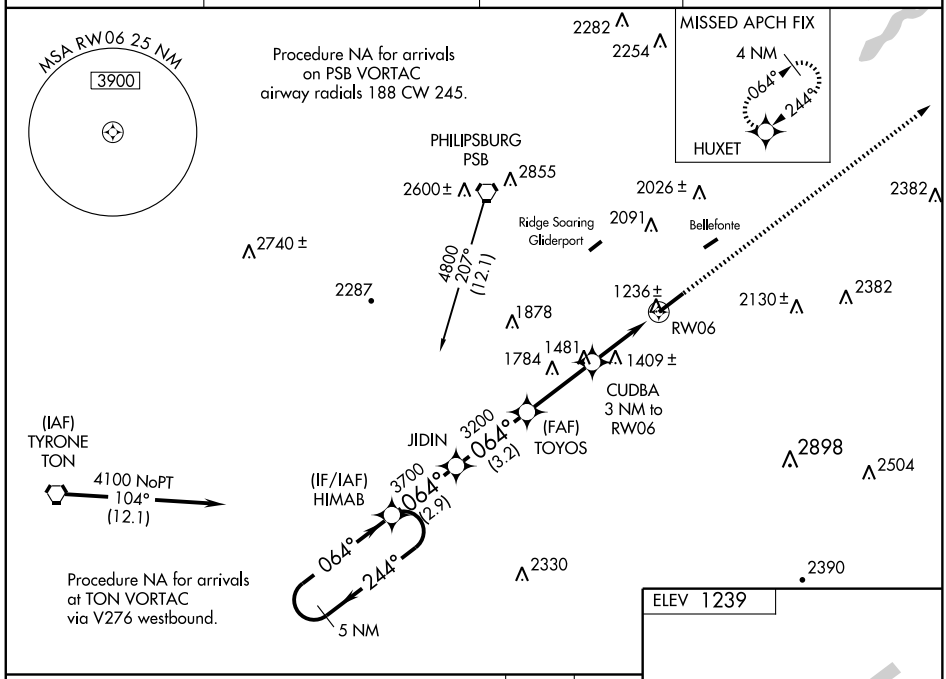
RNAV (GPS) RWY 6

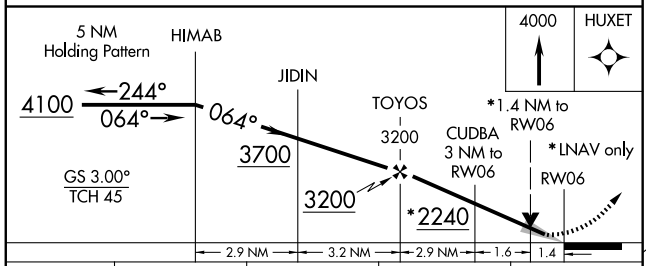
STATE COLLEGE / UNIVERSITY PARK (UNV)

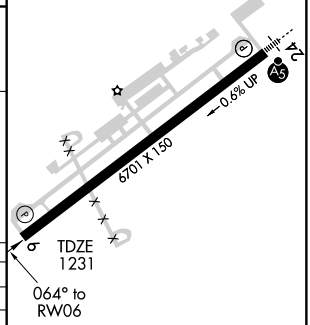
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1585, LNAV/VNAV DA to 1785, and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ½ mile; increase Circling Cats C and D visibility ¼ mile.
VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HUXET and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1481- ¾ 250 (300-¾)			
LNAV/VNAV DA	1681-1½ 450 (500-1½)			
LNAV MDA	1720-1 489 (500-1)		1720-1¼ 489 (500-1¼)	1720-1½ 489 (500-1½)
CIRCLING	1720-1 481 (500-1)		1720-1½ 481 (500-1½)	1800-2 561 (600-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6701
CH 61309	244°	TDZE	1218
W24A		Apt Elev	1239

RNAV (GPS) RWY 24

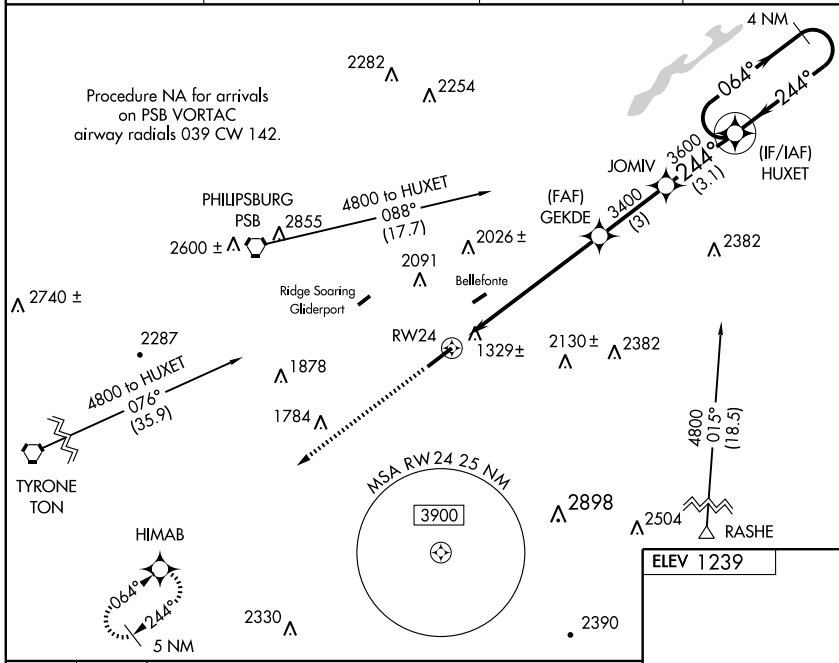
STATE COLLEGE/ UNIVERSITY PARK (UNV)

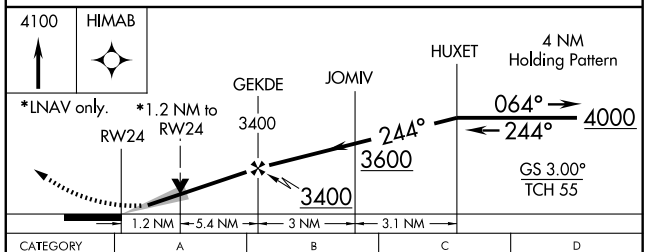
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1522, LNAV/VNAV DA to 1739, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1. DME/DME RNP-0.3 NA.

MALSR

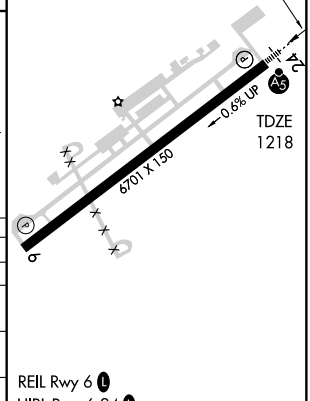
MISSED APPROACH: Climb to 4100 direct HIMAB and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1418-½ 200 (200-½)			
LNAV/VNAV DA	1635-1 417 (400-1)			
LNAV MDA	1620-½ 402 (400-½)		1620-¾ 402 (400-¾)	1620-1 402 (400-1)
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1½ 461 (500-1½)	1800-2 561 (600-2)



NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC PSB 115.5 Chan 102	APP CRS 132°	Rwy Idg N/A TDZE N/A Apt Elev 1239

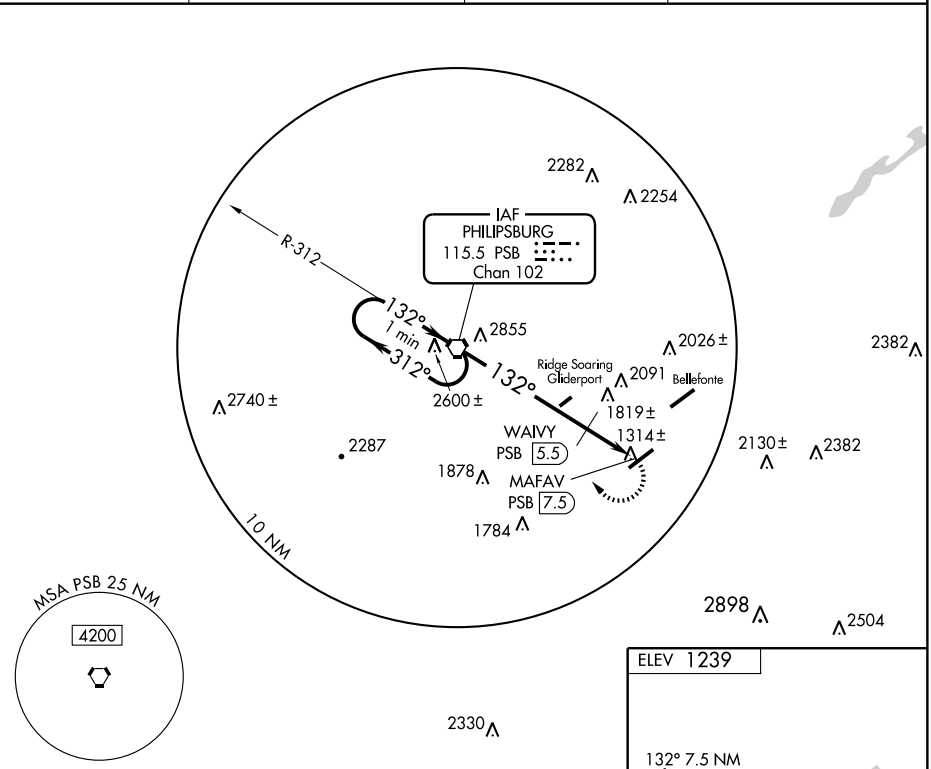
VOR-B

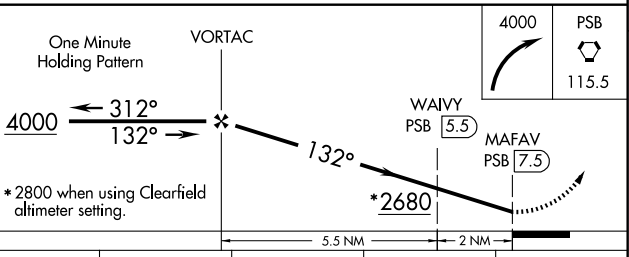
STATE COLLEGE / UNIVERSITY PARK (UNV)

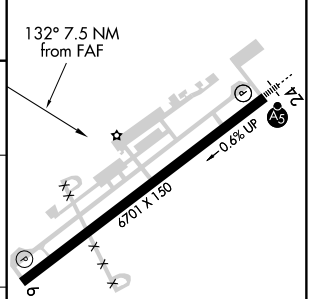
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 120 feet; increase WAIVY Fix minimums Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2680-1¼ 1441 (1500-1¼)	2680-1½ 1441 (1500-1½)	2680-3 1441 (1500-3)	
WAIVY FIX MINIMUMS				
CIRCLING	1960-1 721 (800-1)		1960-2 721 (800-2)	1960-2¼ 721 (800-2¼)

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

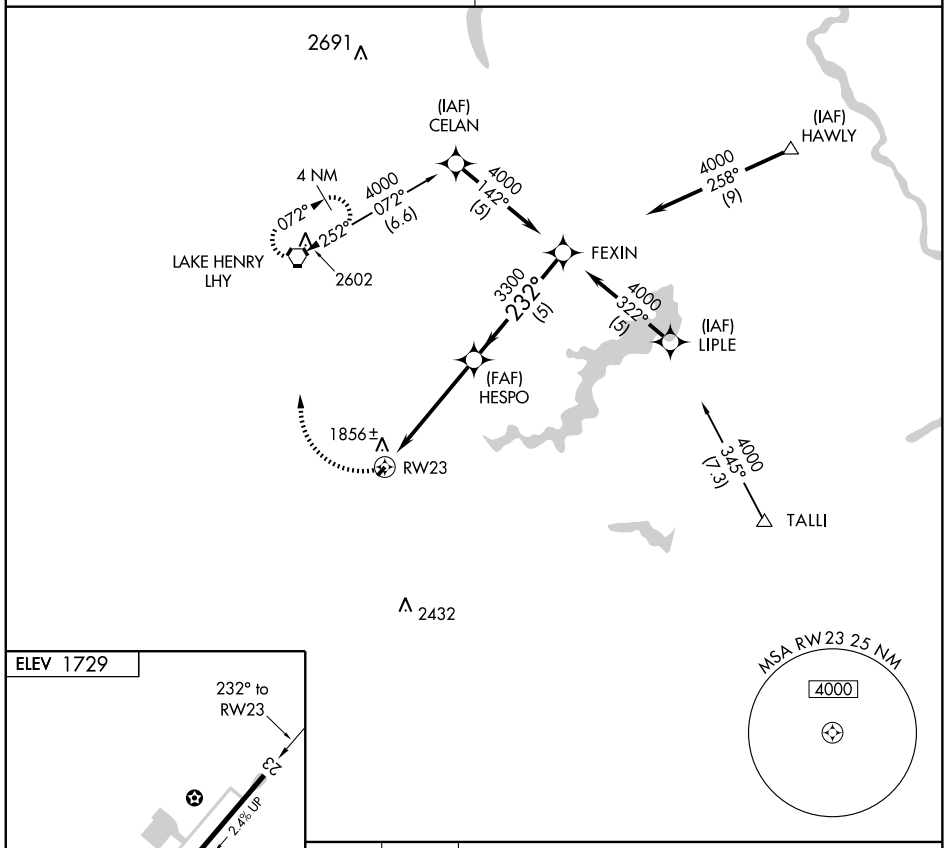
NE-4, 14 JAN 2010 to 11 FEB 2010

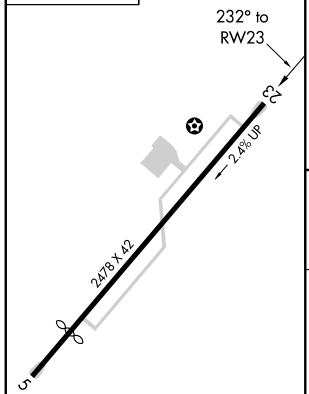
APP CRS	Rwy Idg	N/A
232°	TDZE	N/A
	Apt Elev	1729

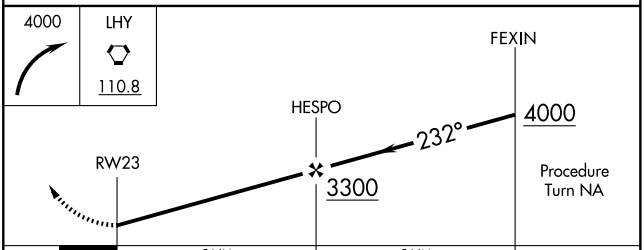
RNAV (GPS)-A

STERLING / SPRING HILL (7ØN)

T A NA	Use Wilkes-Barre/Scranton Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.
WILKES-BARRE APP CON **126.3 256.7**	CTAF L **122.9**







CATEGORY	A	B	C	D
CIRCLING	2600-1 871 (900-1)	2620-1¼ 891 (900-1¼)	NA	

LIRL Rwy 5-23 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC LHY	APP CRS	Rwy Idg	N/A
110.8	167°	TDZE	N/A
Chan 45		Apt Elev	1729

VOR-B

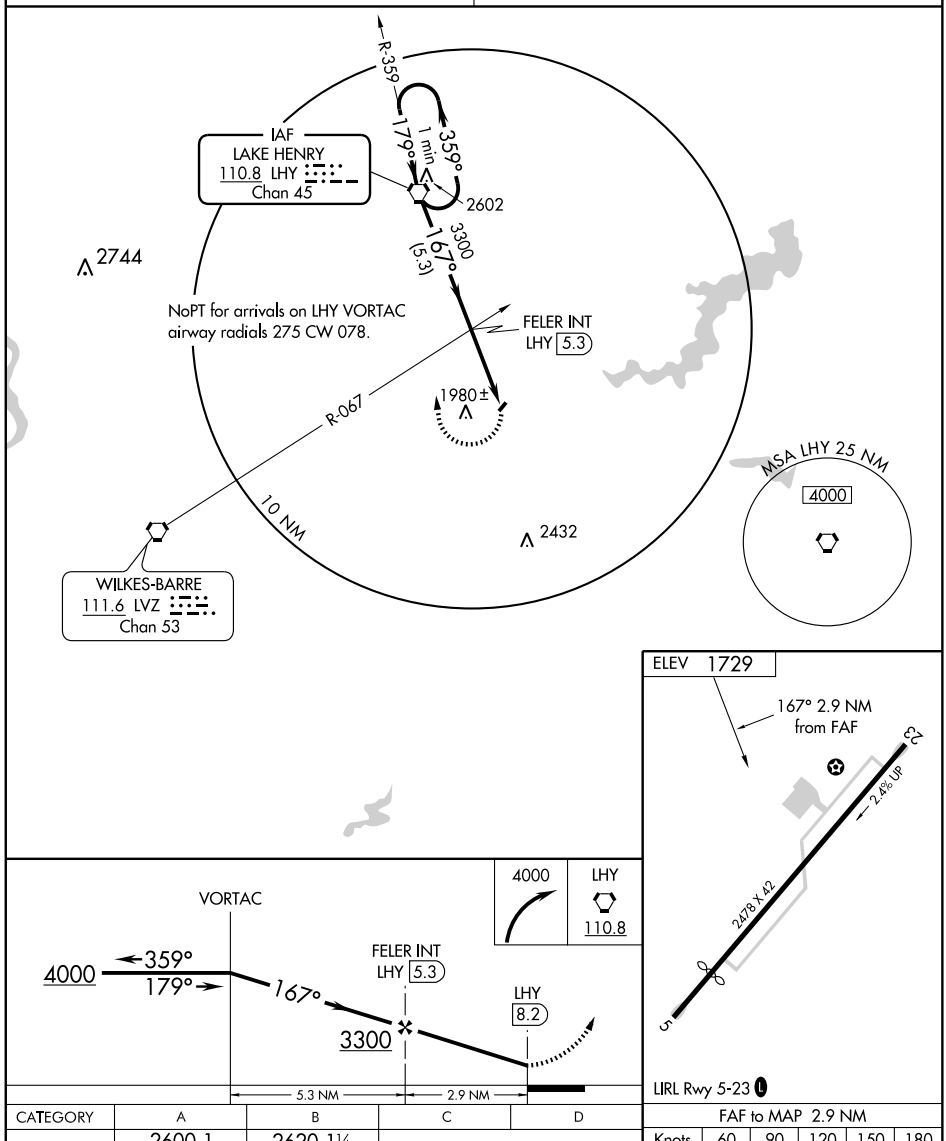
STERLING/SPRING HILL (7ØN)

NA

Use Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

WILKES-BARRE APP CON	CTAF
126.3 256.7	122.9



CATEGORY	A	B	C	D
CIRCLING	2600-1 871 (900-1)	2620-1¼ 891 (900-1¼)	NA	

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR FKL 109.6	APP CRS 033°	Rwy Idg N/A TDZE N/A Apt Elev 1600

VOR or GPS-A
TITUSVILLE (6G1)

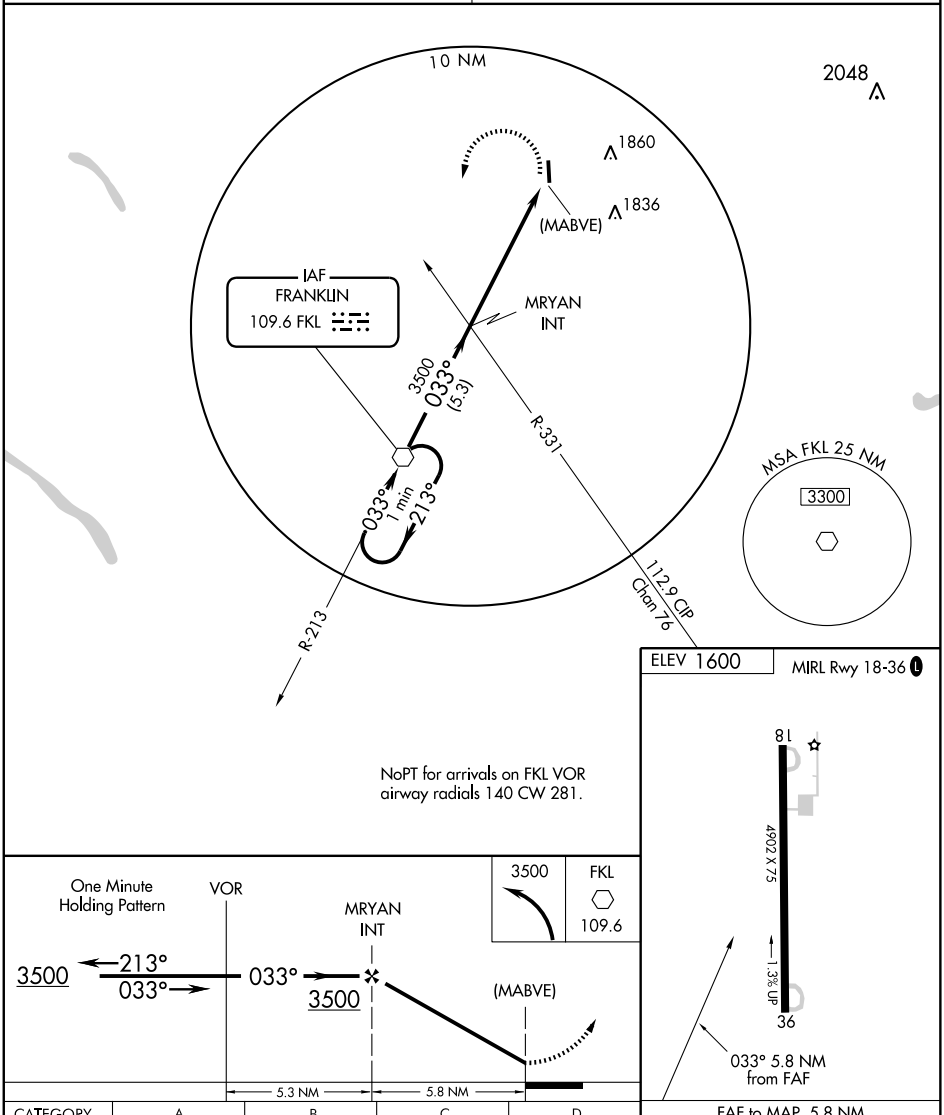
NA

Use Franklin altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct FKL VOR and hold.

YOUNGSTOWN APP CON ★
133.95 322.3

CTAF
122.9 L



ELEV 1600

MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	2200-1	600 (600-1)	2200-1½ 600 (600-1½)	2260-2 660 (700-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC MXE	APP CRS	Rwy Idg	3695
113.2	230°	TDZE	436
Chan 79		Apt Elev	436

VOR RWY 24

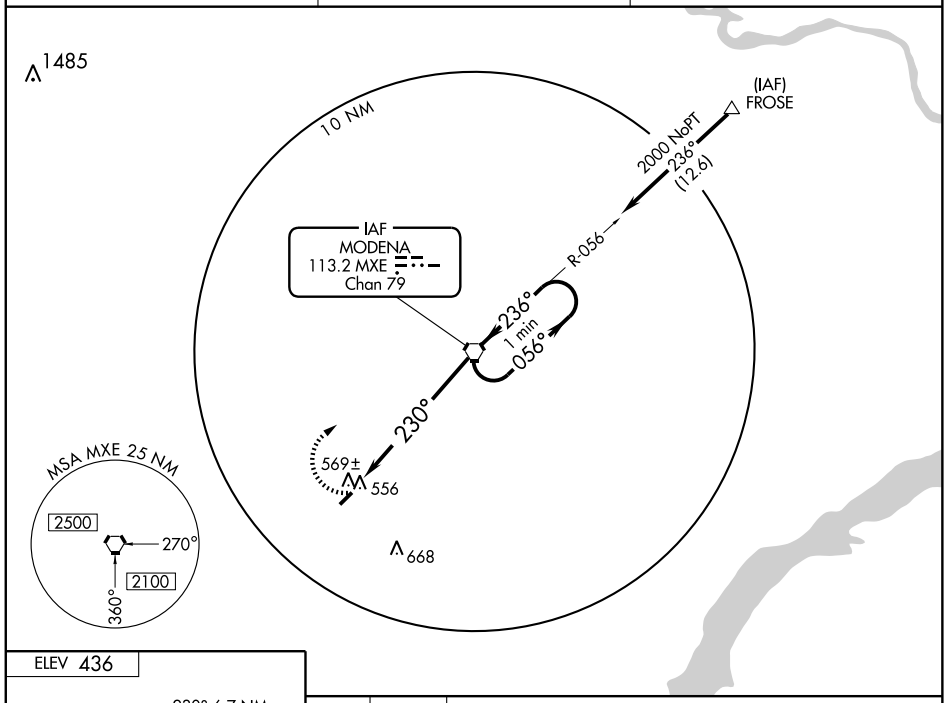
TOUGHKENAMON/ NEW GARDEN (N57)

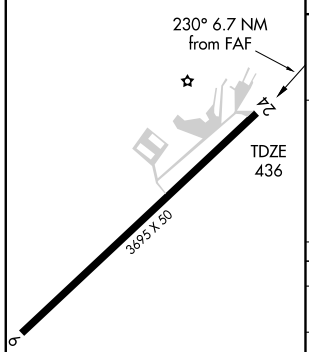
NA

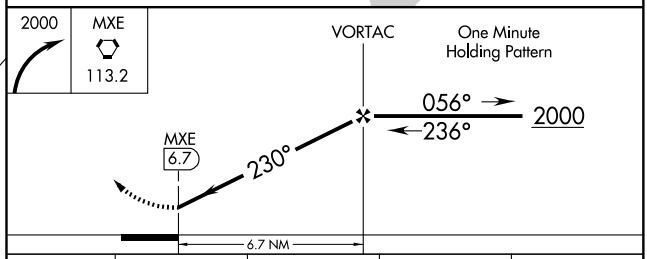
Obtain local altimeter on CTAF; when not recieved, use Wilmington altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct MXE VORTAC and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
124.35 319.15	125.6	123.05 (CTAF)







CATEGORY	A	B	C	D
S-24	940-1 504 (600-1)		940-1½ 504 (600-1½)	NA
CIRCLING	960-1 524 (600-1)		960-1½ 524 (600-1½)	NA
WILMINGTON ALTIMETER SETTING MINIMUMS				
S-24	1020-1 584 (600-1)		1020-1½ 584 (600-1½)	NA
CIRCLING	1040-1 604 (700-1)		1040-1¾ 604 (700-1¾)	NA

LIRL Rwy 6-24

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4300
227°	TDZE	733
	Apt Elev	730

RNAV (GPS) RWY 23

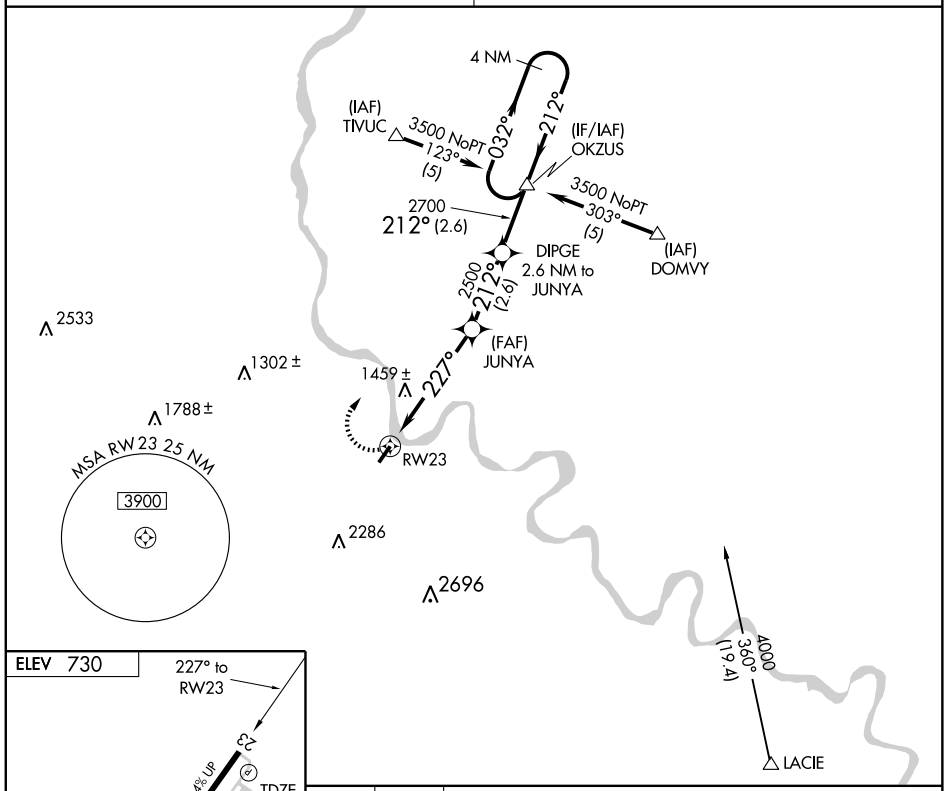
TOWANDA/ BRADFORD COUNTY (N27)

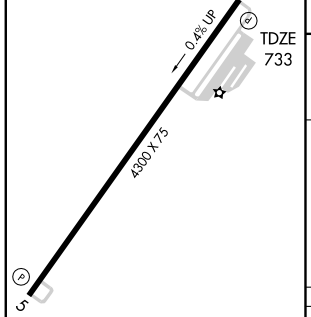
Use Tri-Cities, NY altimeter setting
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

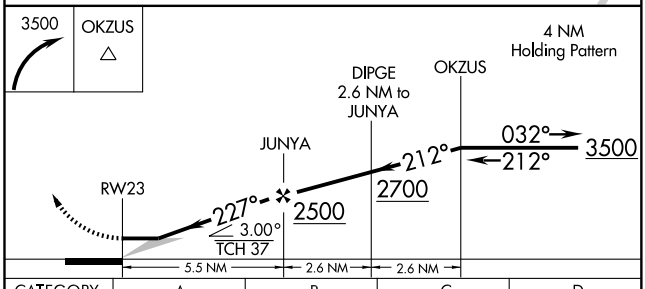
MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.

BINGHAMTON APP CON
118.6 257.625

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1800-1¼ 1067 (1100-1¼)	1800-1½ 1067 (1100-1½)	NA	
CIRCLING	2020-1¼ 1290 (1300-1¼)	2020-1½ 1290 (1300-1½)	NA	

REIL Rwys 5 and 23 L
HIRL Rwy 5-23 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	791

RNAV (GPS)-A

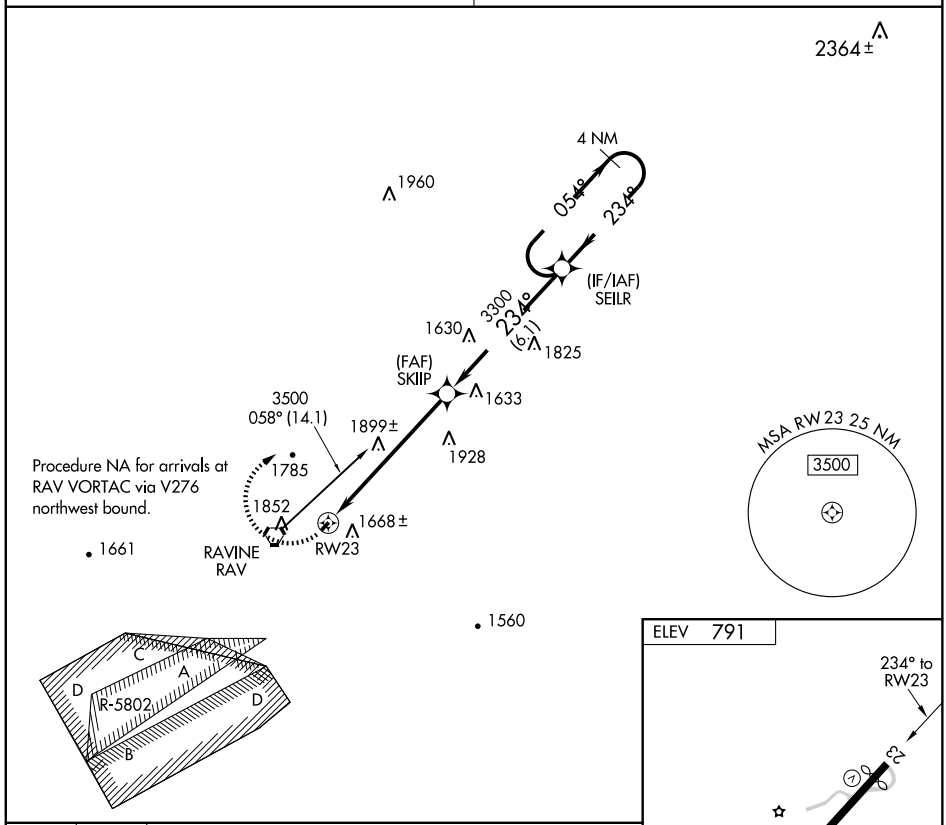
TOWER CITY/ BENDIGO (74N)

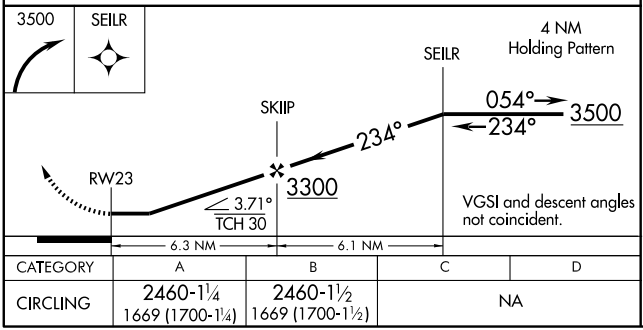
NA

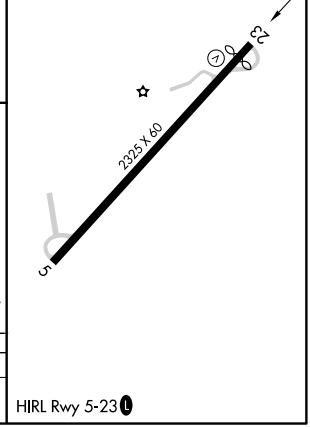
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When Harrisburg Intl altimeter setting not received, use Capital City altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct SEILR and hold.

HARRISBURG APP CON	CTAF
126.45 269.45	122.9 L



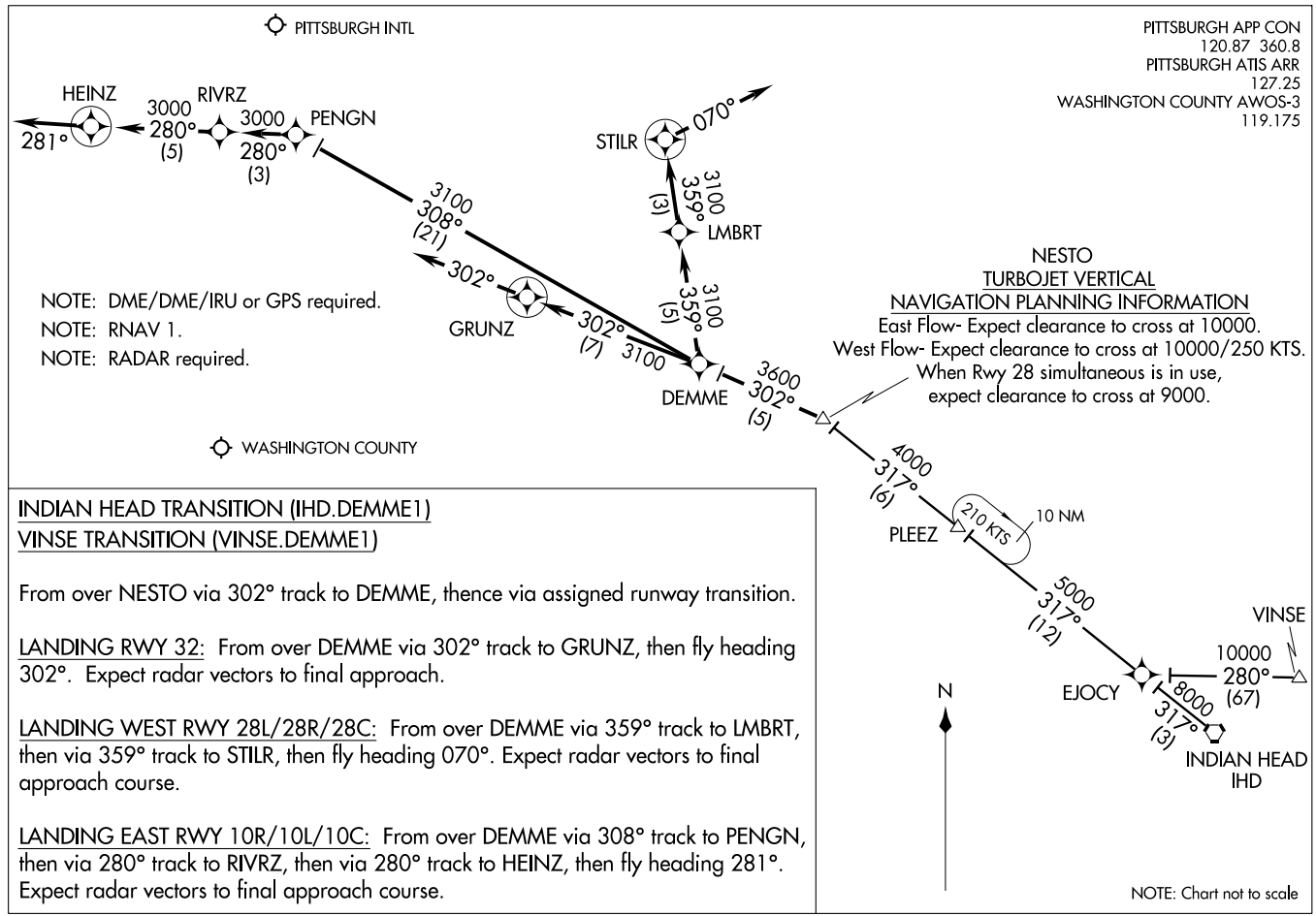




CATEGORY	A	B	C	D
CIRCLING	2460-1¼ 1669 (1700-1¼)	2460-1½ 1669 (1700-1½)	NA	

HIRL Rwy 5-23 L

NE-4, 14 JAN 2010 to 11 FEB 2010



INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

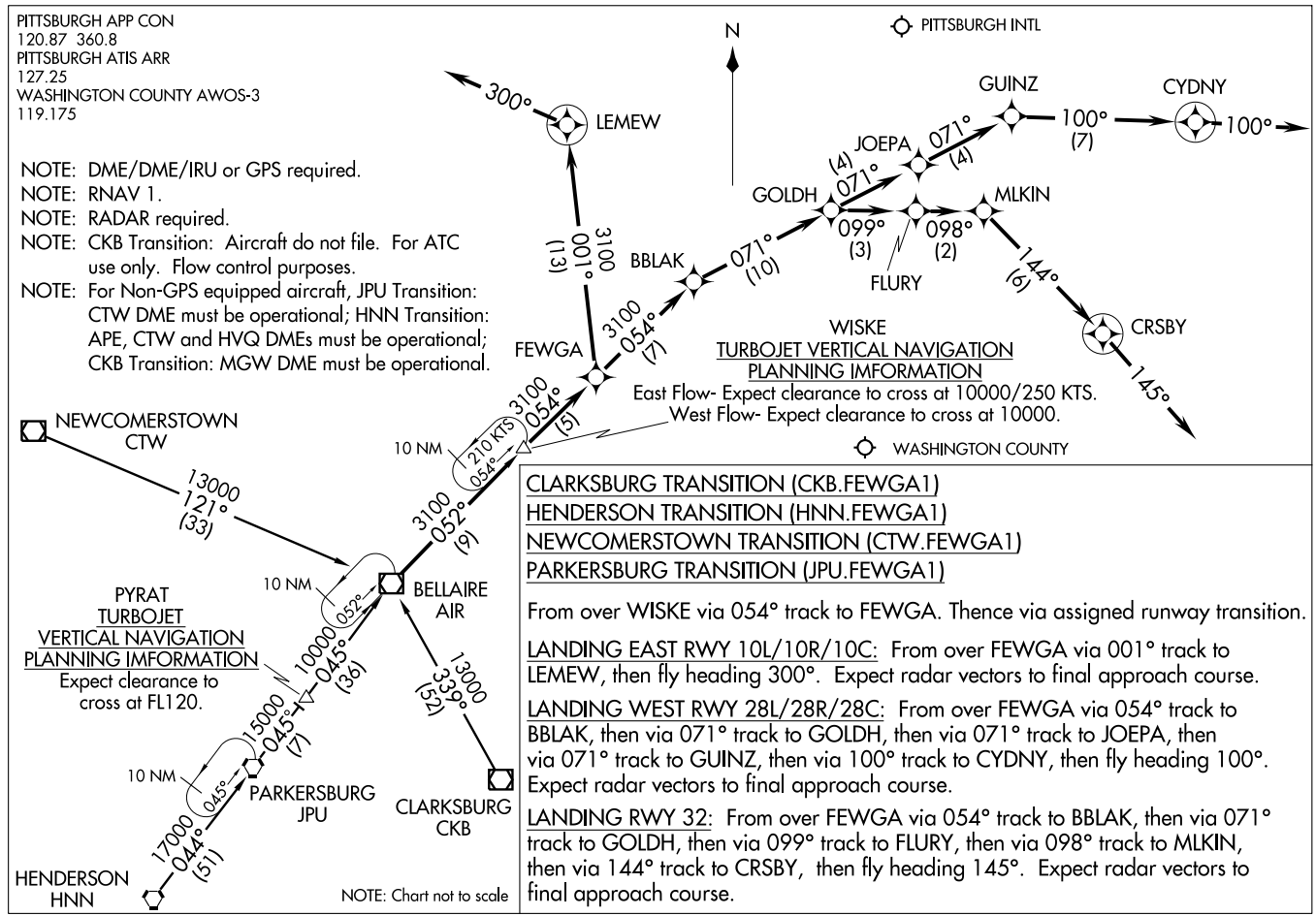
LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

FEWGA ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.



CLARKSBURG TRANSITION (CKB.FEWGA1)
HENDERSON TRANSITION (HNN.FEWGA1)
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1)
PARKERSBURG TRANSITION (JPU.FEWGA1)

From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

LOC/DME I-AFJ	APP CRS	Rwy Idg	5000
110.3	273°	TDZE	1184
Chan 40		Apt Elev	1184

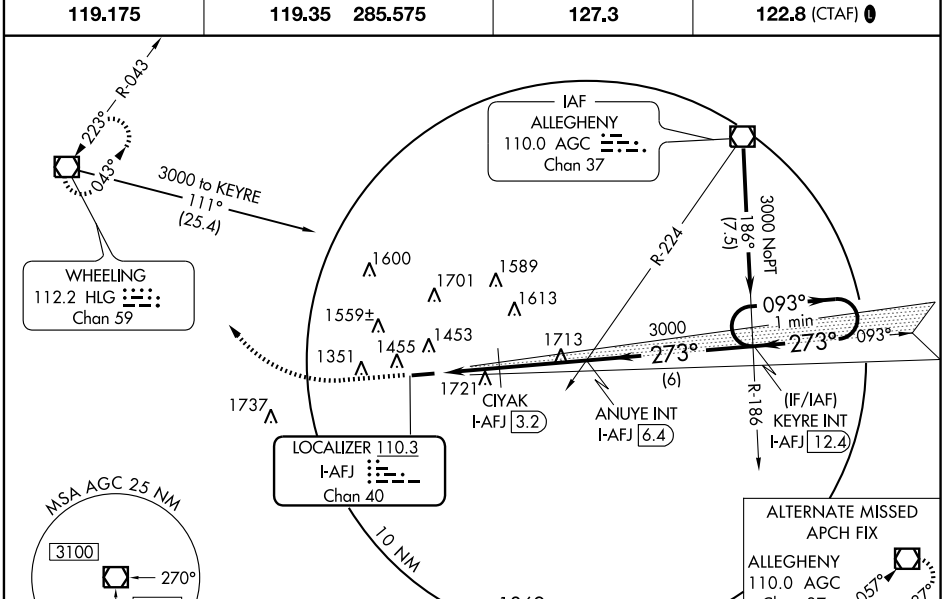
ILS or LOC RWY 27
WASHINGTON COUNTY (AFJ)

If local altimeter setting not received, use Wheeling altimeter setting and increase all DAs/MDAs 40 feet. Circling to Rwy 9 NA at night. VDP NA when using Wheeling altimeter setting.

NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct HLG VOR/DME and hold.

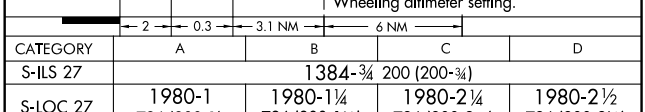
AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF) L



ELEV 1184

HIRL Rwy 9-27 L
REIL Rwy 27 L

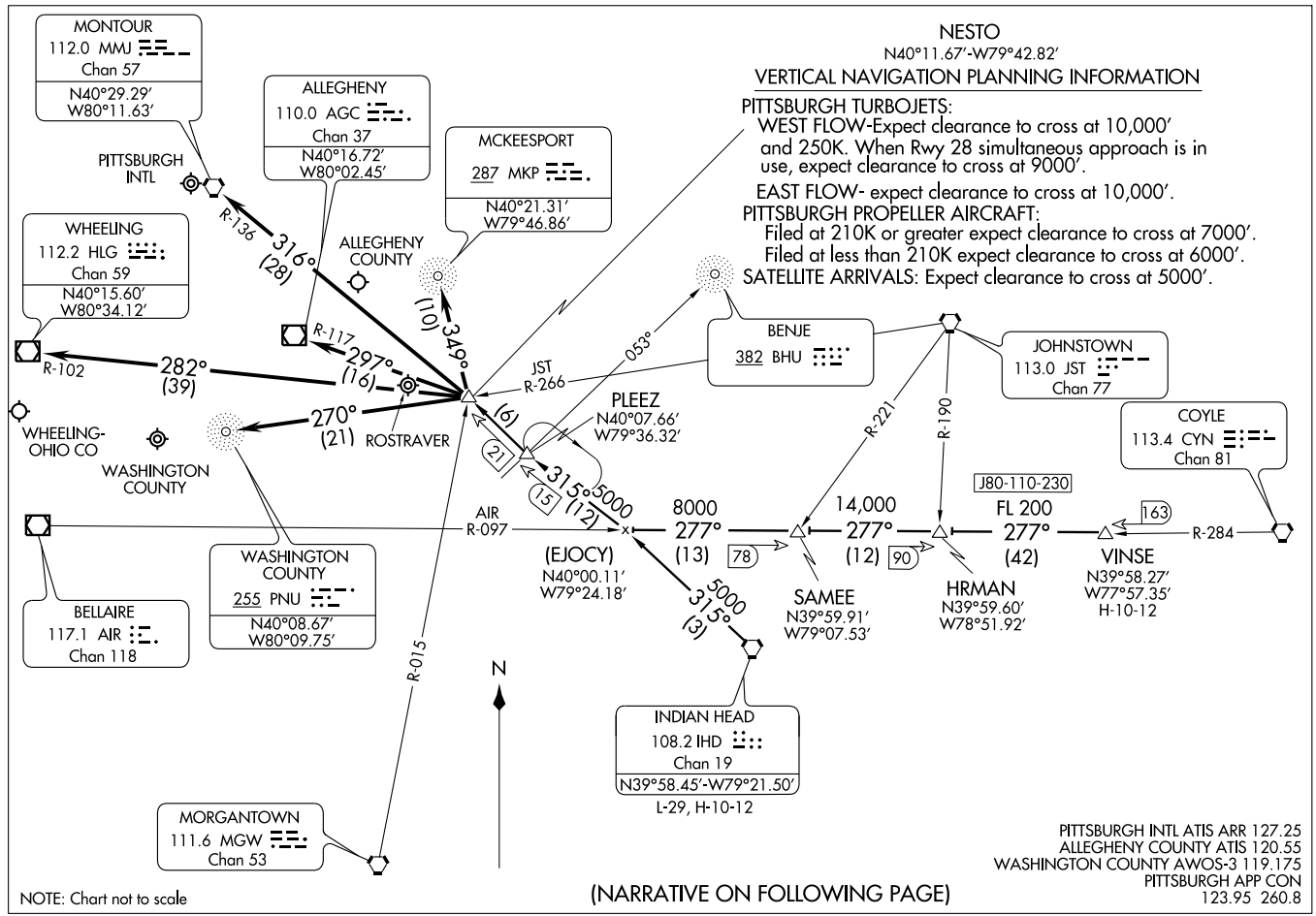
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 27	1384-¾ 200 (200-¾)			
S-LOC 27	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)
CIRCLING	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	2040-3 856 (900-3)
DME MINIMUMS				
S-LOC 27	1780-1 596 (600-1)		1780-1½ 596 (600-1½)	1780-1¾ 596 (600-1¾)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-3 856 (900-3)

NE-4, 14 JAN 2010 to 11 FEB 2010

NESTO TWO ARRIVAL



ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 14 JAN 2010 to 11 FEB 2010

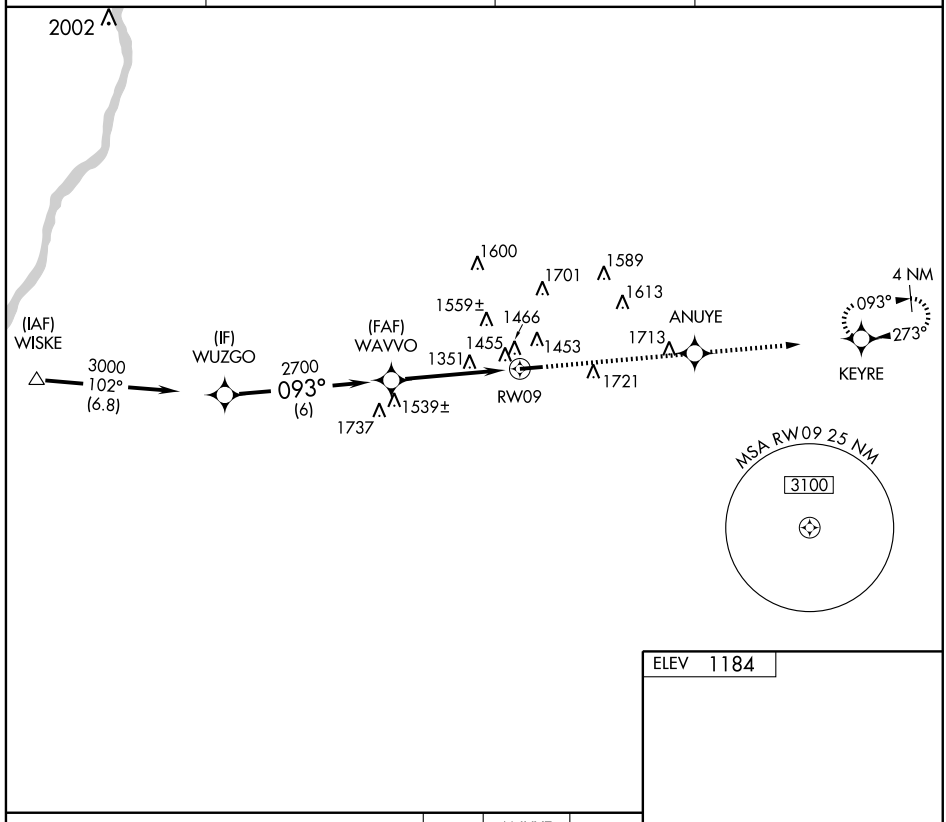
APP CRS	Rwy Idg	5000
093°	TDZE	1184
	Apt Elev	1184

RNAV (GPS) RWY 9
WASHINGTON COUNTY (AFJ)

DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct ANUYE and via 093° track to KEYRE and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1720-1 536 (600-1)		1720-1½ 536 (600-1½)	1720-1¾ 536 (600-1¾)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-2¾ 856 (900-2¾)

HIRL Rwy 9-27 L
REIL Rwy 27 L

NE-4, 14 JAN 2010 to 11 FEB 2010

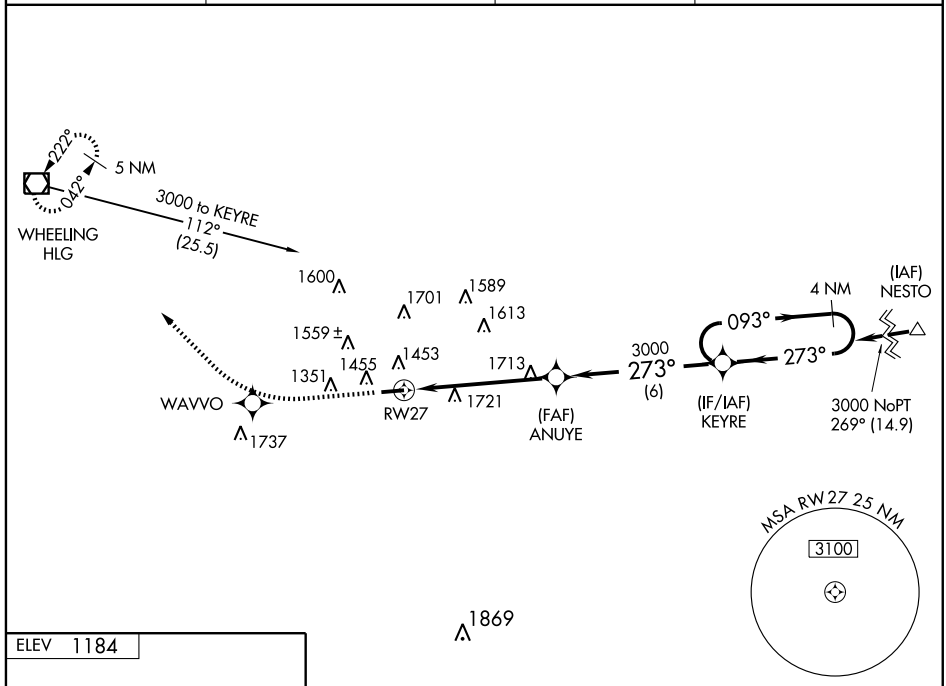
WAAS CH **90107** **W27A**	APP CRS **273°**	Rwy Idg **5000** TDZE **1184** Apt Elev **1184**

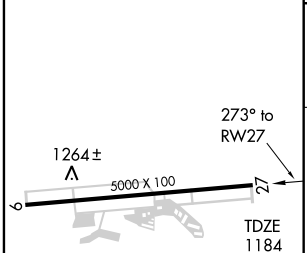
RNAV (GPS) RWY 27
WASHINGTON COUNTY (AFJ)

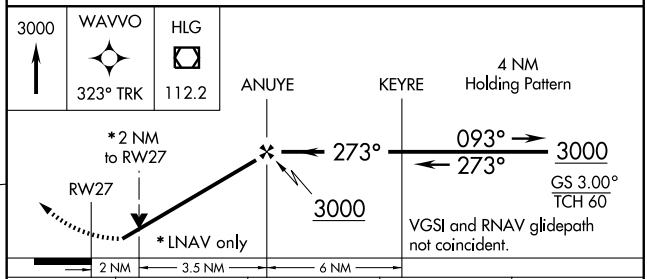
DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all DAs and MDAs 40 feet.
VDP NA when using Wheeling altimeter setting.

MISSED APPROACH: Climb to 3000 direct WAVVO and via 323° track to HLG VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	**119.35 285.575**	**127.3**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1690-1¾ 506 (600-1¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)
CIRCLING	1980-1¾ 796 (800-1¾)		1980-2¼ 796 (800-2¼)	2040-2¾ 856 (900-2¾)

HIRL Rwy 9-27 L
REIL Rwy 27 L

NE-4, 14 JAN 2010 to 11 FEB 2010

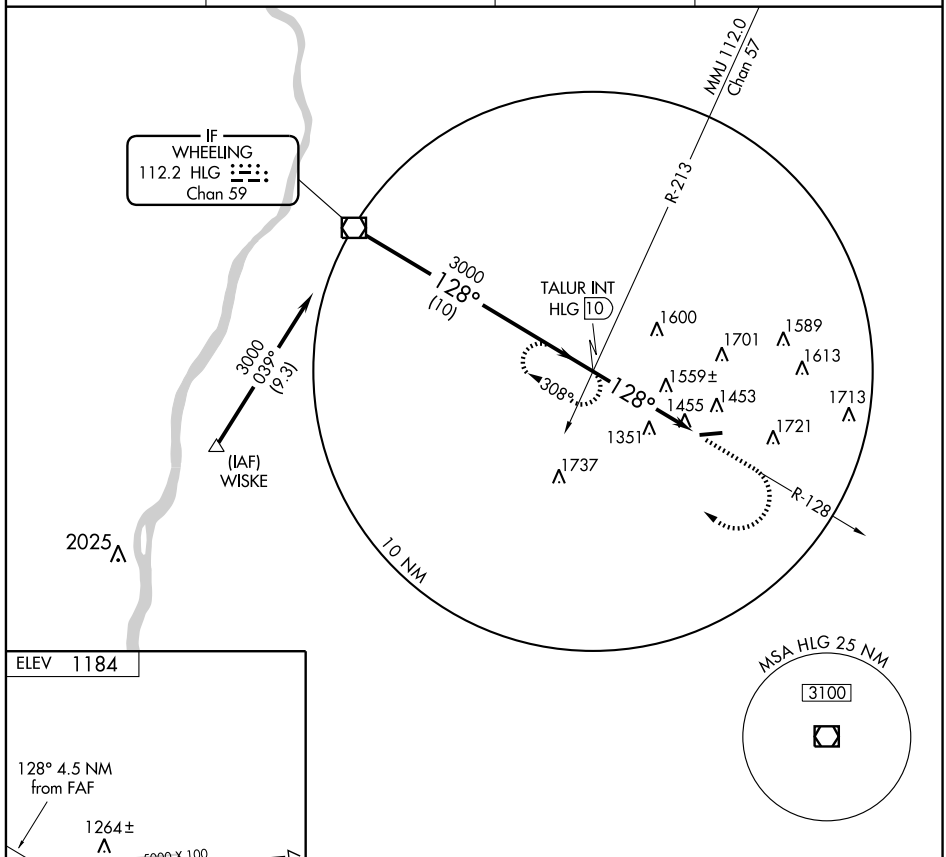
VOR/DME HLG	APP CRS	Rwy Idg	N/A
112.2	128°	TDZE	N/A
Chan 59		Apt Elev	1184

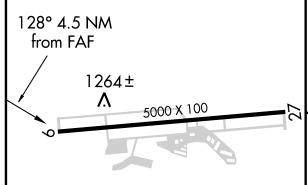
VOR-B
WASHINGTON COUNTY (AFJ)

If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.
When VGSI inop, circling Rwy 9 NA at night.

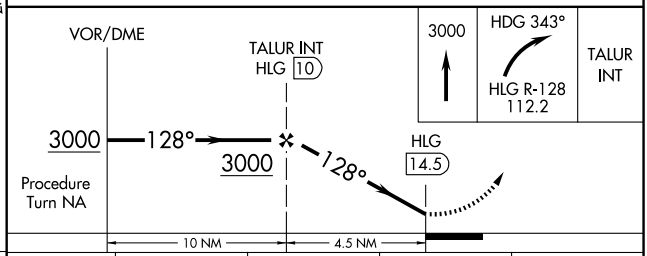
MISSED APPROACH: Climb to 3000, then right turn via heading 343° and HLG R-128 to TALUR Int/10 DME and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF) L





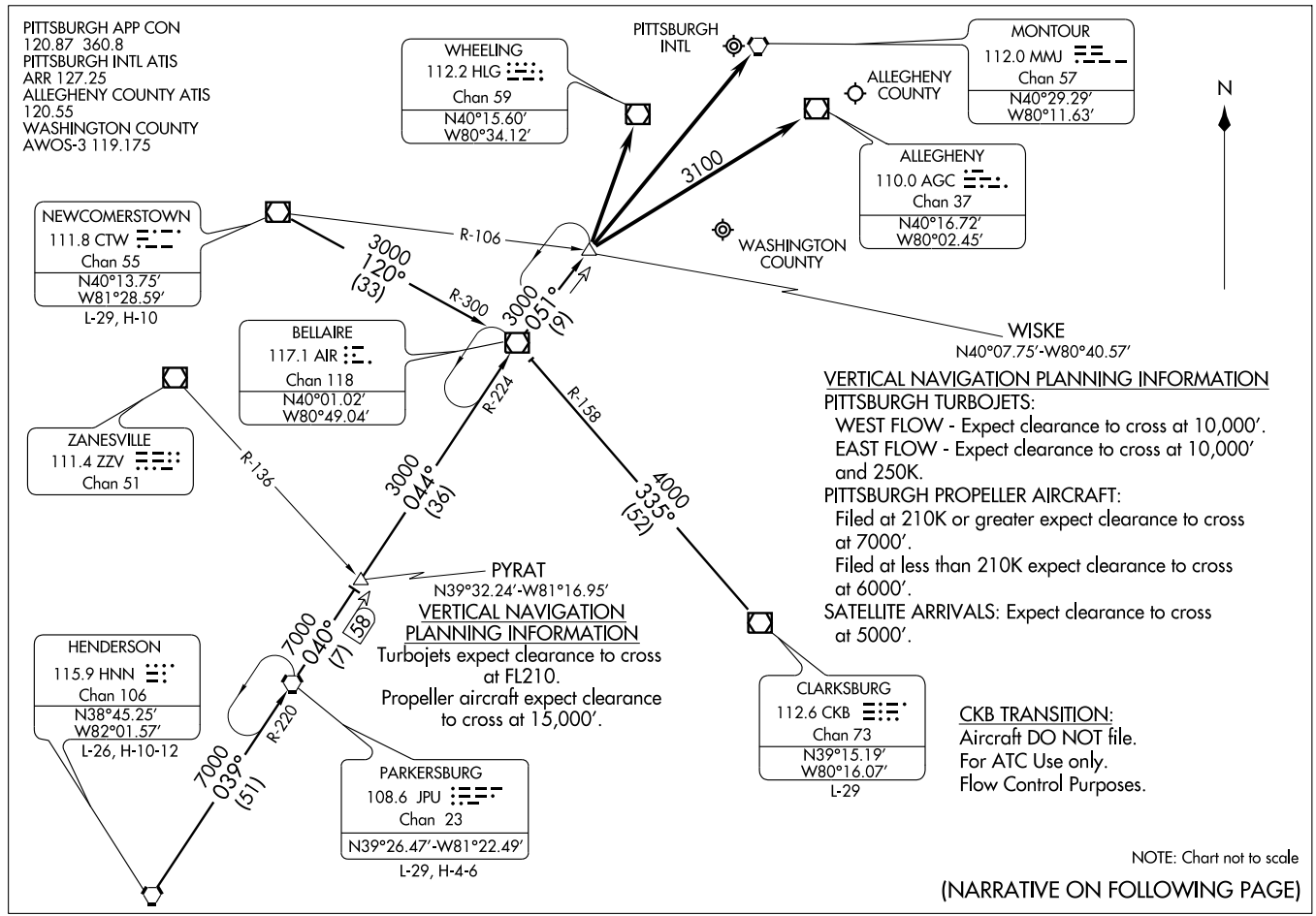
HIRL Rwy 9-27 L
REIL Rwy 27 L



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	1860-1 676 (700-1)		1860-2 676 (700-2)	2040-2¾ 856 (900-2¾)

NE-4, 14 JAN 2010 to 11 FEB 2010


PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175
WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′
PITTSBURGH INTL
MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′
ALLEGHENY COUNTY
ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′
3100
N
NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10
R-106
3000
120°
(33)
R-300
3000
051°
(9)
WASHINGTON COUNTY
WISKE
N40°07.75′-W80°40.57′
BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′
ZANESVILLE
111.4 ZZV
Chan 51
R-136
R-224
R-158
3000
044°
(36)
4000
335°
(52)
PYRAT
N39°32.24′-W81°16.95′
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.
7000
040°
(7)
58
HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12
R-220
7000
039°
(51)
PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6
CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29
VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.
CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

WAAS CH 45806 W09A	APP CRS 088°	Rwy Idg 3500 TDZE 1069 Apt Elev 1069

RNAV (GPS) RWY 9

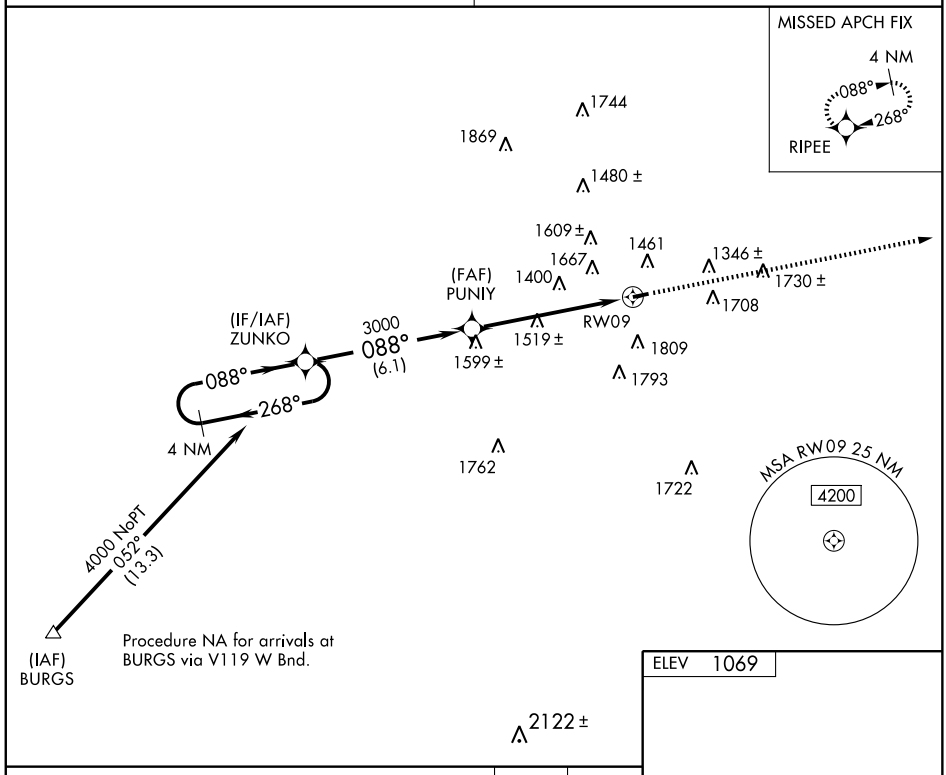
WAYNESBURG/ GREENE COUNTY (WAY)

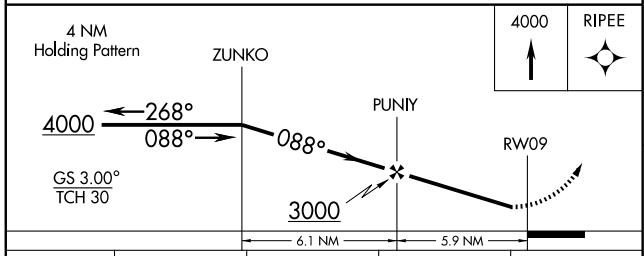
NA

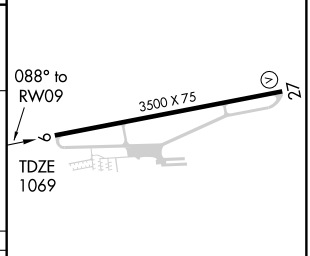
Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct RIPEE and hold.

CLEVELAND CENTER	UNICOM
126.95 239.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1492-1½ 423 (500-1½)			NA
LNAV MDA	1840-1 771 (800-1)	1840-1¼ 771 (800-1¼)	1840-2¼ 771 (800-2¼)	NA
CIRCLING	1880-1 811 (900-1)	2060-1½ 991 (1000-1½)	2060-3 991 (1000-3)	NA

MIRL Rwy 9-27

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3500
268°	TDZE	1069
	Apt Elev	1069

RNAV (GPS) RWY 27

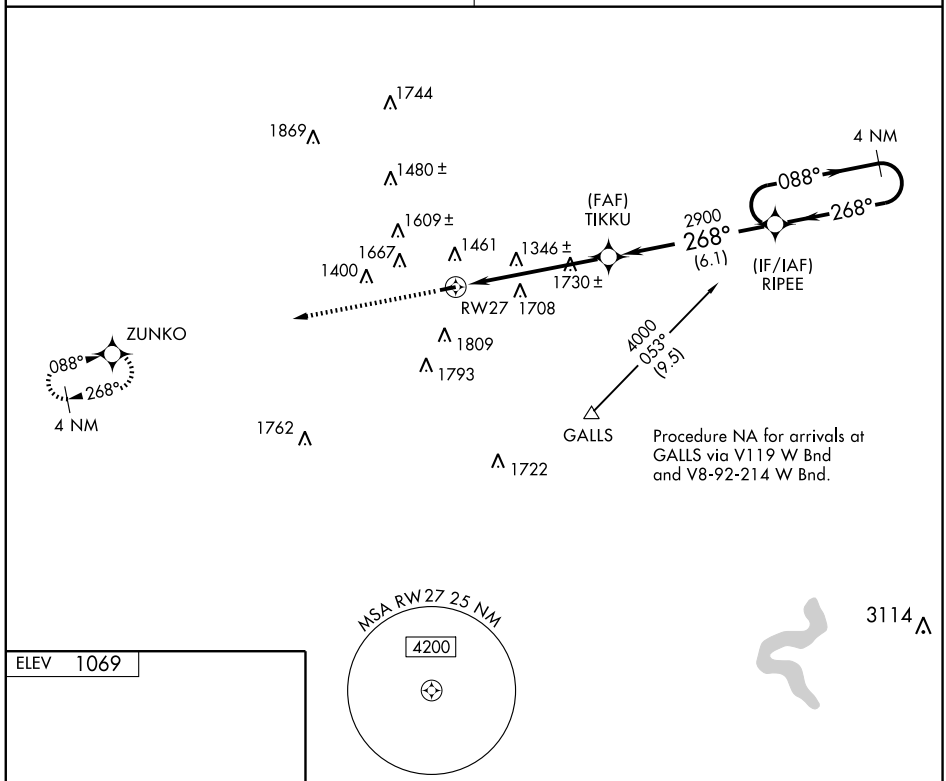
WAYNESBURG/ GREENE COUNTY (WAY)

Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

NA

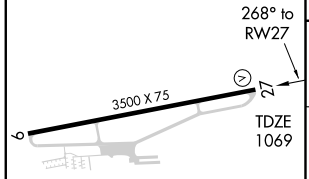
MISSED APPROACH: Climb to 4000 direct ZUNKO and hold.

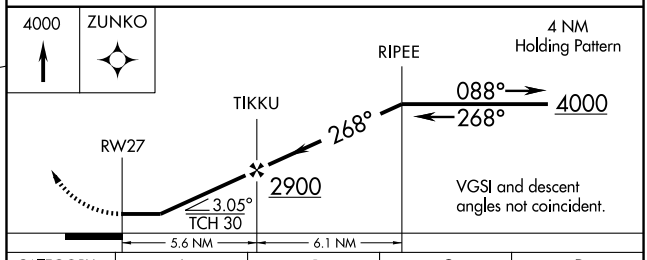
CLEVELAND CENTER	UNICOM
126.95 239.3	122.8 (CTAF)



3114

ELEV 1069





CATEGORY	A	B	C	D
LNAV MDA	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA
CIRCLING	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA

MIRL Rwy 9-27

NE-4. 14 JAN 2010 to 11 FEB 2010

APP CRS		
279°	Rwy Idg	3600
	TDZE	1899
	Apt Elev	1899

GPS RWY 28
WELLSBORO JOHNSTON (N38)

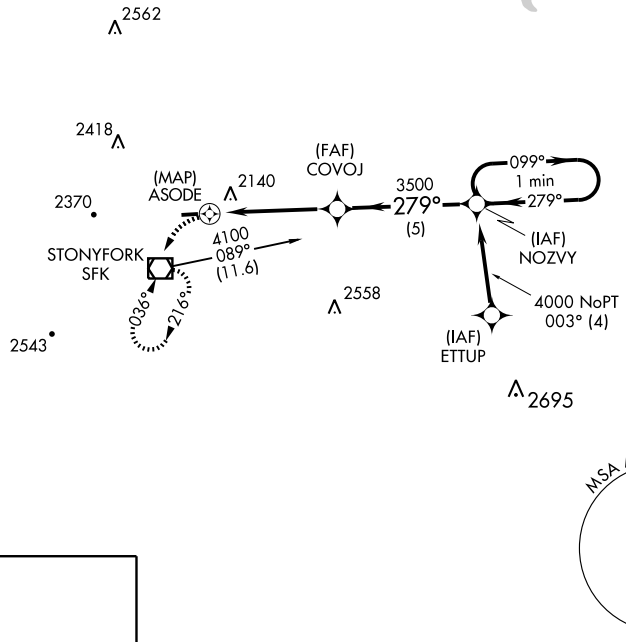
NA

Use Elmira, NY altimeter setting.

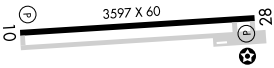
MISSED APPROACH: Climbing left turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★
119.45 257.8

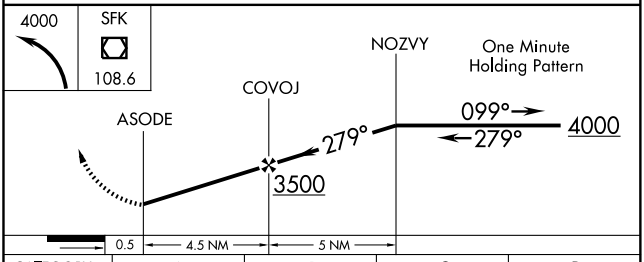
UNICOM
122.8 (CTAF) L



ELEV 1899



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



CATEGORY	A	B	C	D
S-28	2680-1 781 (800-1)	2680-1¼ 781 (800-1¼)	2680-2¼ 781 (800-2¼)	NA
CIRCLING	3020-1¼ 1121 (1200-1¼)	3020-1½ 1121 (1200-1½)	3020-3 1121 (1200-3)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME SFK 108.6 Chan 23	APP CRS 036°	Rwy Idg N/A TDZE N/A Apt Elev 1899

VOR or GPS-A

WELLSBORO JOHNSTON (N38)

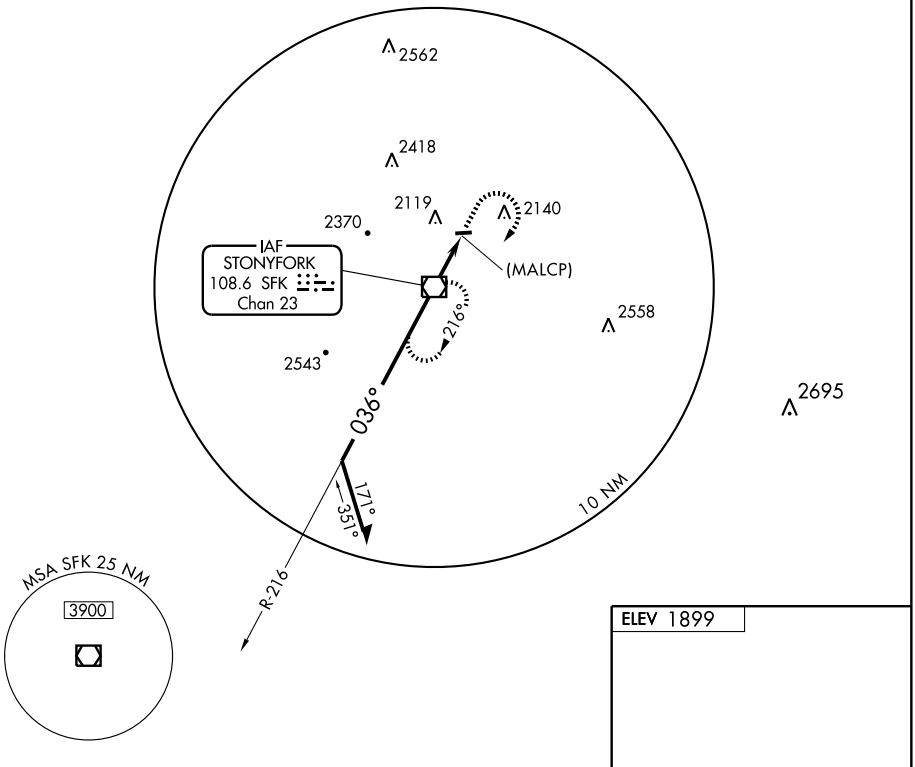
NA

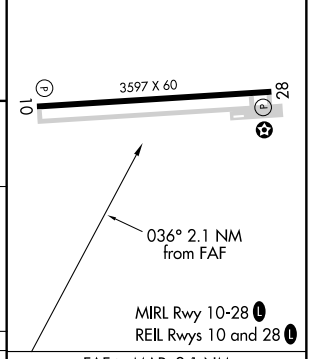
Use Elmira, NY altimeter setting.

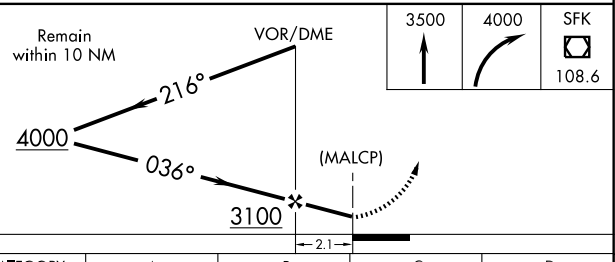
MISSED APPROACH: Climb to 3500, then climbing right turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★
119.45 257.8

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3020-1¼ 1121 (1200-1¼)	3020-1½ 1121 (1200-1½)	3020-3 1121 (1200-3)	NA

FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3222
088°	TDZE	466
	Apt Elev	466

RNAV (GPS) RWY 9

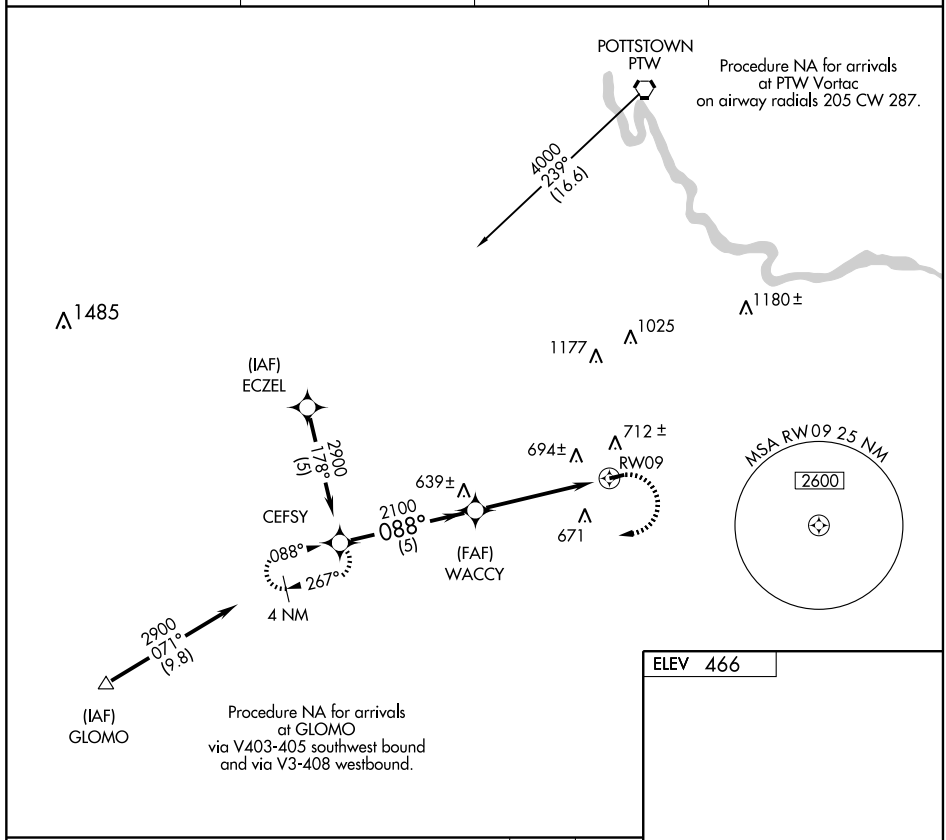
WEST CHESTER/BRANDYWINE (OQN)

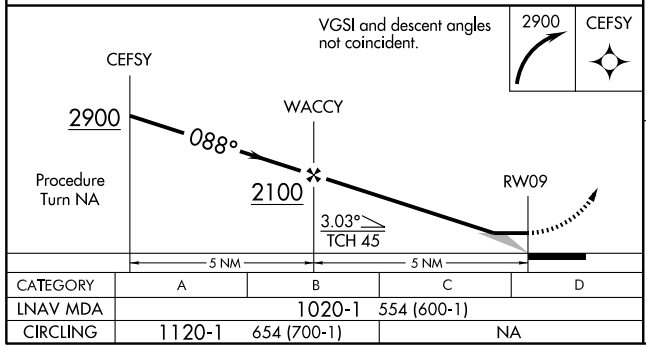
Use Coatesville/Chester County G.O. Carlson altimeter setting.
DME/DME RNP-0.3 NA.

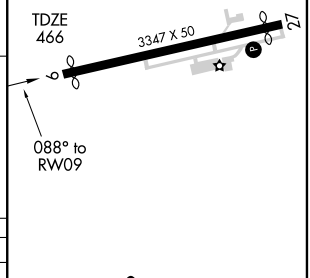
NA

MISSED APPROACH: Climbing right turn to 2900 direct CEFSY WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 554 (600-1)			
CIRCLING	1120-1 654 (700-1)		NA	

LIRL Rwy 9-27 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3097
269°	TDZE	466
	Apt Elev	466

RNAV (GPS) RWY27

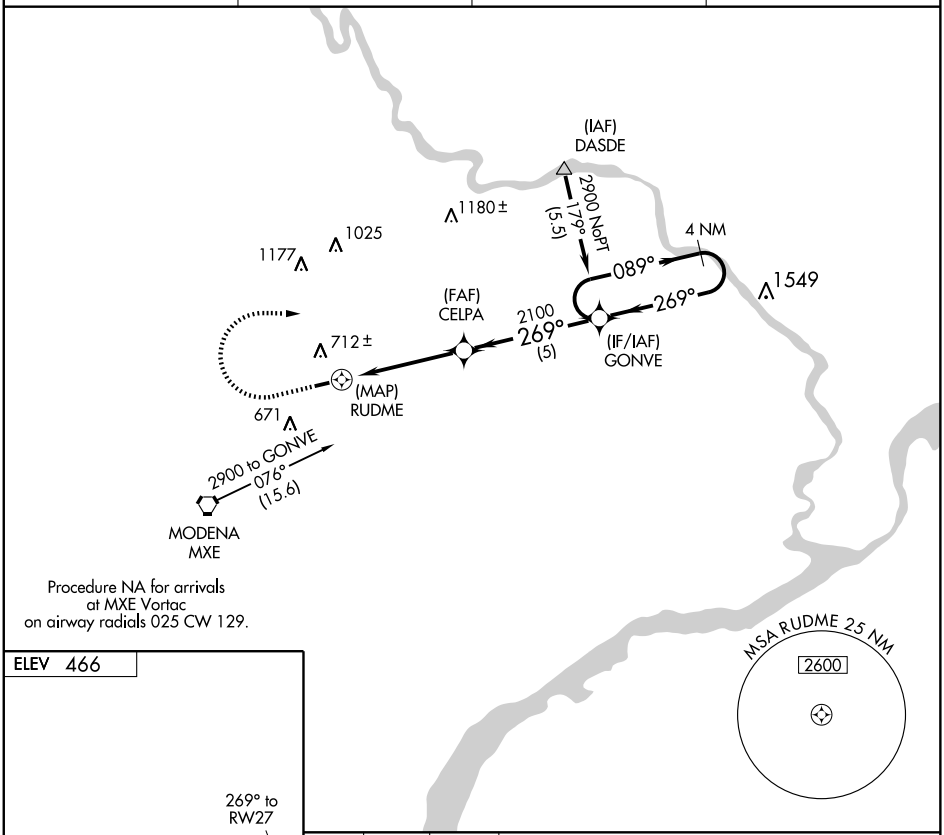
WEST CHESTER/BRANDYWINE (OQN)

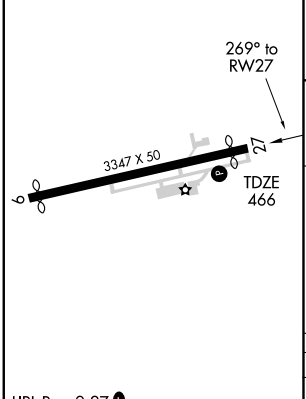
Use Coatesville/Chester County G.O. Carlson altimeter setting.
DME/DME RNP-0.3 NA.

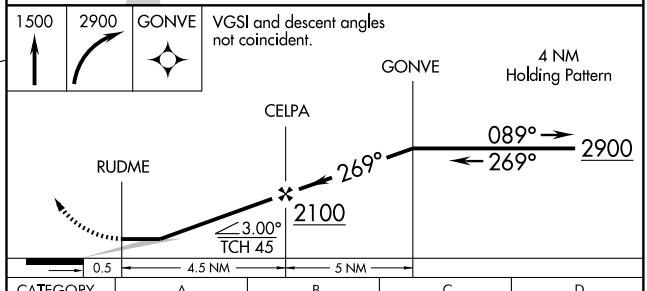
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GONVE WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 554 (600-1)			
CIRCLING	1120-1 654 (700-1)		NA	

LIRL Rwy 9-27 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC MXE 113.2 Chan 79	APP CRS 052°	Rwy Idg N/A TDZE N/A Apt Elev 466

VOR-A

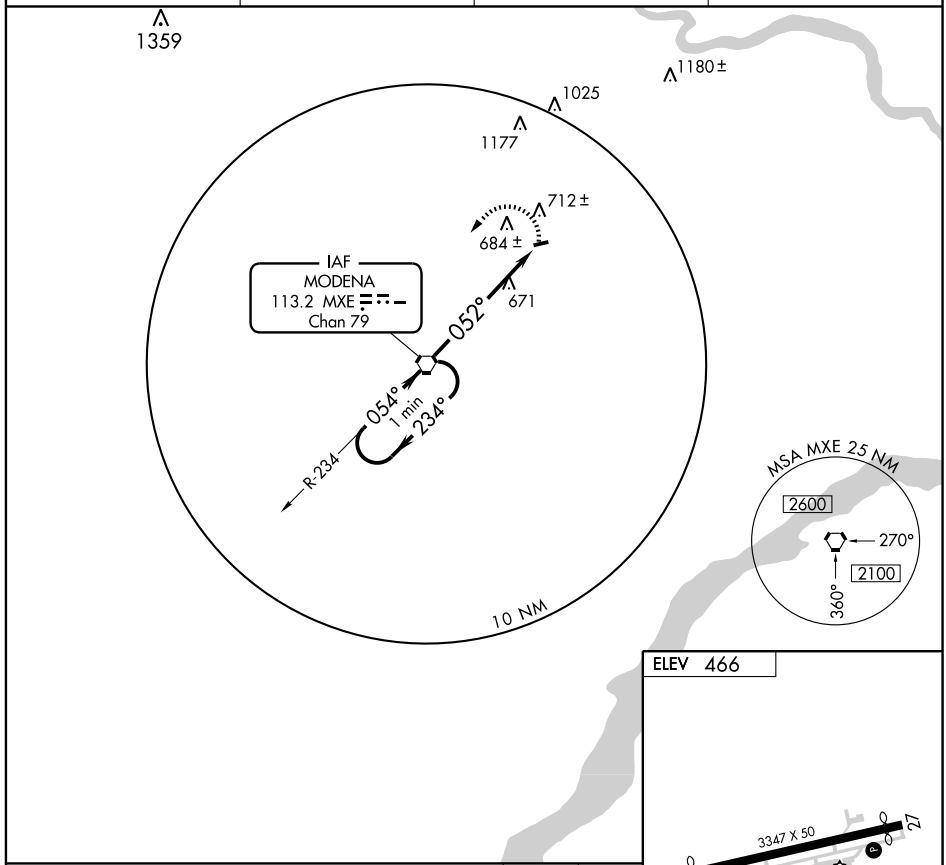
WEST CHESTER/ BRANDYWINE (OQN)

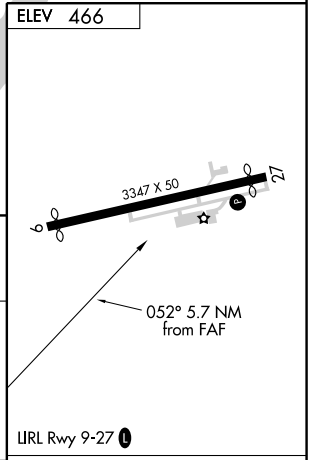
Use Coatesville/Chester County G.O. Carlson altimeter setting.

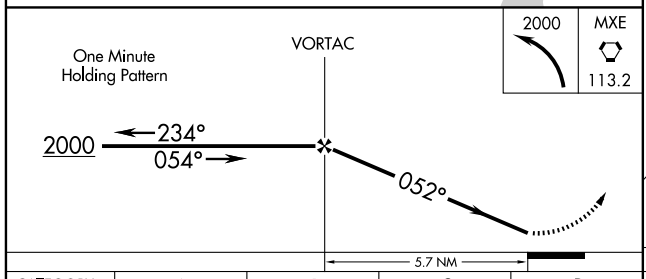
NA

MISSED APPROACH: Climbing left turn to 2000 direct MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1120-1	654 (700-1)	NA	

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

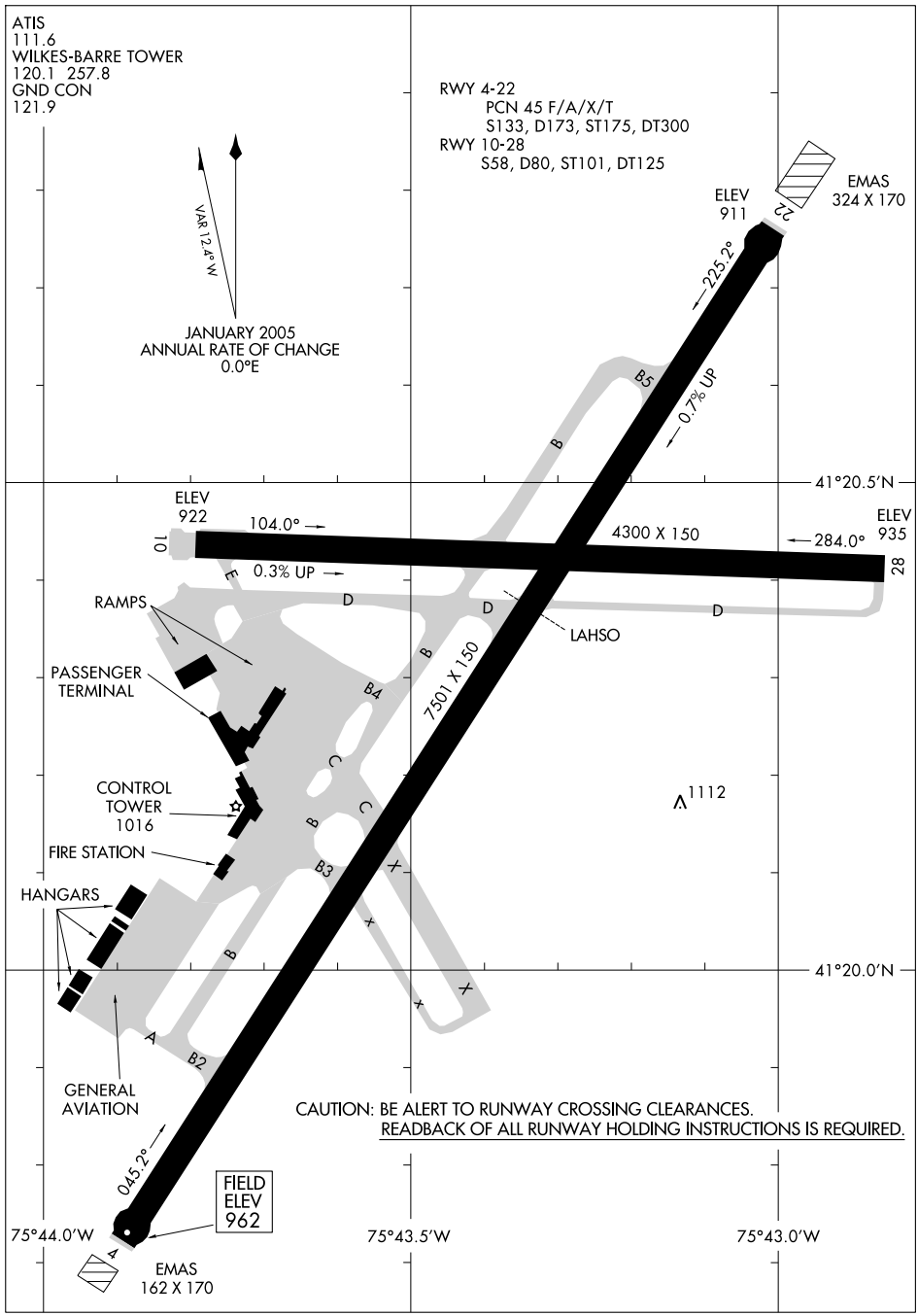
NE-4, 14 JAN 2010 to 11 FEB 2010

09259

AIRPORT DIAGRAM

AL-661 (FAA)

WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA



NE-4, 14 JAN 2010 to 11 FEB 2010

WILKES-BARRE/SCRANTON, PENNSYLVANIA AL-661 (FAA)

LOC/DME I-AVP	APP CRS	Rwy Idg	7501
109.9	045°	TDZE	962
Chan 36		Apt Elev	962

ILS or LOC/DME RWY 4

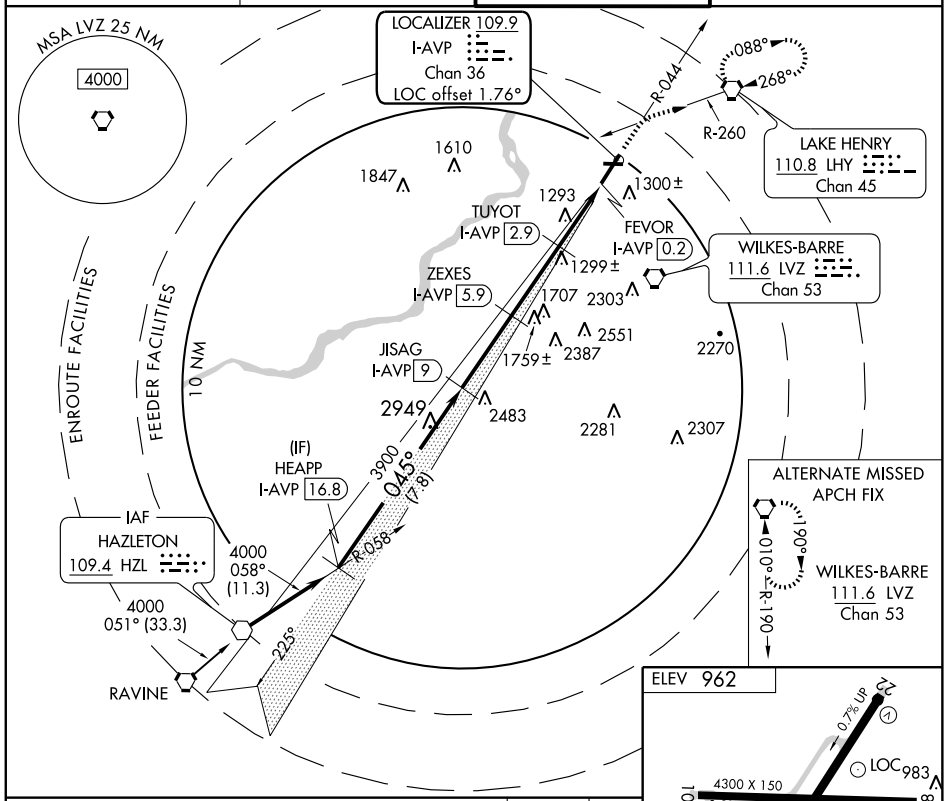
WILKES-BARRE/SCRANTON INTL (AVP)

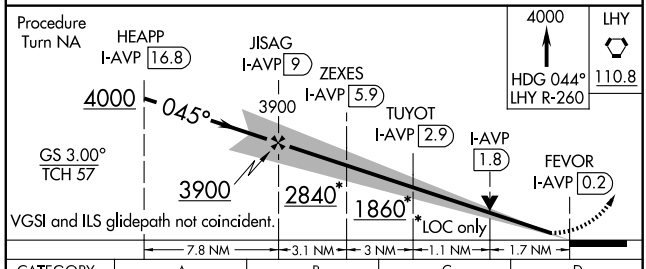
If local altimeter setting not received procedure NA.

MALSR

MISSED APPROACH: Climb to 4000 via heading 044° and LHY R-260 to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9





CATEGORY	A	B	C	D
S-ILS 4	1212/24		250 (300-½)	
S-LOC 4	1540/24	578 (600-½)	1540/50 578 (600-1)	1540/60 578 (600-1¼)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28

NE-4. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IZK	APP CRS	Rwy Idg 7501
109.9	225°	TDZE 933
Chan 36		Apt Elev 962

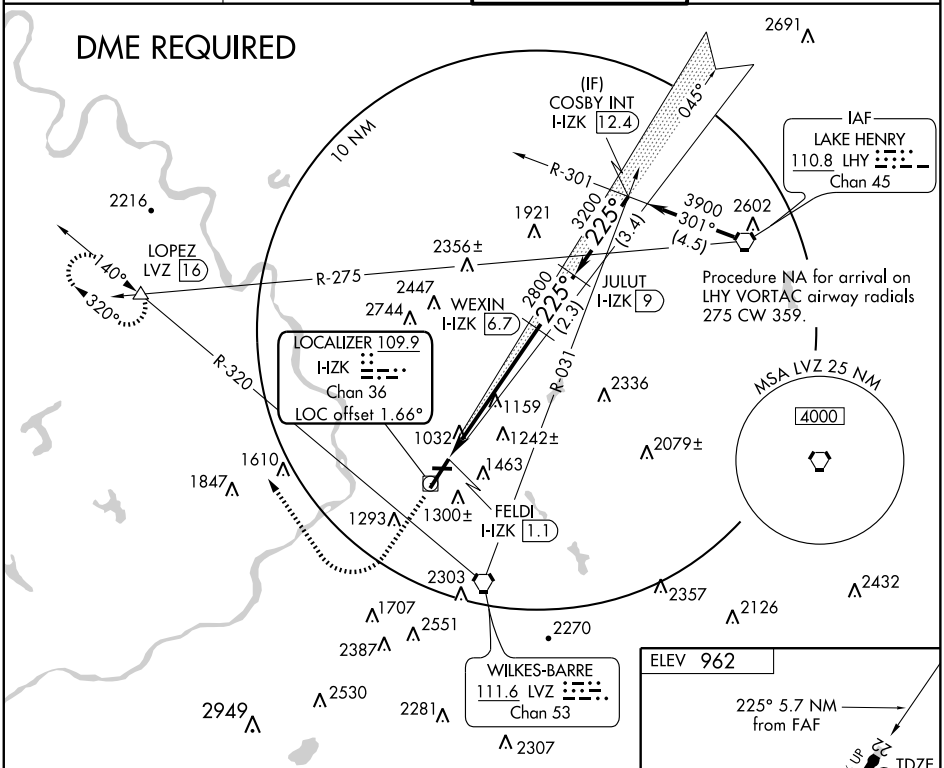
ILS or LOC/DME RWY 22

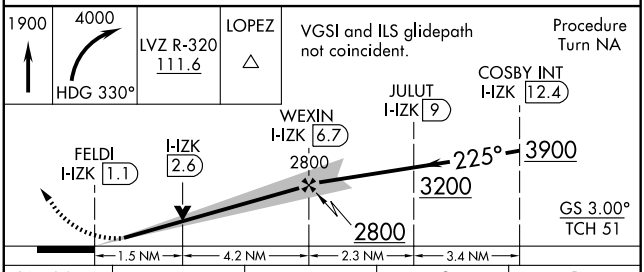
WILKES-BARRE/SCRANTON INTL (AVP)

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 330° and LVZ VORTAC R-320 to LOPEZ Int/LVZ 16 DME and hold.

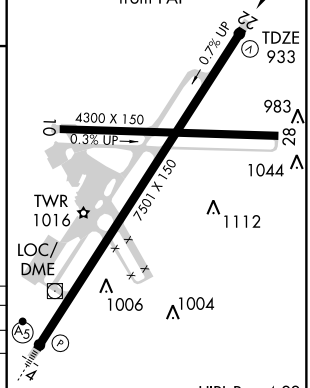
ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9

DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 22	1183-1		250 (300-1)	
S-LOC 22	1420-1	487 (500-1)	1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)



NE-4, 14 JAN 2010 to 11 FEB 2010

LOM AV	APP CRS	Rwy Idg	N/A
257	044°	TDZE	N/A
		Apt Elev	962

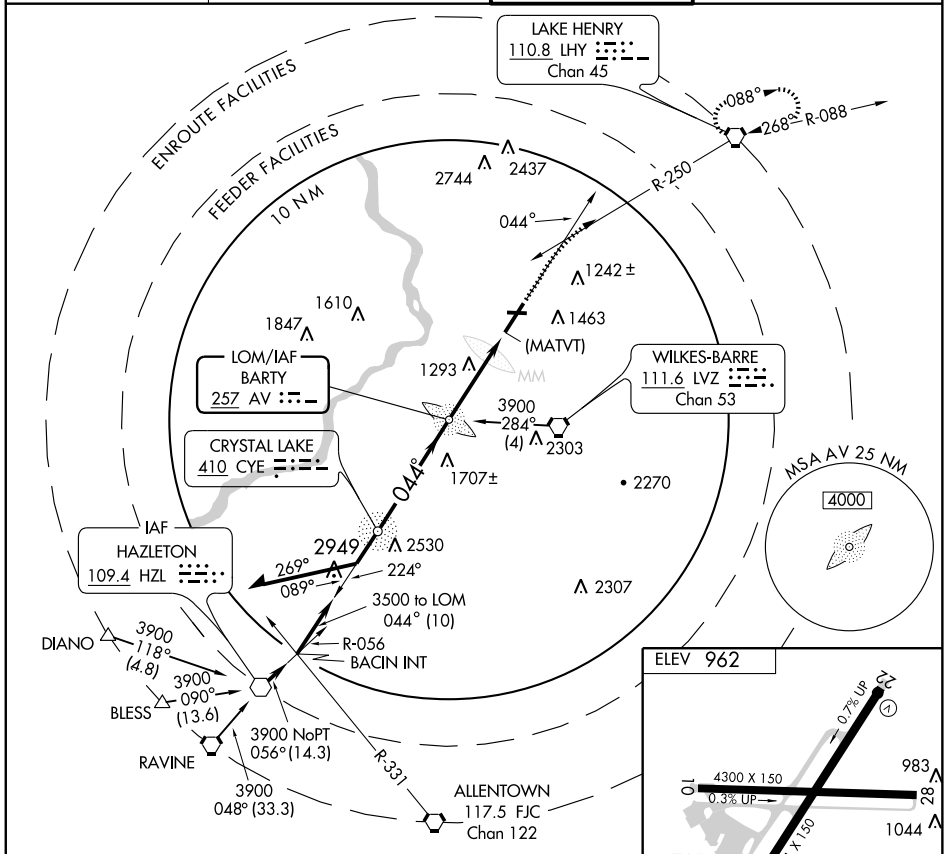
NDB or GPS-A

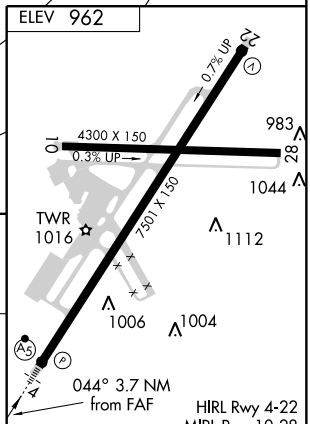
WILKES-BARRE/SCRANTON INTL (AVP)

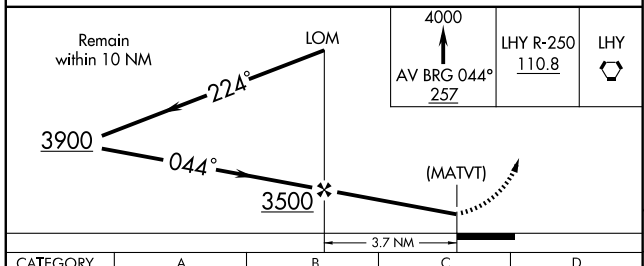
Turbulence of varying intensity may be encountered due to precipitous terrain underlying all portions of this approach.

MISSED APPROACH: Climb to 4000 via 044° bearing from AV LOM and LHY R-250 to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9







CATEGORY	A	B	C	D
CIRCLING	2020-1¼ 1058 (1100-1¼)	2020-1½ 1058 (1100-1½)	2020-3 1058 (1100-3)	2280-3 1318 (1400-3)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 62813 W04A	APP CRS 044°	Rwy Idg 7501 TDZE 962 Apt Elev 962

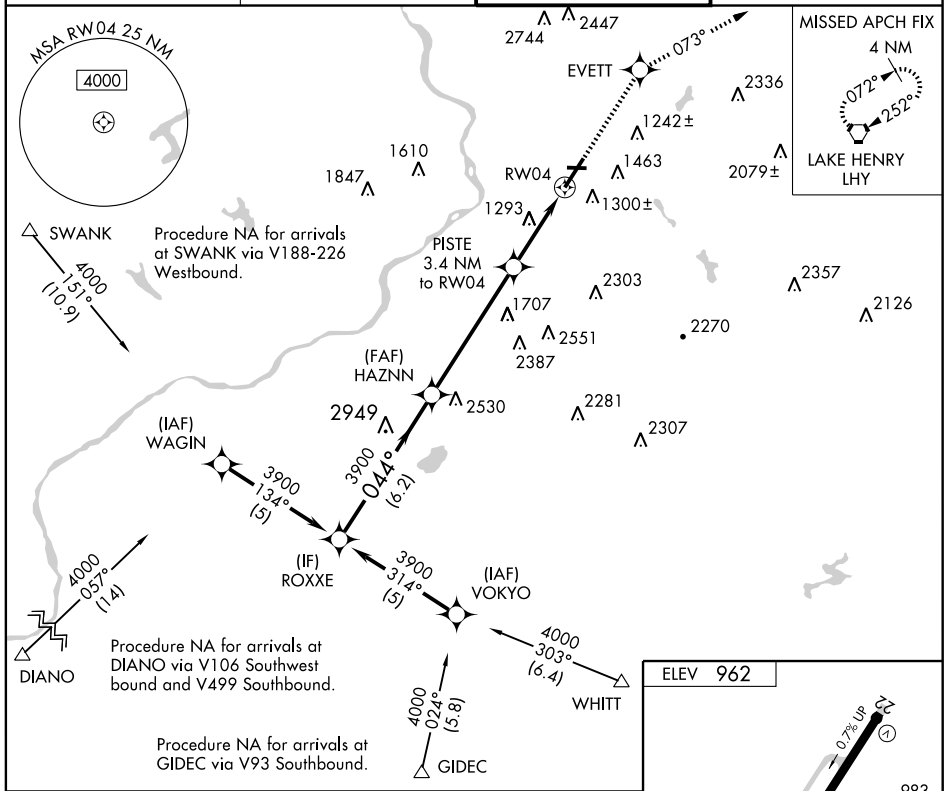
RNAV (GPS) RWY 4

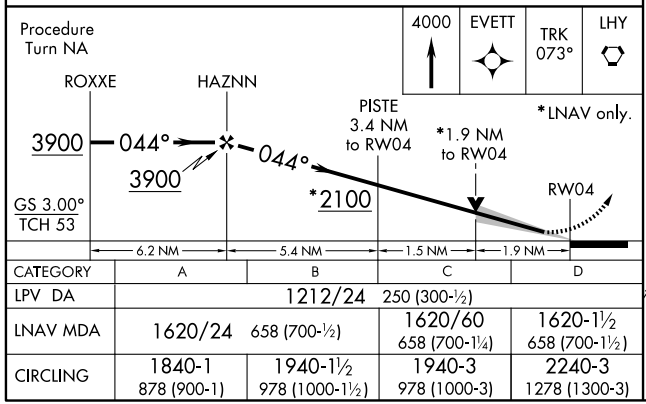
WILKES-BARRE/SCRANTON INTL (AVP)

DME/DME RNP-0.3 NA. MALSR

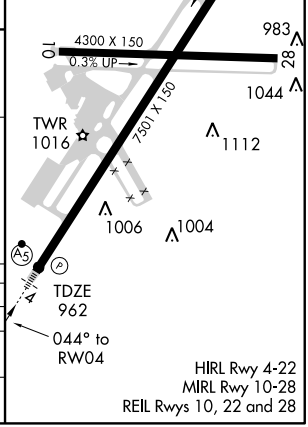
MISSED APPROACH: Climb to 4000 direct EVETT and via track 073° to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9





CATEGORY	A	B	C	D
LPV DA	1212/24		250 (300-½)	
LNAV MDA	1620/24	658 (700-½)	1620/60 658 (700-1¼)	1620-1½ 658 (700-1½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)



NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 69213 W22A	APP CRS 224°	Rwy Idg 7501 / TDZE 933 / Apt Elev 962

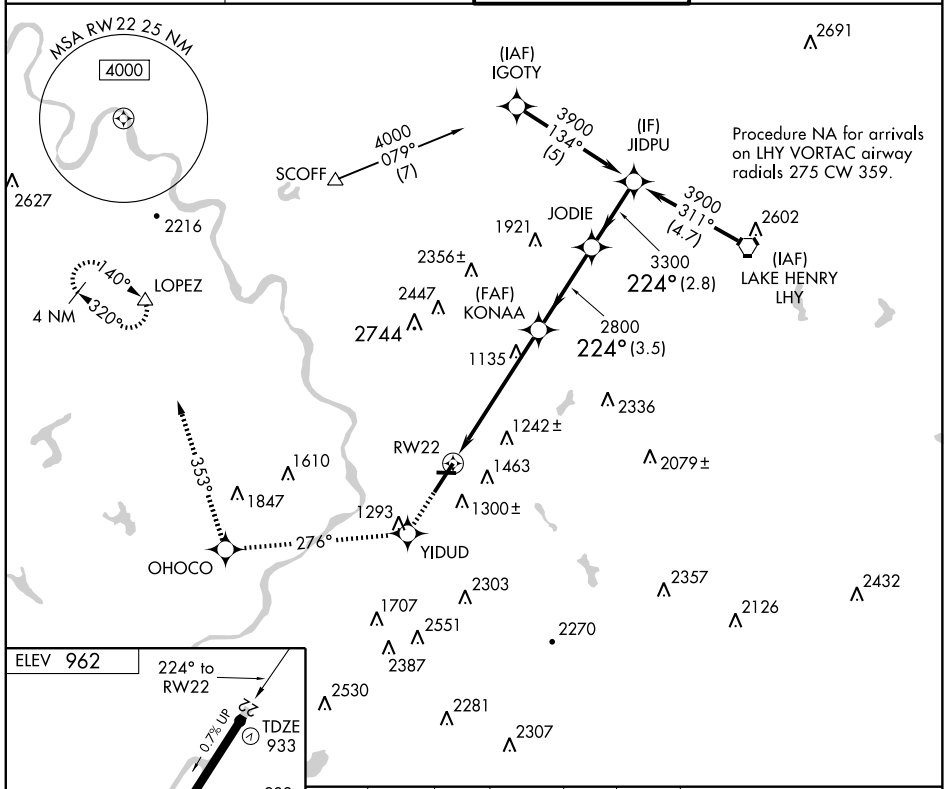
RNAV (GPS) RWY 22

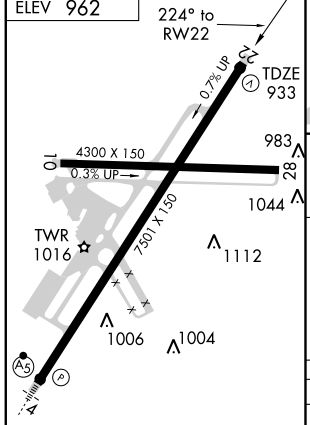
WILKES-BARRE/SCRANTON INTL (AVP)

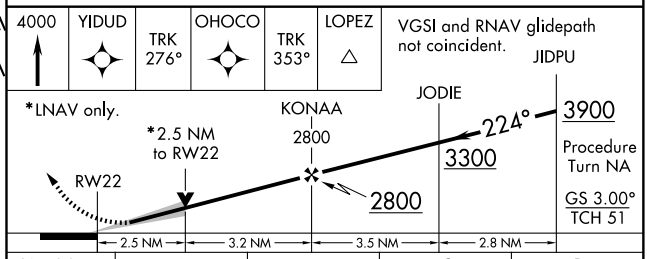
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct YIDUD and via track 276° to OHOCO and via track 353° to LOPEZ and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9







CATEGORY	A	B	C	D
LPV DA		1275-1¼	342 (400-1¼)	
LNAV MDA	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28

NE-4, 14 JAN 2010 to 11 FEB 2010

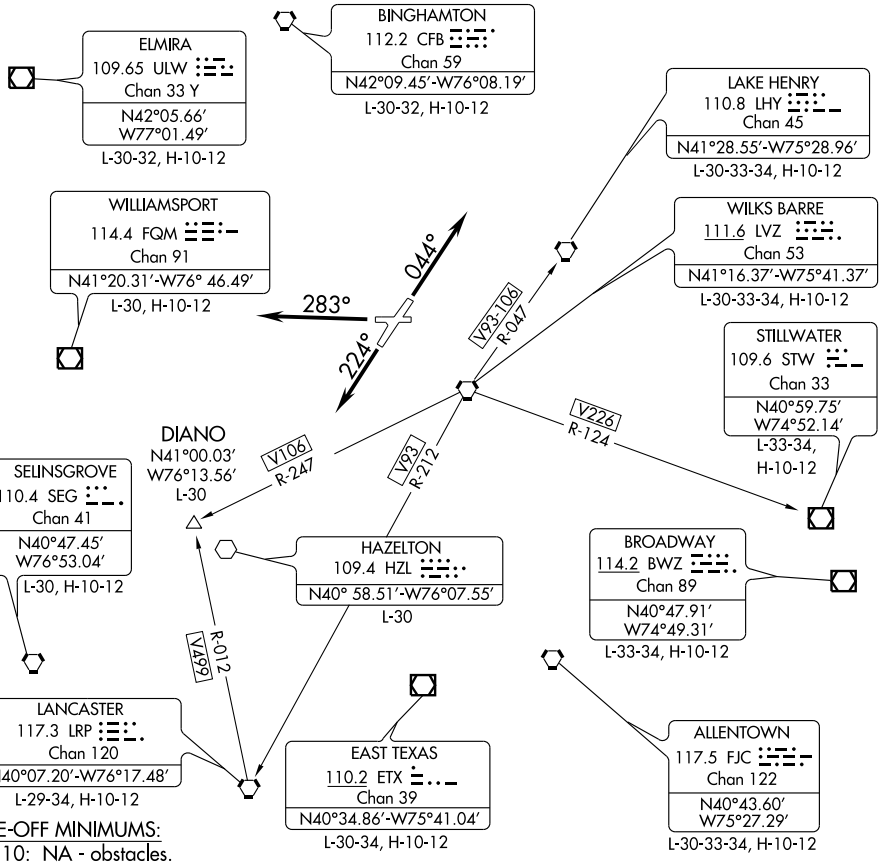
SCRANTON FOUR DEPARTURE

ATIS 111.6
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
DEP CON
(N) 124.5 256.7
(S) 126.3 256.7

NOTE: Chart not to scale.

TAKE-OFF OBSTACLE:

Rwy 4: Tree 5852′ from DER, 1646′ left of centerline, 73′ AGL/1064′ MSL.
Tree 1.2 NM from DER, 172′ right of centerline, 100′ AGL/1119′ MSL.
Rwy 22: Tree 1.4 NM from DER, 2577′ left of centerline, 100′ AGL/1279′ MSL.
Tower 1.8 NM from DER, 2177′ right of centerline, 352′ AGL/1293′ MSL.



TAKE-OFF MINIMUMS:

Rwy 10: NA - obstacles.
Rwy 4: STANDARD with minimum climb of 221′ per NM to 2700′, ATC climb of 400′ per NM to 2700′.
Rwy 22: STANDARD with minimum climb of 283′ per NM to 3600′.
Rwy 28: STANDARD with minimum climb of 263′ per NM to 2100′.

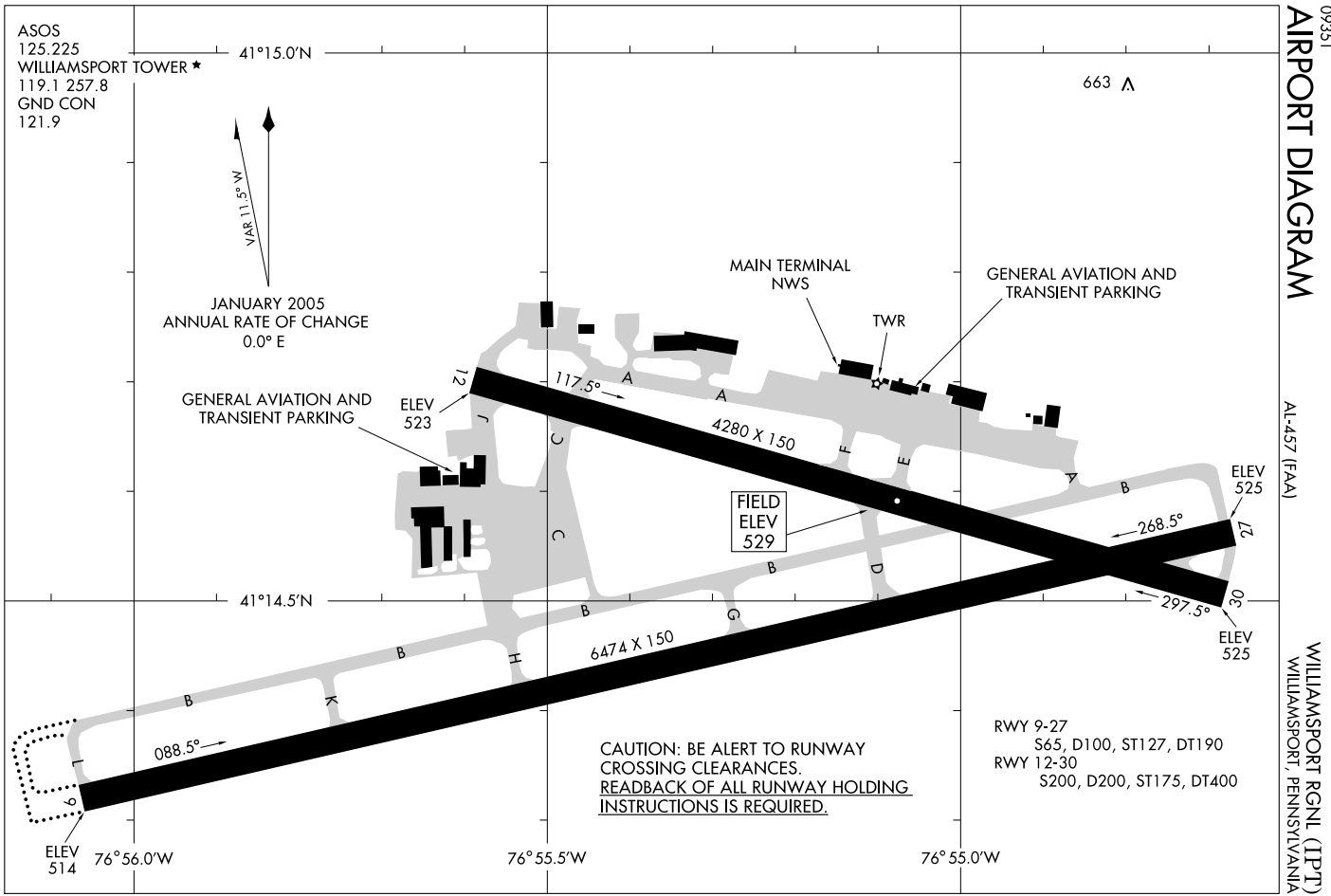
NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via heading 044° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 22: Climb via heading 224° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 283° to 5000′. Thence. . . .

. . . . expect radar vectors to assigned route/fix and clearance to filed altitude/flight level ten minutes after departure.

NE-4, 14 JAN 2010 to 11 FEB 2010



09351

AIRPORT DIAGRAM

AL-457 (FAA)

WILLIAMSPORT RGNL (IPT)

WILLIAMSPORT, PENNSYLVANIA

LOC I-IPT	APP CRS	Rwy Idg	6474
110.1	266°	TDZE	527
		Apt Elev	529

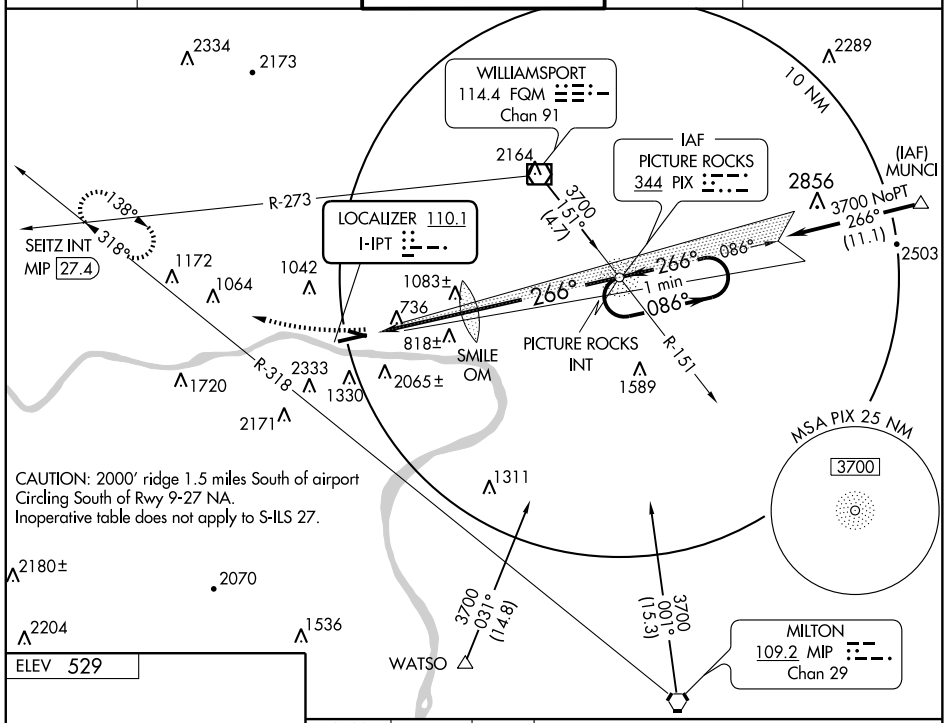
ILS RWY 27
WILLIAMSPORT RGNL (IPT)

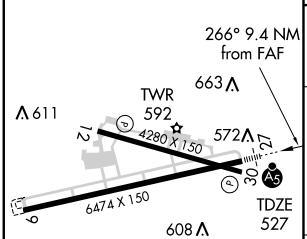
S-ILS 27 all Cats visibility increase ½ mile for inoperative ALS.
S-LOC 27 Cat A visibility 1¼ mile for inoperative ALS. S-LOC 27 SMILE OM minimums Cat A visibility 1 mile, Cat B 1¼ mile for inoperative ALS.

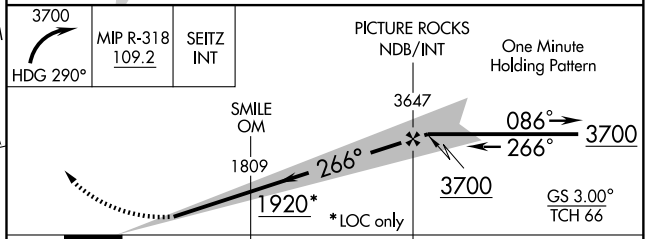
MALSR

MISSED APPROACH: Climbing right turn to 3700 via heading 290° and MIP R-318 to SEITZ Int/MIP 27.4 DME and hold.

ASOS	NEW YORK CENTER	WILLIAMSPORT TOWER ★	GND CON	WILLIAMSPORT RADIO
125.225	124.9	119.1 (CTAF) L 257.8	121.9	122.65





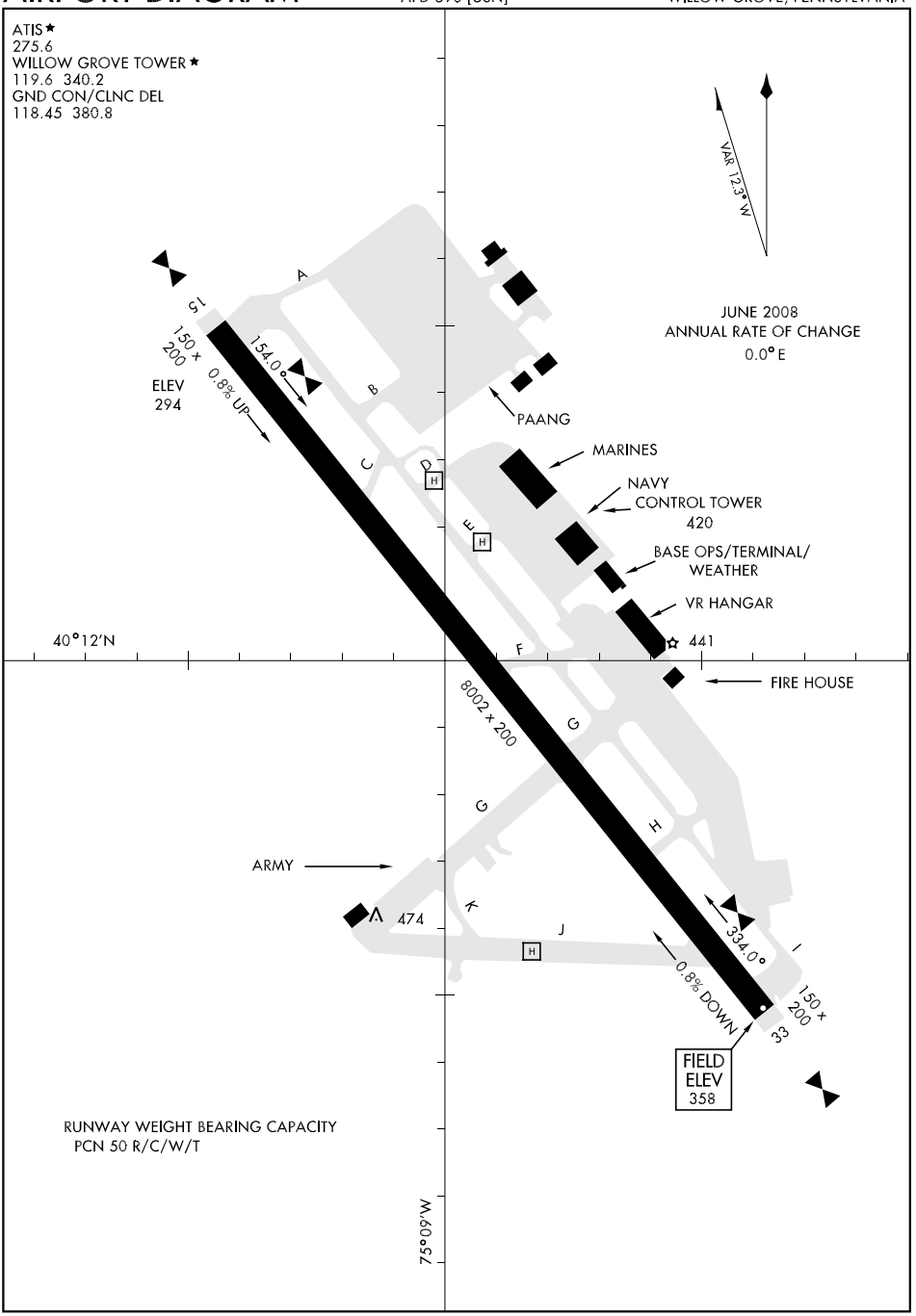


MIRL Rwy 12-30
HIRL Rwy 9-27 L

FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

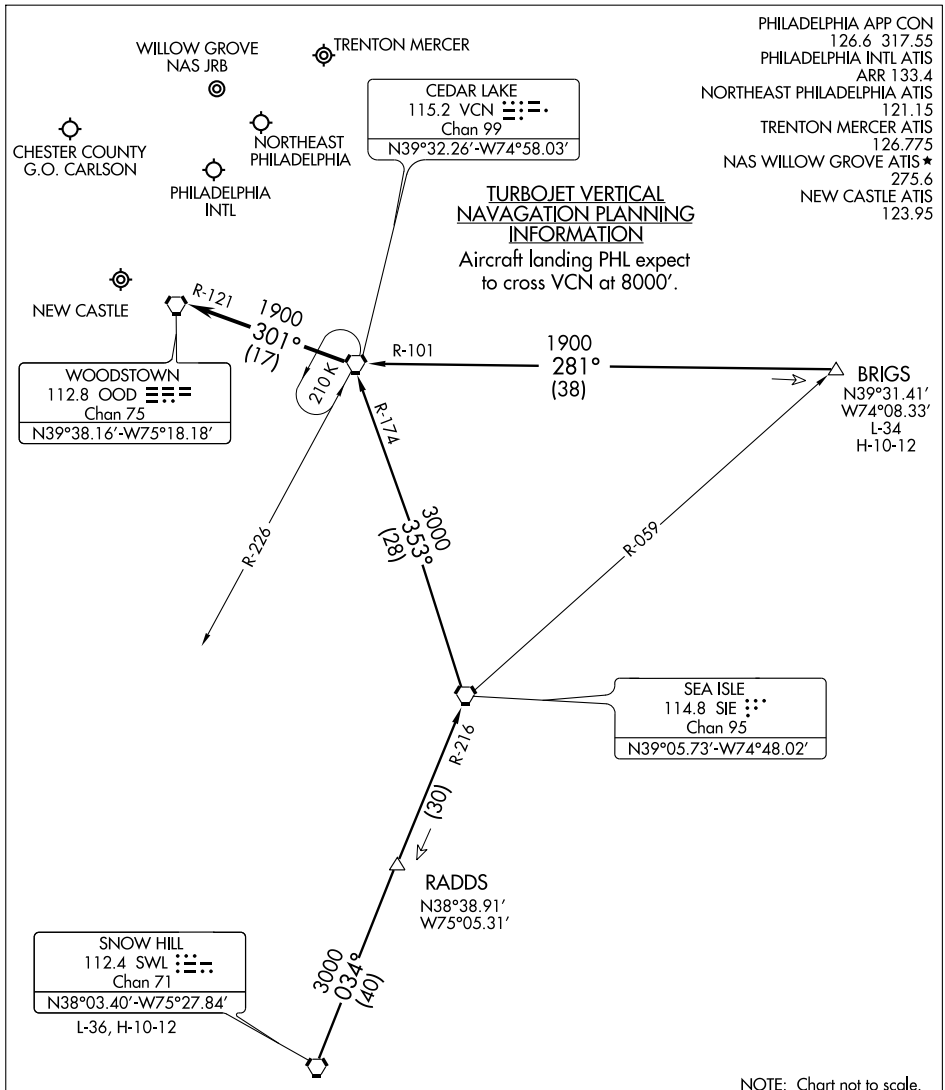
CATEGORY	A	B	C	D
S-ILS 27	1022-1 495 (500-1)			
S-LOC 27	1920-1 1393 (1400-1)		1920-2½ 1393 (1400-2½)	
CIRCLING	1920-1¾ 1391 (1400-1¾)		1920-3 1391 (1400-3)	
SMILE OM MINIMUMS				
S-LOC 27	1340-1 813 (900-1)		1340-2 813 (900-2)	1340-2¼ 813 (900-2¼)
CIRCLING	1340-1¾ 811 (900-1¾)	1420-1¾ 891 (900-1¾)	1480-3 951 (1000-3)	

NE-4, 14 JAN 2010 to 11 FEB 2010


ATIS ★
275.6
WILLOW GROVE TOWER ★
119.6 340.2
GND CON/CLNC DEL
118.45 380.8
VAR 12.3° W
JUNE 2008
ANNUAL RATE OF CHANGE
0.0° E
15
150 x 200
ELEV 294
0.8% UP
154.0°
PAANG
MARINES
NAVY
CONTROL TOWER
420
BASE OPS/TERMINAL/
WEATHER
VR HANGAR
441
FIRE HOUSE
40°12'N
8002 x 200
ARMY
474
334.0°
0.8% DOWN
33
150 x 200
FIELD ELEV 358
RUNWAY WEIGHT BEARING CAPACITY
PCN 50 R/C/W/T
75°09'W

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 14 JAN 2010 to 11 FEB 2010

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

CEDAR LAKE
115.2 VCN
Chan 99

PHILADELPHIA INTL

R-195
14
R-270

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

210K
R-346
14

ATLANTIC CITY
108.6 ACY
Chan 23

BALTIMORE
115.1 BAL
Chan 98

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

015° (23)
R-226
13

SMYRNA
111.4 ENO
Chan 51

CANNY
N39°03.67′
W75°40.68′

R-246
R-276
R-133

HEDGE
N38°53.54′
W75°50.24′

25
046° (13)
R-265

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

(9)
45
(15)
R-289

SEA ISLE
114.8 SIE
Chan 95

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

085° (35)
R-248
R-226
R-234
18,000
064° (78)

82

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

WATERLOO
112.6 ATR
Chan 73

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

18,000
042° (87)

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

4000
046° (30)

R-334

SNOW HILL
112.4 SWL
Chan 71

N

NOTE: Chart not to scale.

PHILADELPHIA, PENNSYLVANIA

ST-320 (FAA)

RNAV (GPS) RWY 15

WILLOW GROVE NAS JRB (KNXX)

APCH CRS	Rwy ldg	8002
154°	TDZE	324
	Arpt Elev	358

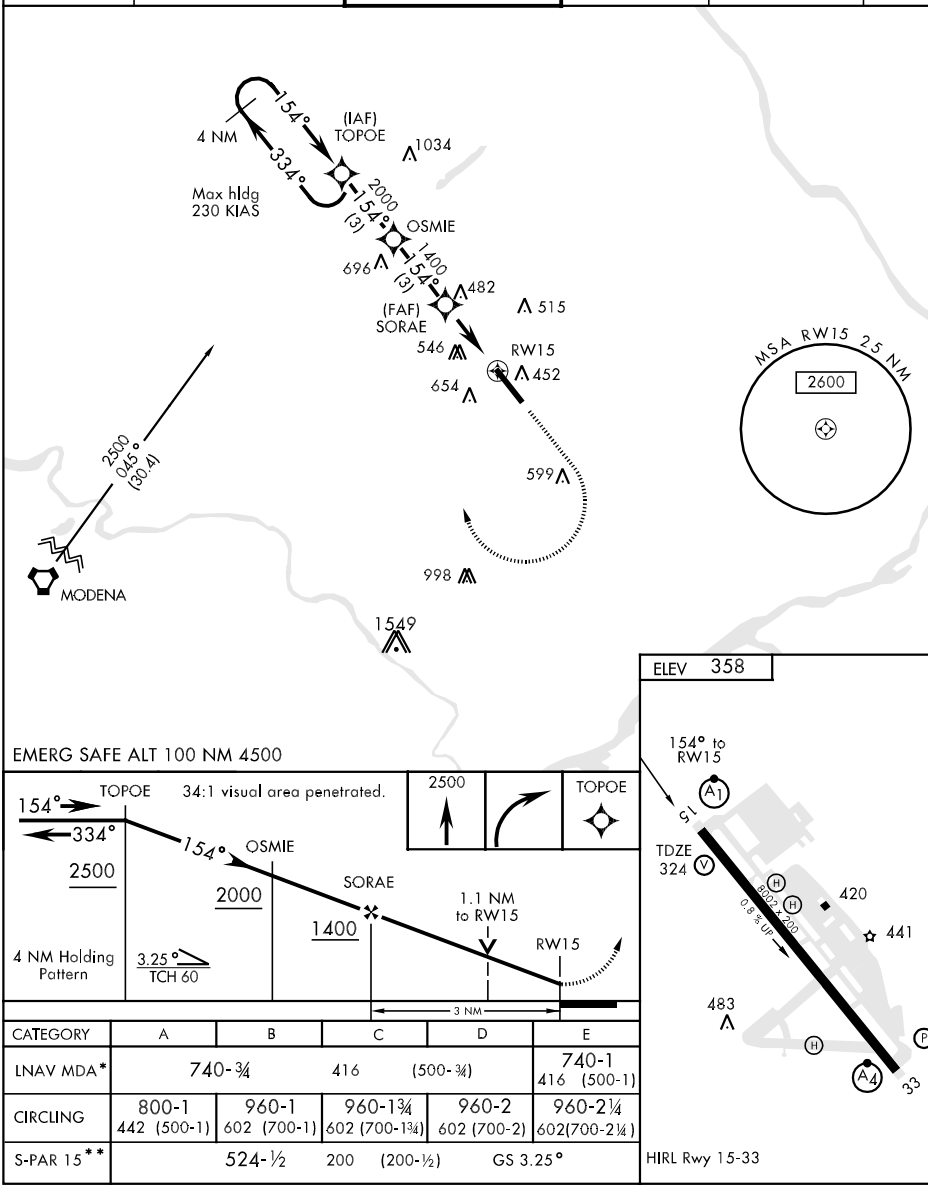
AL-598 [USN]

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** When ALS inop, increase vis CAT ABCDE to ¾ mile.

ALSF-1

MISSED APPROACH: Climb to 2500 then turn right direct TOPOE and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



CATEGORY	A	B	C	D	E
LNAV MDA*	740-¾		416 (500-¾)		740-1 416 (500-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)
S-PAR 15**	524-½		200 (200-½)	GS 3.25°	

RNAV (GPS) RWY 33

WILLOW GROVE NAS JRB (KNXX)

APCH CRS	Rwy ldg	8002
334°	TDZE	358
	Arpt Elev	358

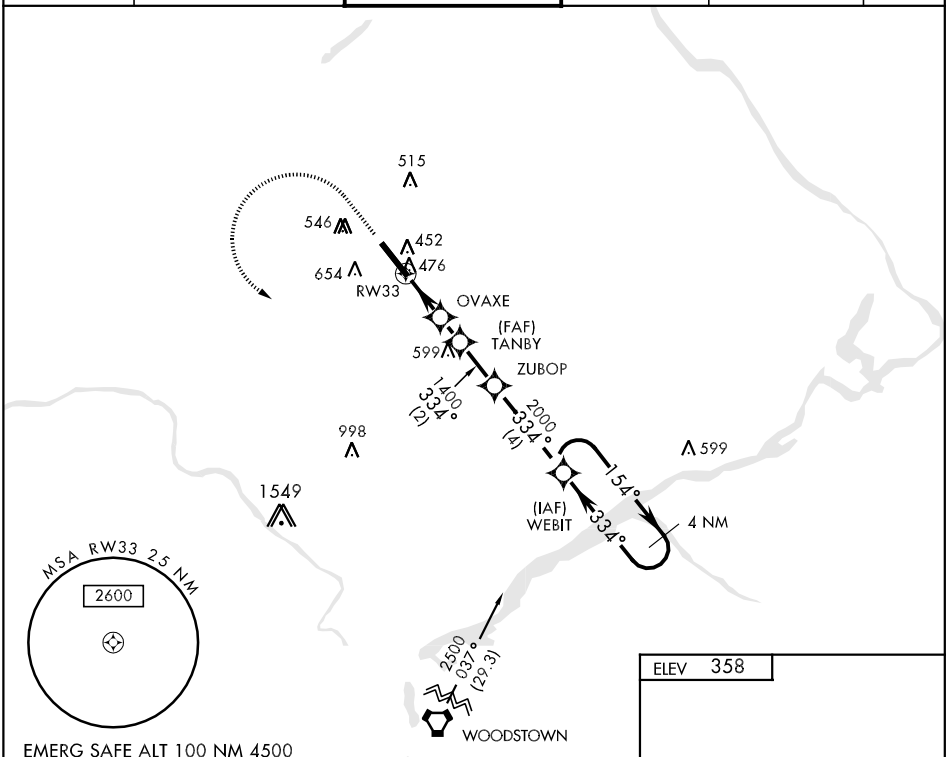
AL-598 [USN]

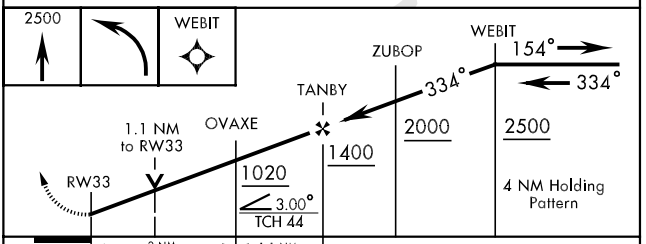
* When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.
** When ALS inop, increase vis CAT AB to ¾ mile.

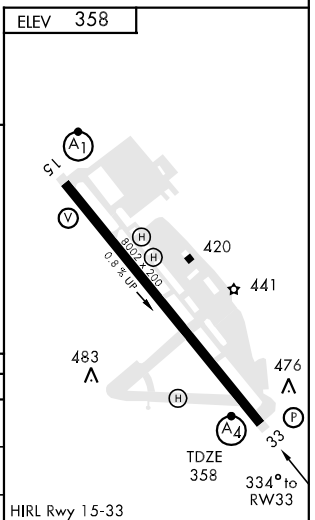
MALSF

MISSED APPROACH: Climb to 2500 then turn left direct WEBIT and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	







CATEGORY	A	B	C	D	E
LNAV MDA*	740-¾	382	(400-¾)	740-1	382 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)
S-PAR 15**	558-½ 200 (200-½)		558-¾ 200 (200-¾) GS 3.0°		

NE-4, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 15

WILLOW GROVE NAS JRB (KNXX)

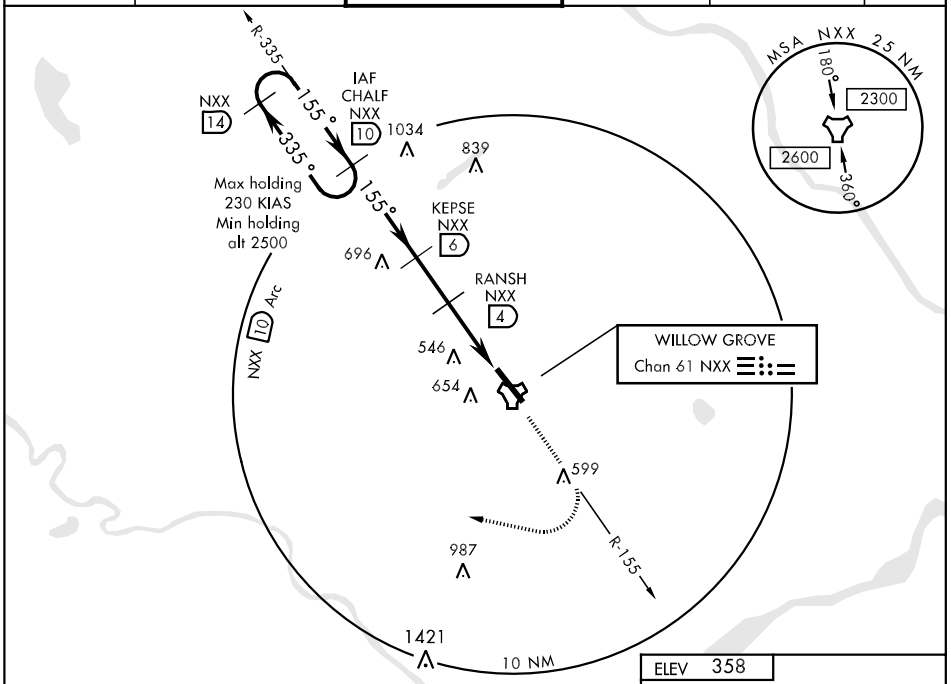
TACAN NXX Chan 61	APCH CRS 155°	Rwy ldg 8002 TDZE 324 Arpt Elev 358	AL-598 [USN]

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** When ALS inop, increase vis to ¾ mile.

ALSF-1

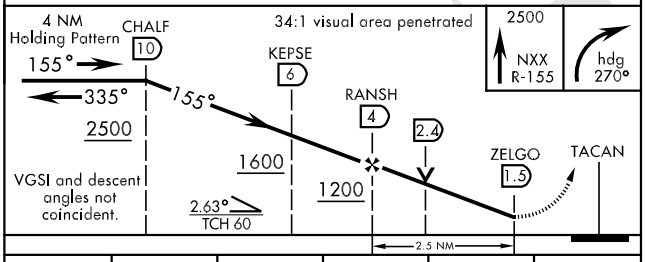
MISSED APPROACH: Climb to 2500 via NXX R-155. Then turn right heading 270° to join and arc W via NXX TACAN 10 mile arc to CHALF and hold.

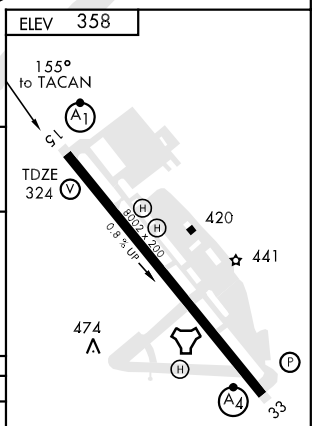
ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



RADAR REQUIRED

EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-15 *	800-¾	476	(500-¾)	800-1 476 (500-1)	800-1¼ 476 (500-1¼)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)
S-PAR 15 **	524-½	200	(200-½)	GS 3.25°	

HIRL Rwy 15-33

NE-4, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 33

WILLOW GROVE NAS JRB (KNXX)

TACAN NXX Chan 61	APCH CRS 328°	Rwy ldg 8002 TDZE 358 Arpt Elev 358

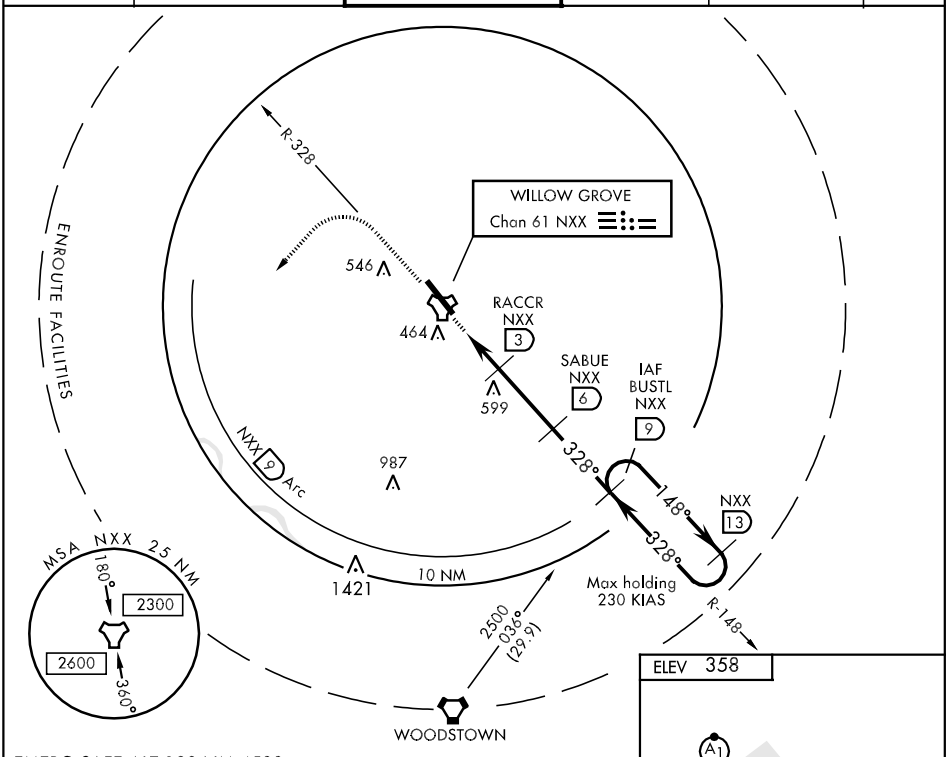
AL-598 [USN]

T * When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles.
** When ALS inop, increase vis CAT AB to ¾ mile.

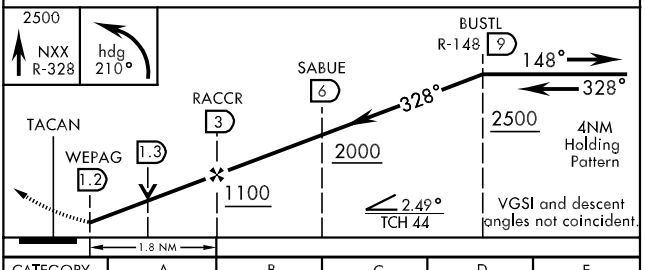
MALSF

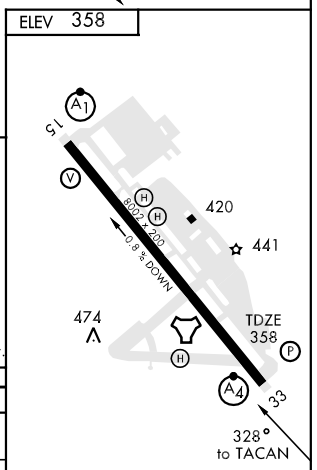
MISSED APPROACH: Climb to 2500 via NXX R-328. Then turn left heading 210° to join and arc SW via the NXX TACAN 9 mile arc to BUSTL and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



EMERG SAFE ALT 100 NM 4500





HIRL Rwy 15-33

CATEGORY	A	B	C	D	E
S-33 *	720-¾	362	(400-¾)	720-1	362 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)
S-PAR 33 **	558-½ 200 (200-½)		558-¾ 200 (200-¾)		GS 3.0°

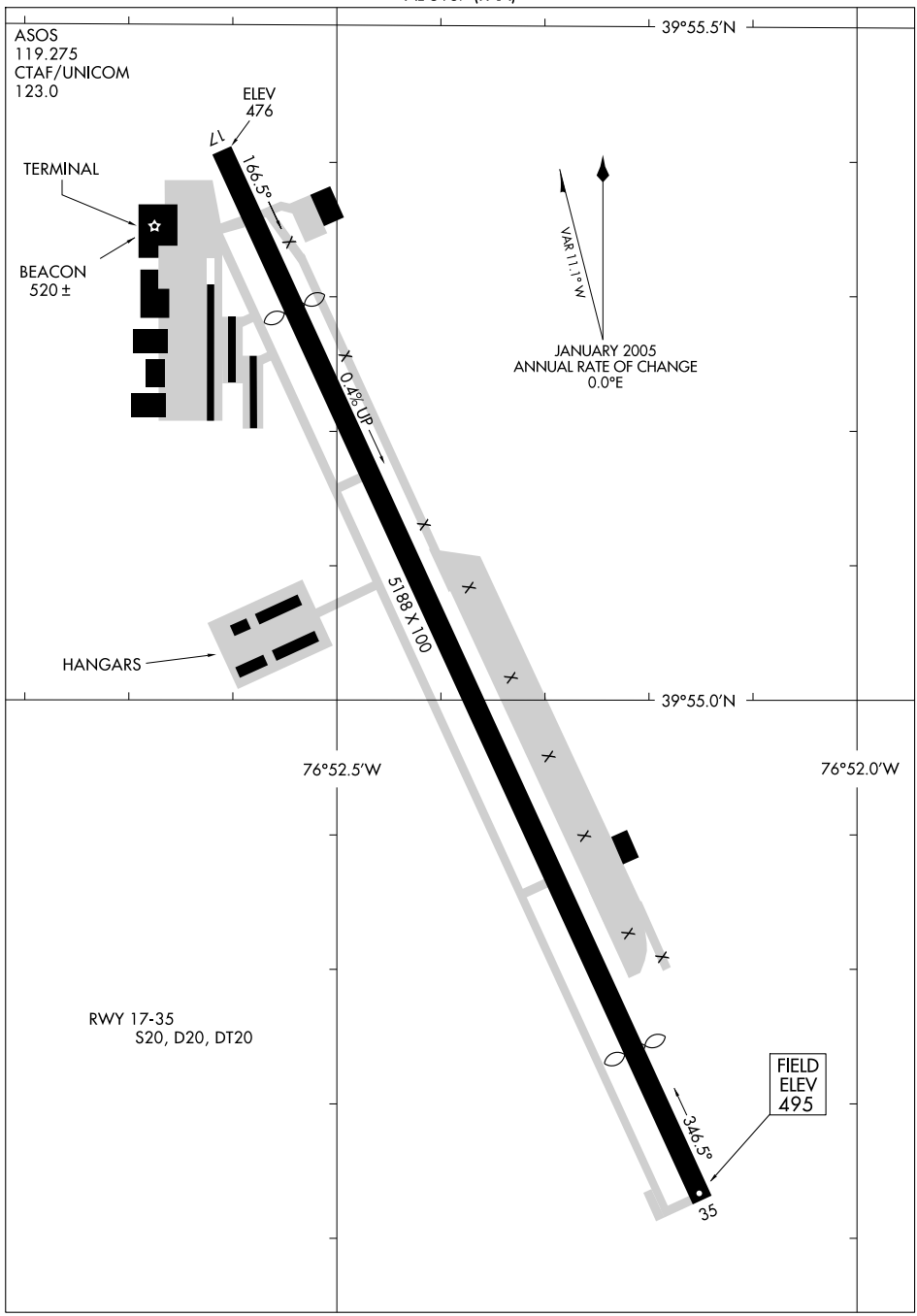
NE-4, 14 JAN 2010 to 11 FEB 2010

09183

AIRPORT DIAGRAM

AL-5137 (FAA)

YORK (THV)
YORK, PENNSYLVANIA



NE-4, 14 JAN 2010 to 11 FEB 2010

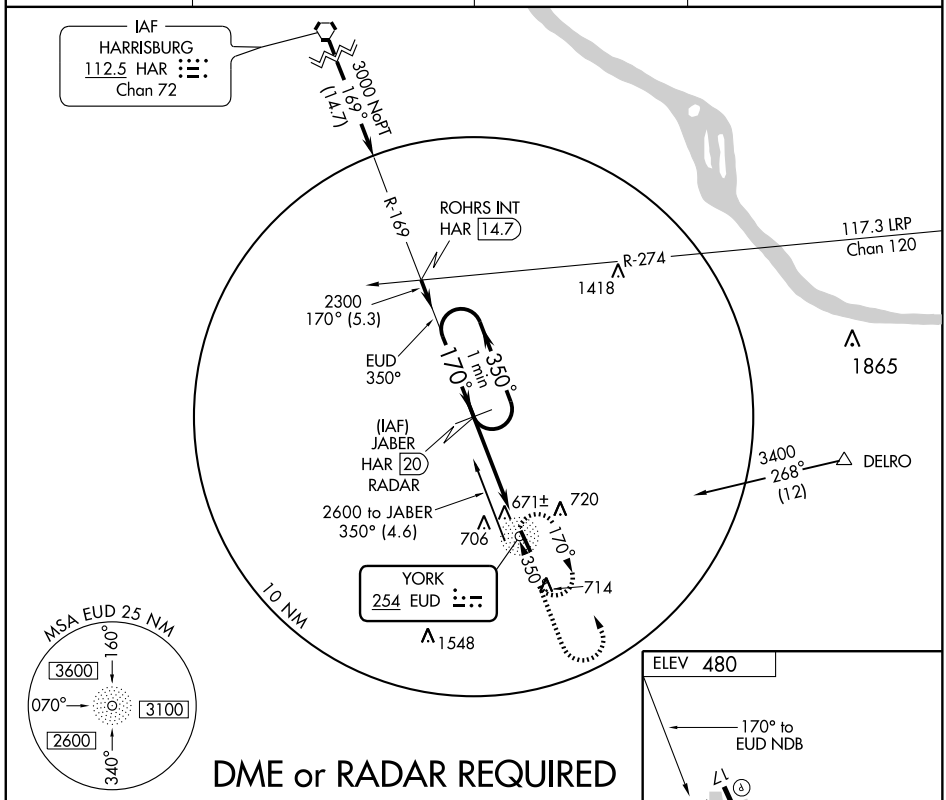
NDB EUD 254	APP CRS 170°	Rwy Idg 4394 TDZE 478 Apt Elev 480

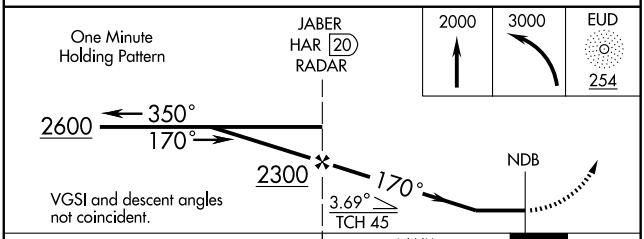
NDB RWY 17
YORK (THV)

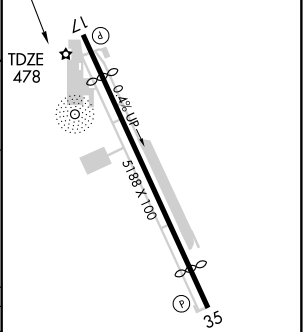
NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct EUD NDB and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)







CATEGORY	A	B	C	D
S-17	1140-1	662 (700-1)	1140-1¾ 662 (700-1¾)	1140-2 662 (700-2)
CIRCLING	1180-1 700 (700-1)	1200-1 720 (800-1)	1220-2 740 (800-2)	1220-2¼ 740 (800-2¼)

MIRL Rwy 17-35
REIL Rwys 17 and 35

NE-4. 14 JAN 2010 to 11 FEB 2010

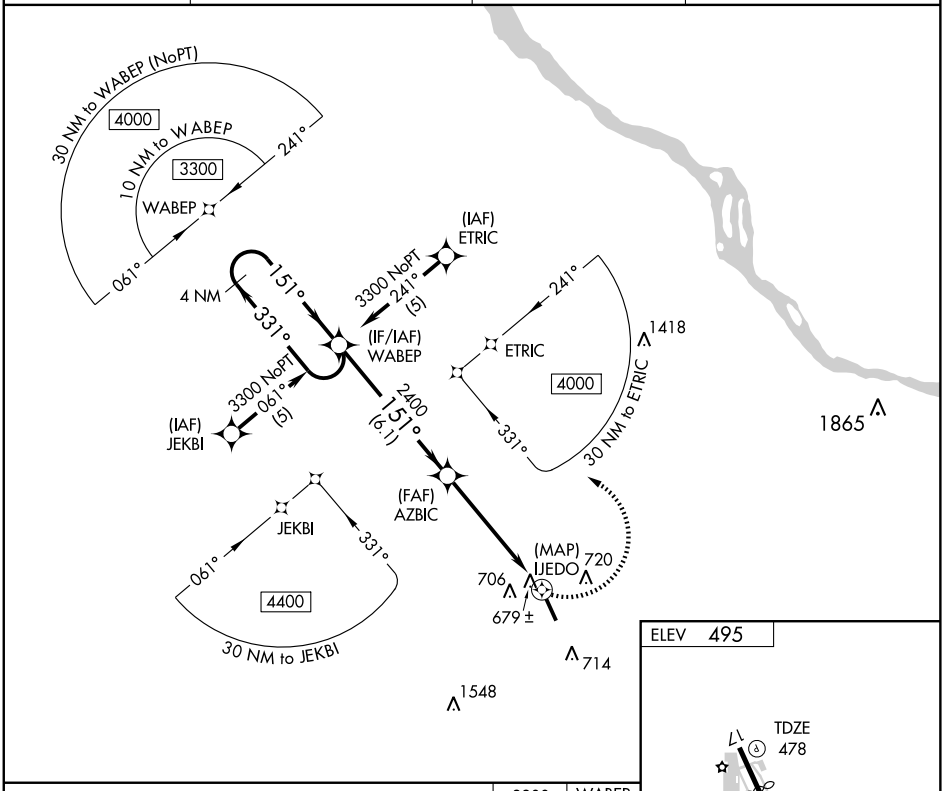
APP CRS		
151°	Rwy Idg	4394
	TDZE	478
	Apt Elev	495

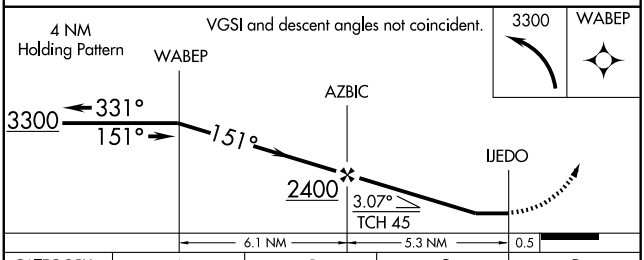
RNAV (GPS) RWY 17
YORK (THV)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile.

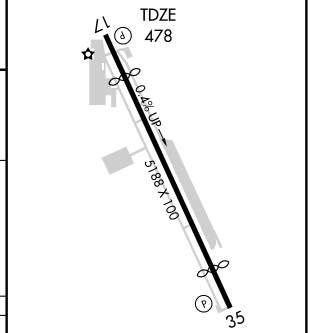
MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	940-1 462 (500-1)		940-1¼ 462 (500-1¼)	940-1½ 462 (500-1½)
CIRCLING	1220-1 725 (800-1)	1240-1¼ 745 (800-1¼)	1260-2¼ 765 (800-2¼)	1260-2½ 765 (800-2½)



MIRL Rwy 17-35
REIL Rwys 17 and 35

NE-4, 14 JAN 2010 to 11 FEB 2010

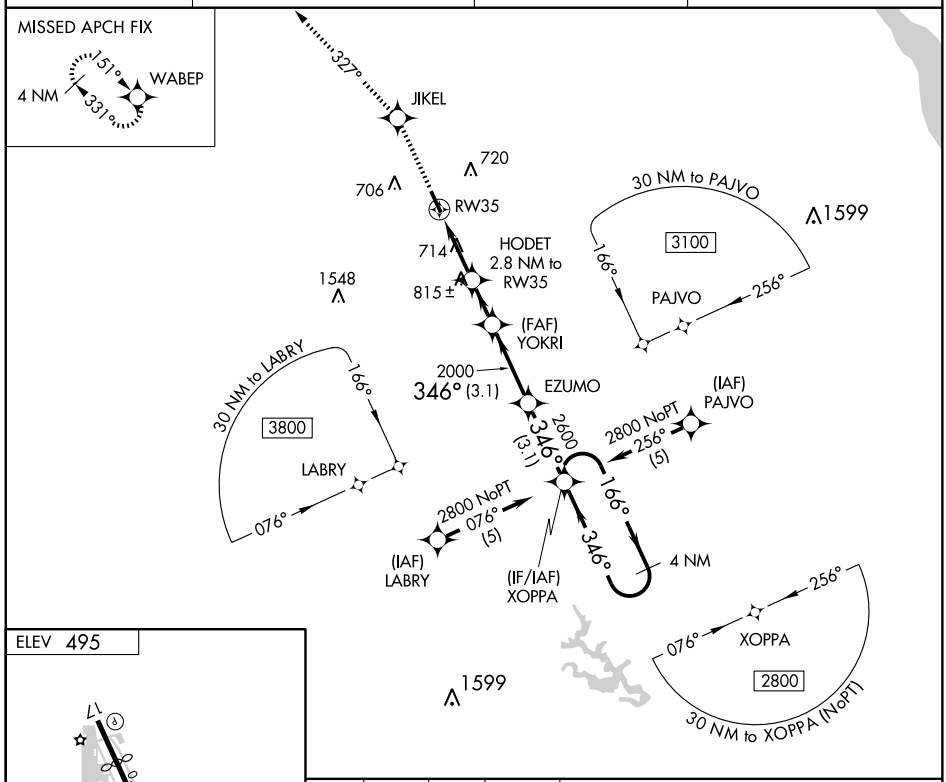
APP CRS	Rwy Idg	4449
346°	TDZE	485
	Apt Elev	495

RNAV (GPS) RWY 35
YORK (THV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIKEL and via track 327° to WABEP and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1080-1 595 (600-1)		1080-1½ 595 (600-1½)	1080-1¾ 595 (600-1¾)
CIRCLING	1220-1 725 (800-1)	1240-1¼ 745 (800-1¼)	1260-2¼ 765 (800-2¼)	1260-2½ 765 (800-2½)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS		
174°	Rwy Idg	4382
	TDZE	900
	Apt Elev	901

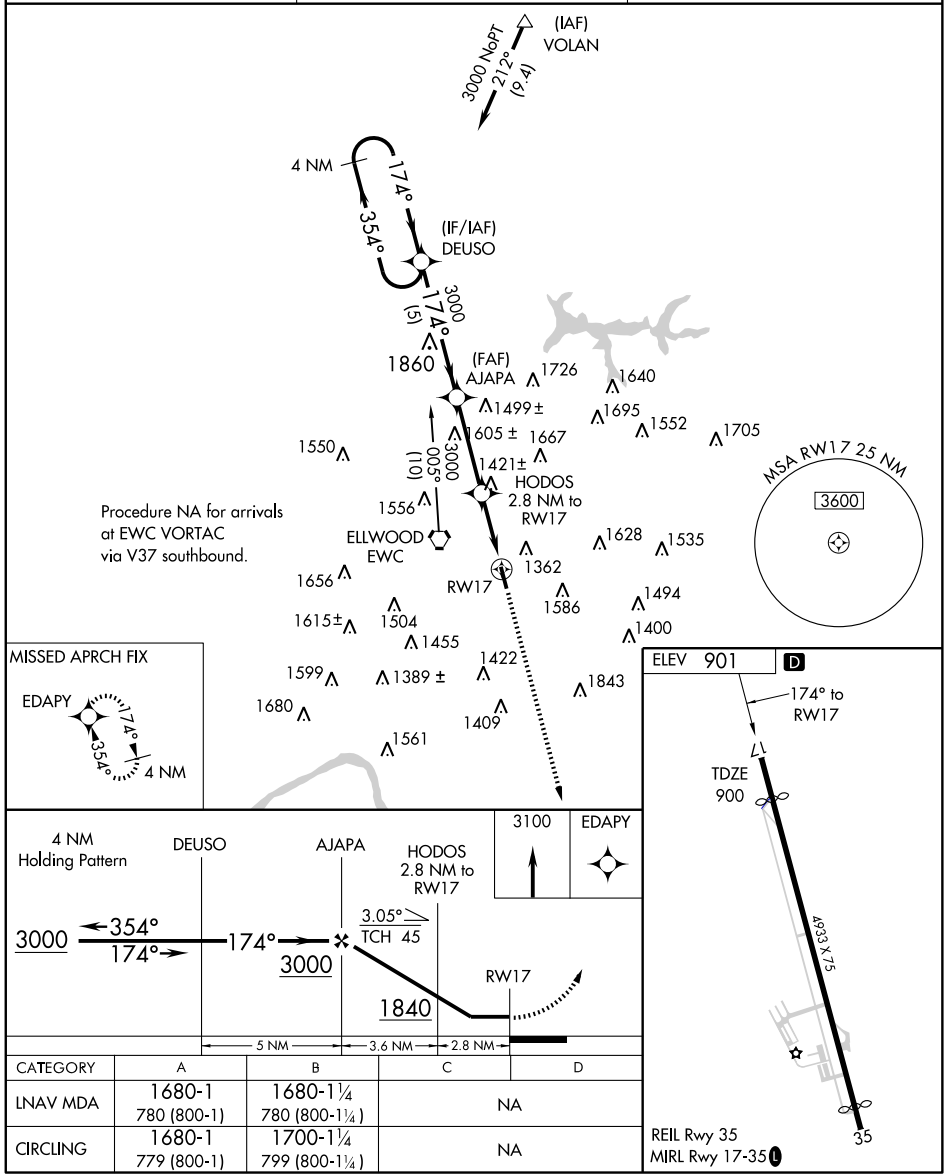
RNAV (GPS) RWY 17

ZELIENOPLE MUNI (PJC)

DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.

ASOS	PITTSBURGH APP CON	CTAF
118.45	124.75 338.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1680-1 780 (800-1)	1680-1¼ 780 (800-1¼)	NA	
CIRCLING	1680-1 779 (800-1)	1700-1¼ 799 (800-1¼)	NA	

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4352
354°	TDZE	901
	Apt Elev	901

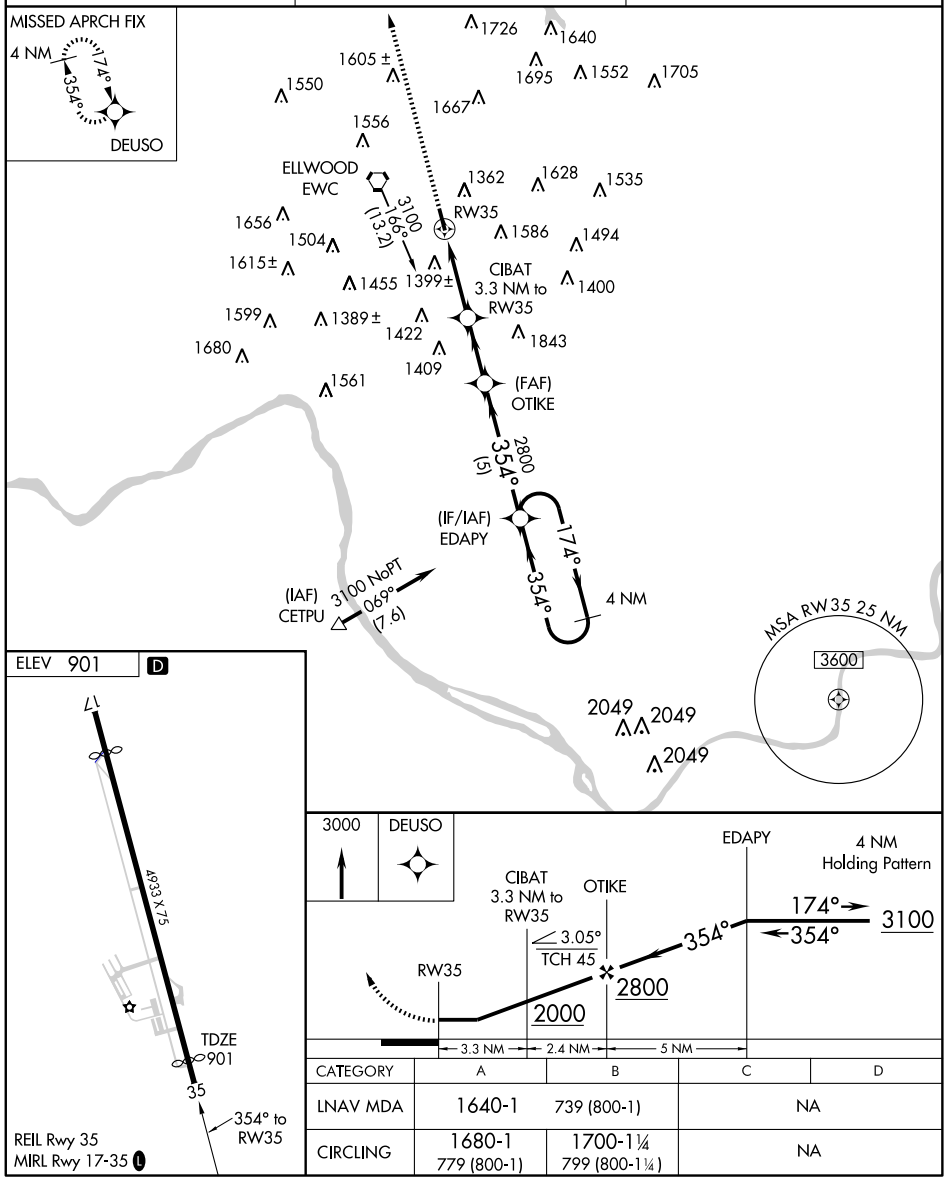
RNAV (GPS) RWY 35

ZELIENOPLE MUNI (PJC)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DEUSO and hold.

ASOS	PITTSBURGH APP CON	CTAF
118.45	124.75 338.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1640-1	739 (800-1)	NA	
CIRCLING	1680-1 779 (800-1)	1700-1¼ 799 (800-1¼)	NA	

NE-4, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[3]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[36]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME — ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .... **RNAV (GPS) Rwy 28**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[1]
ILS Rwy 22L[1]
ILS Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 15R[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL .... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **LOC Rwy 8[123]**
VOR or GPS-A[4]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

NAME ALTERNATE MINIMUMS

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[12]**
VOR Rwy 2[3]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]NA when local weather not available.
[3]Categories A,B, 1200-2; Category C,D, 1200-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME or GPS Rwy 17[3]

[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**
NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**
Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD ... **RNAV (GPS) Rwy 18**
NA when local weather not available.

PAWTUCKET, RI

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B
NA when local weather not available.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29
ILS, Category D, 700-2.

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]
[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34
NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31
NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

VINEYARD HAVEN, MA

MARTHA'S VINEYARD .... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[34]
VOR Rwy 20[35]
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[5]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

NAME ALTERNATE MINIMUMS

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Rwy 10**

Categories A,B, 900-2; Category C, 900-2¾.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR or TACAN Rwy 6[4]
VOR or TACAN Rwy 15[5]
VOR or TACAN Rwy 24[6]
VOR or TACAN Rwy 33[6]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading at 250' per NM to 400 feet before turning.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right. **Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL. **Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 33L, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BRUNSWICK NAS (KNHZ)

BRUNSWICK, ME 09295

Rwy 1L, CAUTION: Cross DER at or above 30' AGL/102' MSL.

Rwy 1R, CAUTION: Cross DER at or above 10' AGL/82' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)

AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK

NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 300-1½ with a min. climb of 471' per NM to 6600, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA

GARDNER MUNI

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA

WALTER J. KOLADZA

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME

GREENVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT

HARTFORD-BRAINARD

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.

NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

HAVERHILL, NH

DEAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 800-2. **Rwy 35,** 300-1.

LYNDONVILLE, VT

CALEDONIA COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA

MANSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI

TAKE-OFF MINIMUMS: **Rwy 29,** 700-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 700-1 or std. with a min. climb of 290' per NM to 1300.

MONTAGUE, MA

TURNERS FALLS

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 14,** 300-1 or std. with a min. climb of 340' per NM until 200. **Rwy 20,** 300-1 or std. with a min. climb of 240' per NM until 100. **Rwy 32,** 400-1 or std. with a min. climb of 420' per NM until 500.

NEWPORT, RI
NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.
NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT
NEWPORT STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.
DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME
CENTRAL MAINE AIRPORT OF NORRIDGEWOCK
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.
DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI
QUONSET STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA
NORTHAMPTON
TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA
NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.
NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

PLYMOUTH, MA

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from departure end of runway, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from departure end of runway, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI

NOTE: **Rwy 7,** trees beginning 133' from departure end of runway, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from departure end of runway, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from departure end of runway, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course.

Rwy 32, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 260' per NM until passing 1000.

Rwys 10, 28 NA.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 300-2 or std. with a min. climb of 260' per NM to 700. **Rwy 33,** 1200-3 or std. with a min. climb of 250' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1700 before proceeding on course. **Rwy 15,** climb runway heading to 1400 before proceeding on course. **Rwy 20,** climb runway heading to 2200 before proceeding on course. **Rwy 33,** climb runway heading to 1500 before proceeding on course.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400. RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL.**Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 700-3 or std. w/ min. climb of 326' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before proceeding on course. **Rwy 33,** Climb heading 328° to 1000 before proceeding on course.

NOTES: **Rwy 1,** Trees beginning 887' from departure end of runway, 493'left of centerline, up to 100' AGL/239' MSL. Trees beginning 1846' from departure end of runway, on centerline, up to 100' AGL/265' MSL. **Rwy 6,** Trees beginning 21' from departure end of runway, 464' left of centerline, up to 100' AGL/184' MSL. Trees beginning 1335' from departure end of runway, on centerline, up to 100' AGL/289' MSL. **Rwy 15,** Vehicle on road 453' from departure end of runway, 615' left of centerline, 15' AGL/186' MSL. Trees beginning 2341' from departure end of runway, 767' right of centerline, up to 76' AGL/244' MSL. Vehicle on road 409' from departure end of runway, 591' left of centerline, 15' AGL/186' MSL. Trees beginning 1520' from departure end of runway, 429' right of centerline, up to 77' AGL/219' MSL. **Rwy 19,** Aircraft 1843' from departure end of runway, 223' right of centerline, 40' AGL/269' MSL. Light pole 2843' from departure end of runway, 223' right of centerline, up to 88' AGL/222' MSL. **Rwy 24,** obstruction light fence 1240' from departure end of runway, 784' left of centerline, 50' AGL/215' MSL. Trees beginning 3389' from departure end of runway, 599' left of centerline, up to 100' AGL/ 267' MSL trees beginning 2346' from departure end of runway, 489' right of centerline, up to 70' AGL/273' MSL. **Rwy 33,** Trees beginning 1590' from departure end of runway, on centerline up to 100' AGL/256' MSL. Obstruction light tower 2.4 NM from departure end of runway, 3534' left of centerline 117' AGL/774' MSL. Trees beginning 1618' from departure end of runway, 580' right of centerline, up to 100' AGL/252' MSL. Trees beginning 3125' from departure end of runway, 308' right of centerline, up to 100' AGL/256' MSL.

WISCASSET, ME

WISCASSET

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 240' per NM to 600.

WORCESTER, MA

WORCESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 29,** 300-2 or std. with a min. climb of 250' per NM to 1300. **Rwy 33,** 700-2 or std. with a min. climb of 320' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb runway heading to 1300 before proceeding on course. **Rwy 33,** climb runway heading to 2000 before proceeding on course.

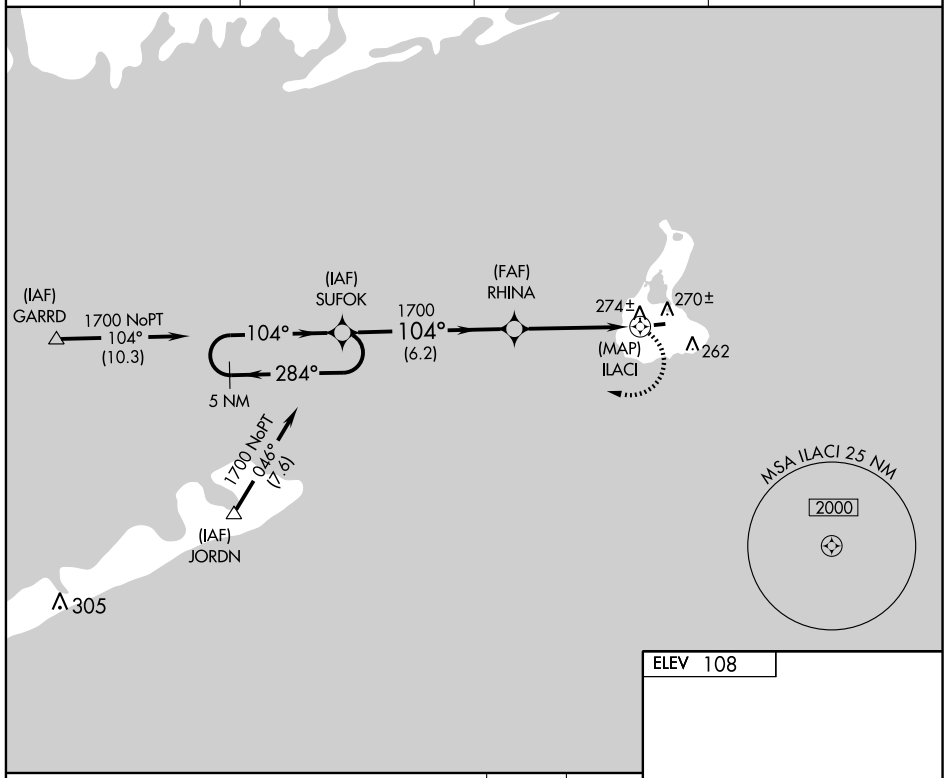
APP CRS	Rwy Idg	2502
104°	TDZE	108
	Apt Elev	108

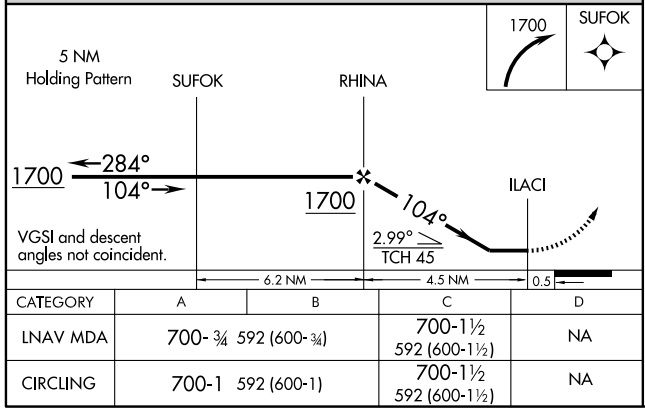
RNAV (GPS) RWY 10

BLOCK ISLAND STATE (BID)

▼ NA	Inoperative table does not apply to Cat C. DME/DME RNP-0.3 NA.	MALSF	MISSED APPROACH: Climbing right turn to 1700 direct SUFOK WP and hold.

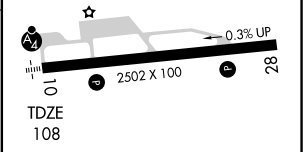
AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	700- ¾ 592 (600- ¾)		700-1½ 592 (600-1½)	NA
CIRCLING	700-1 592 (600-1)		700-1½ 592 (600-1½)	NA

ELEV 108



REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1. 14 JAN 2010 to 11 FEB 2010

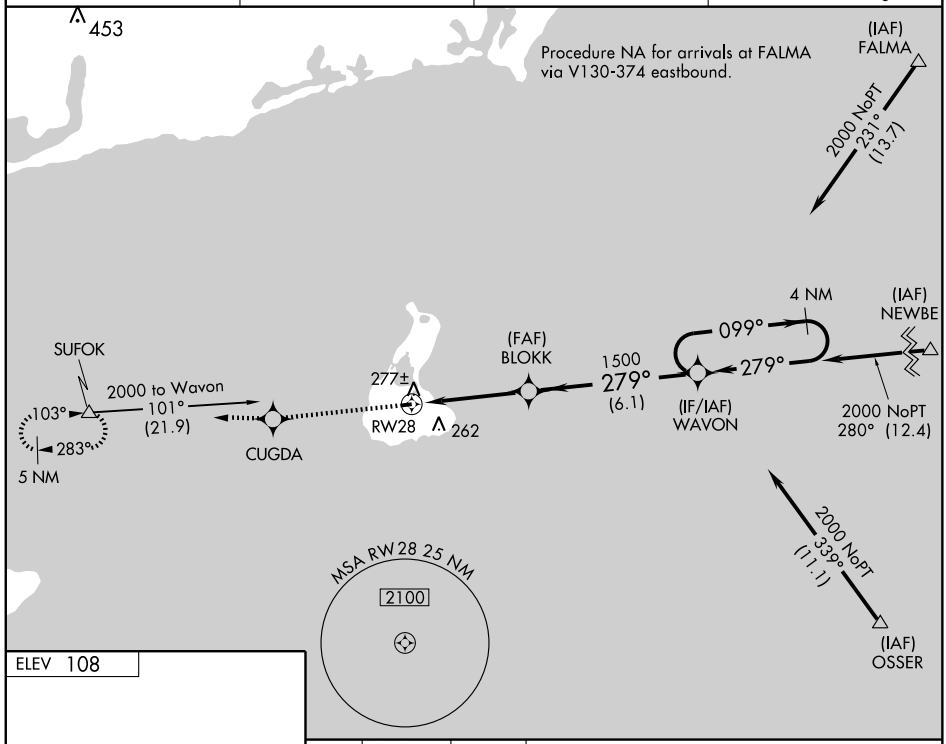
WAAS CH 70501 W28A	APP CRS 279°	Rwy Idg 2502	TDZE 108	Apt Elev 108

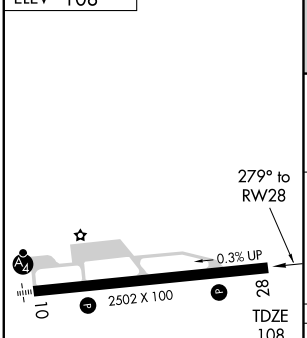
RNAV (GPS) RWY 28
BLOCK ISLAND STATE (BID)

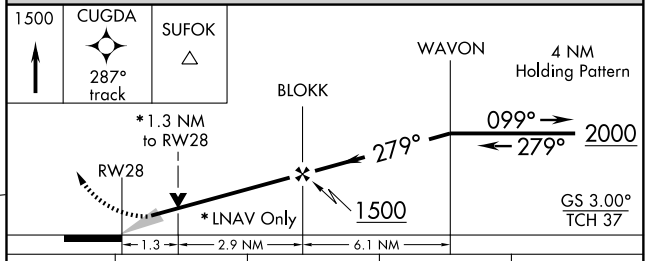
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Westerly State altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Westerly State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 96°C (205°F).

MISSED APPROACH: Climb to 1500 direct CUGDA and via 287° track to SUFOK and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	358-1 250 (300-1)			NA
LNAV/VNAV DA	570-1¾ 462 (500-1¾)			NA
LNAV MDA	540-1 432 (500-1)		540-1¼ 432 (500-1¼)	NA
CIRCLING	580-1 472 (500-1)		580-1½ 472 (500-1½)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME SEY	APP CRS	Rwy Idg	2502
117.8	104°	TDZE	109
Chan 125		Apt Elev	109

VOR/DME RWY 10

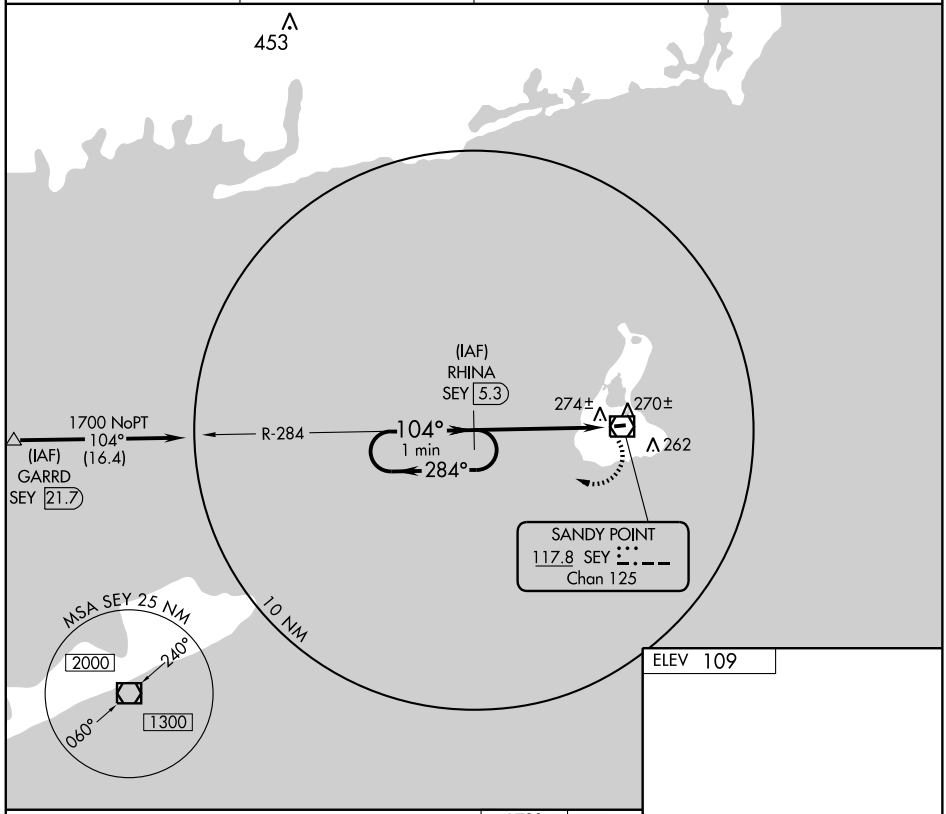
BLOCK ISLAND STATE (BID)

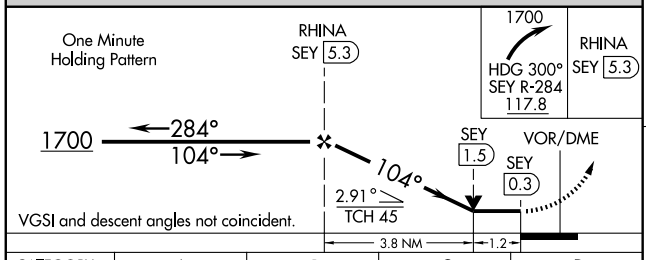
Inoperative table does not apply to Cat C.

MALSF

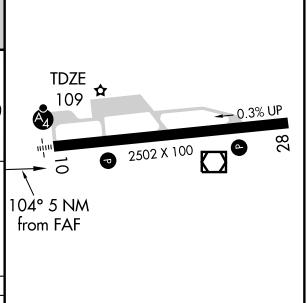
MISSED APPROACH: Climbing right turn to 1700 via heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L





VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-10	540- ¾ 431 (500- ¾)		540-1¼ 431 (500-1¼)	NA
CIRCLING	580-1 471 (500-1)		580-1½ 471 (500-1½)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1. 14 JAN 2010 to 11 FEB 2010

BLOCK ISLAND, RHODE ISLAND

AL-5786 (FAA)

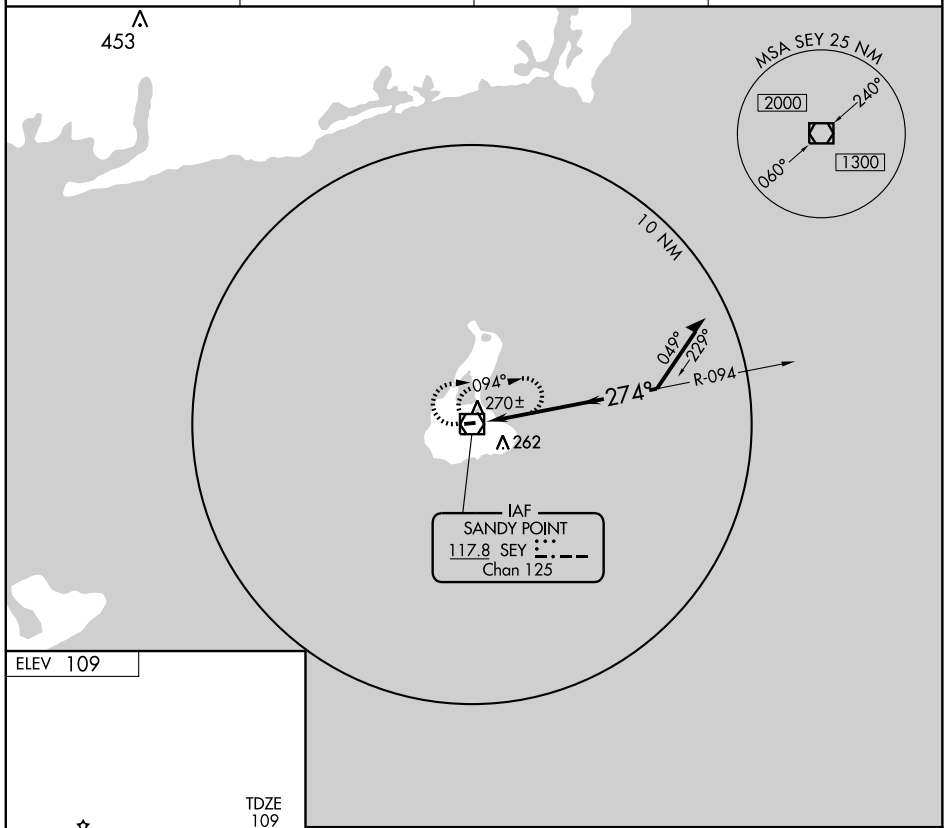
VOR/DME SEY	APP CRS	Rwy Idg	2502
117.8	274°	TDZE	109
Chan 125		Apt Elev	109

VOR RWY 28

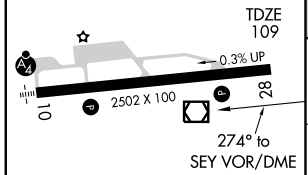
BLOCK ISLAND STATE (BID)

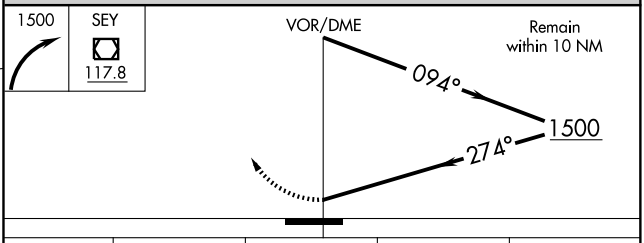
MISSED APPROACH: Climbing right turn to 1500 in SEY VOR/DME holding pattern.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L



ELEV 109





CATEGORY	A	B	C	D
S-28	600-1	491 (500-1)	600-1¼ 491 (500-1¼)	NA
CIRCLING	600-1	491 (500-1)	600-1½ 491 (500-1½)	NA

REIL Rwy 28 L

MIRL Rwy 10-28 L

NE-1. 14 JAN 2010 to 11 FEB 2010

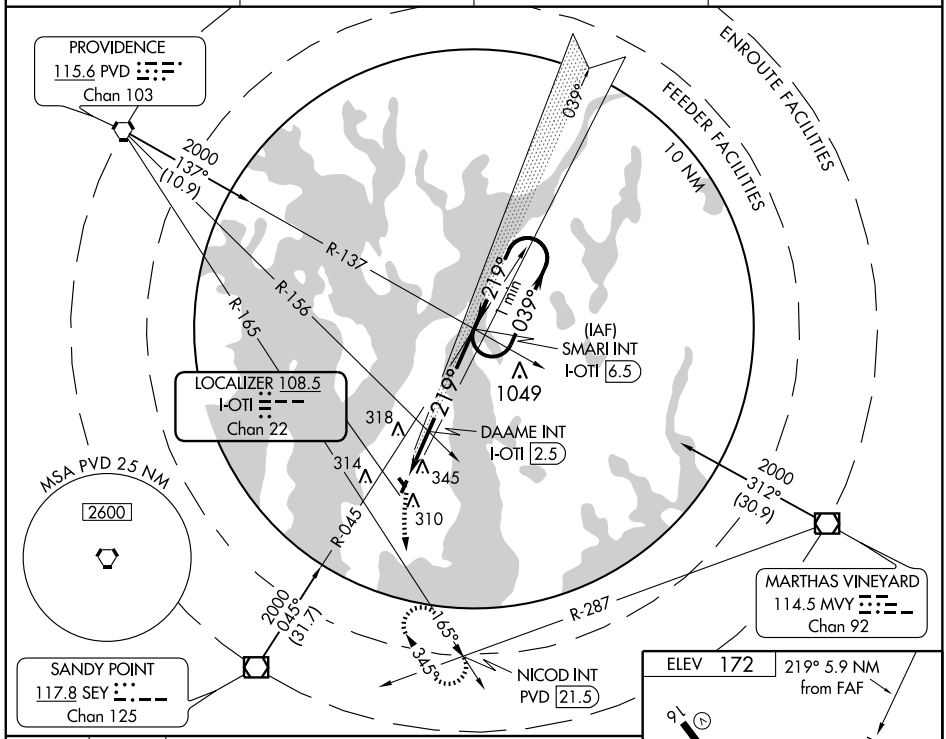
LOC/DME I-OTI	APP CRS	Rwy Idg 2999
108.5	219°	TDZE 172
Chan 22		Apt Elev 172

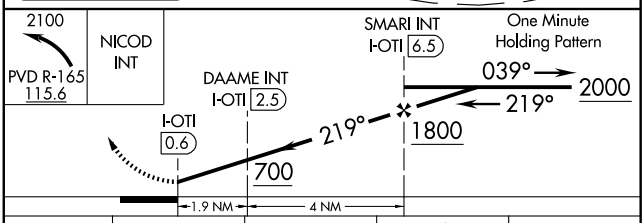
LOC RWY 22
NEWPORT STATE (UUU)

T
NA

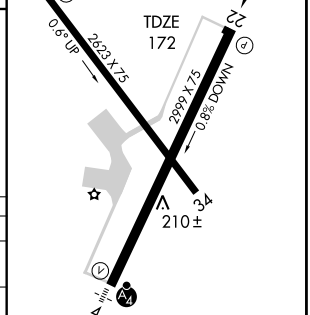
MISSED APPROACH: Climbing left turn to 2100 via PVD VORTAC R-165 to NICOD Int/21.5 DME and hold.

ASOS	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-22	700-1	528 (600-1)	700-1½ 528 (600-1½)	NA
CIRCLING	760-1	588 (600-1)	760-1½ 588 (600-1½)	NA
DAAME FIX MINIMUMS				
S-22	640-1	468 (500-1)	640-1¼ 468 (500-1¼)	NA
CIRCLING	760-1	588 (600-1)	760-1½ 588 (600-1½)	NA



REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 14 JAN 2010 to 11 FEB 2010

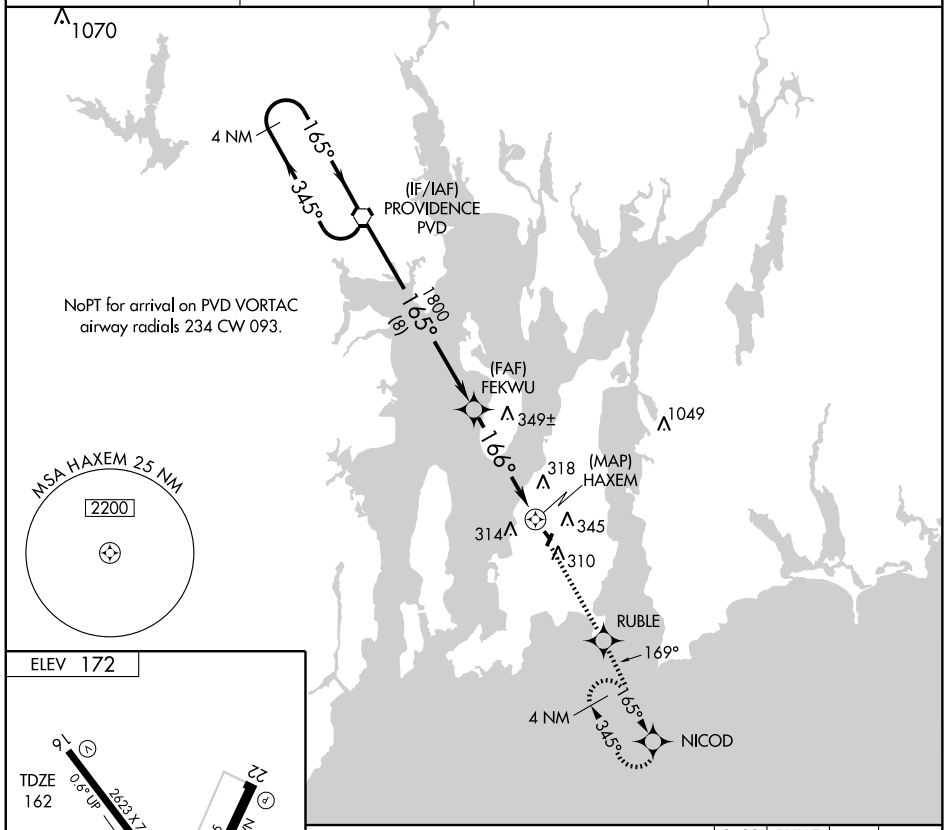
APP CRS	Rwy Idg	2623
166°	TDZE	162
	Apt Elev	172

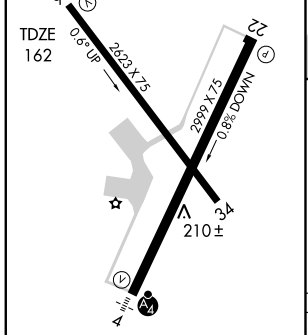
RNAV (GPS) RWY 16
NEWPORT STATE (UUU)

When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. VDP NA with Providence altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

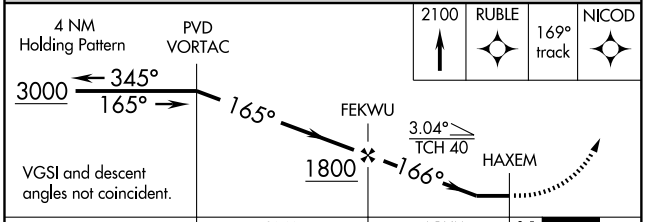
MISSED APPROACH: Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.

ASOS	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	122.8 (CTAF) L





REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	600-1 438 (500-1)		600-1¼ 438 (500-1¼)	NA
CIRCLING	700-1 528 (600-1)		700-1½ 528 (600-1½)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

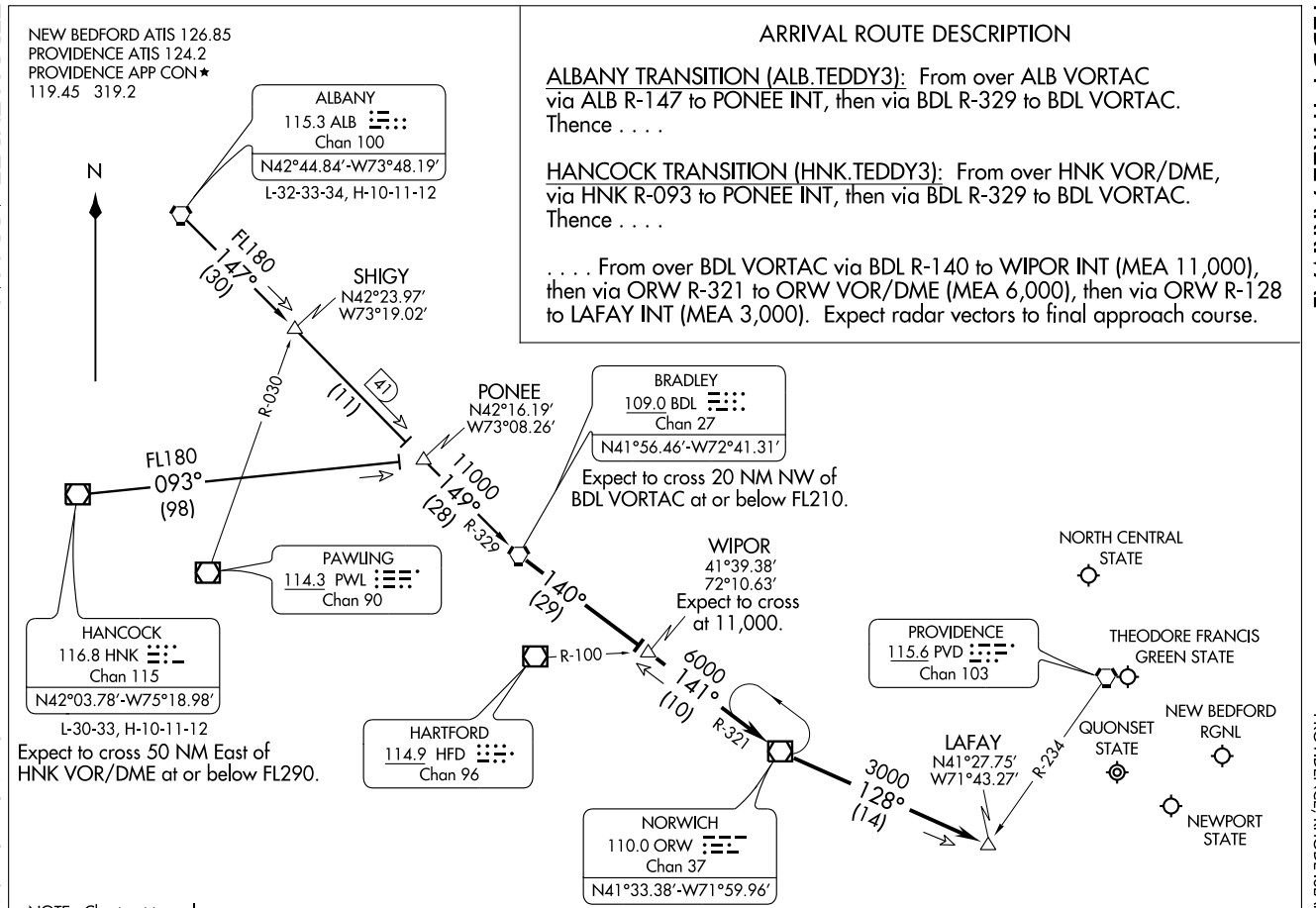
NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



NOTE: Chart not to scale.

VORTAC PVD	APP CRS	Rwy Idg	2623
115.6	164°	TDZE	162
Chan 103		Apt Elev	172

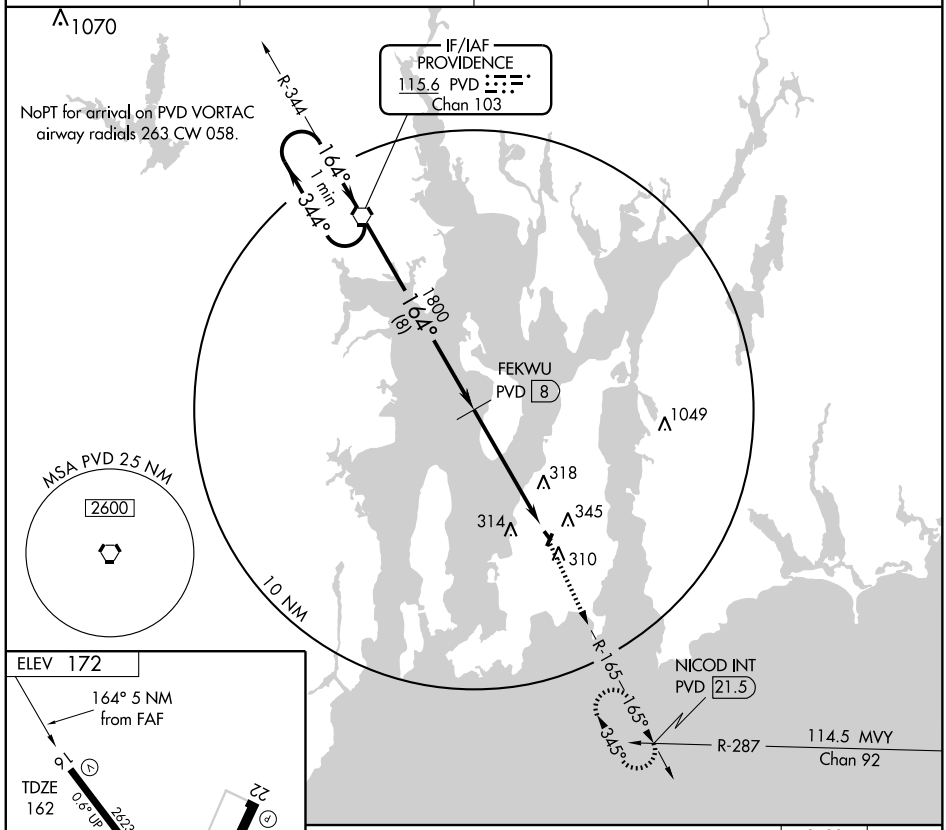
VOR/DME RWY 16

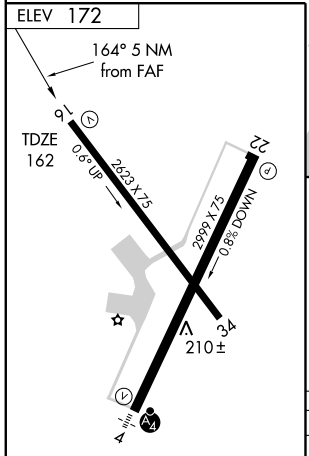
NEWPORT STATE (UUU)

When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

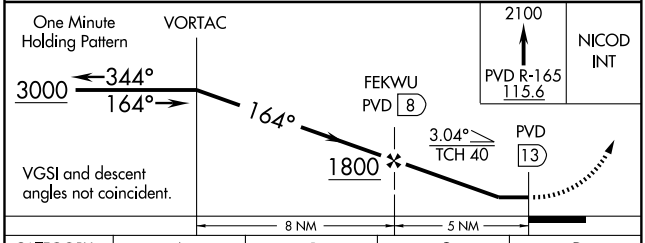
MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

ASOS	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	122.8 (CTAF) L





REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L



CATEGORY	A	B	C	D
S-16	680-1	518 (600-1)	680-1½ 518 (600-1½)	NA
CIRCLING	700-1	528 (600-1)	700-1½ 528 (600-1½)	NA

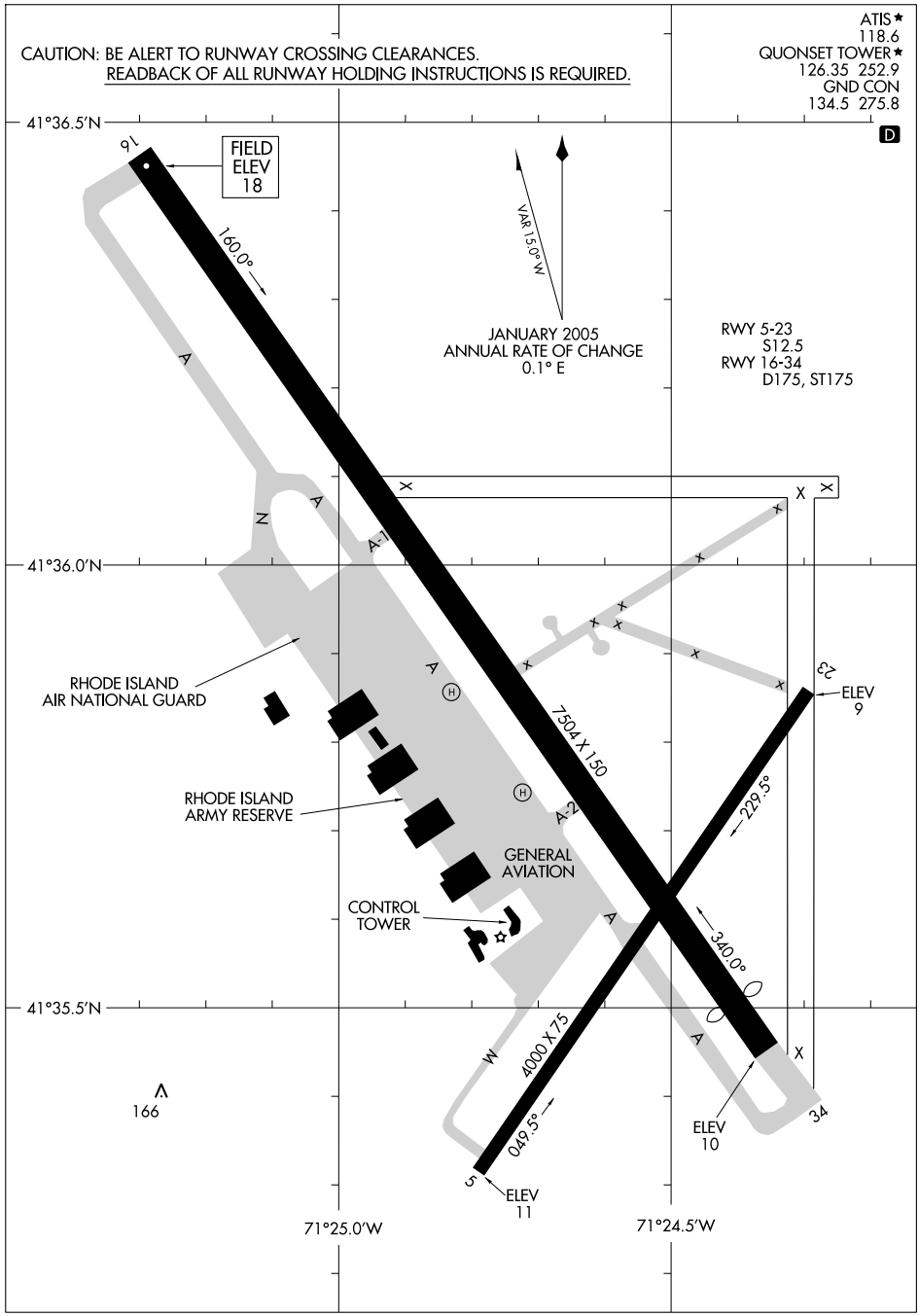
NE-1. 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-338 (FAA)

NORTH KINGSTOWN/QUONSET STATE (OQU)
NORTH KINGSTOWN, RHODE ISLAND



NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OQU	APP CRS	Rwy Idg	7100
109.5	160°	TDZE	18
Chan 32		Apt Elev	18

ILS or LOC RWY 16

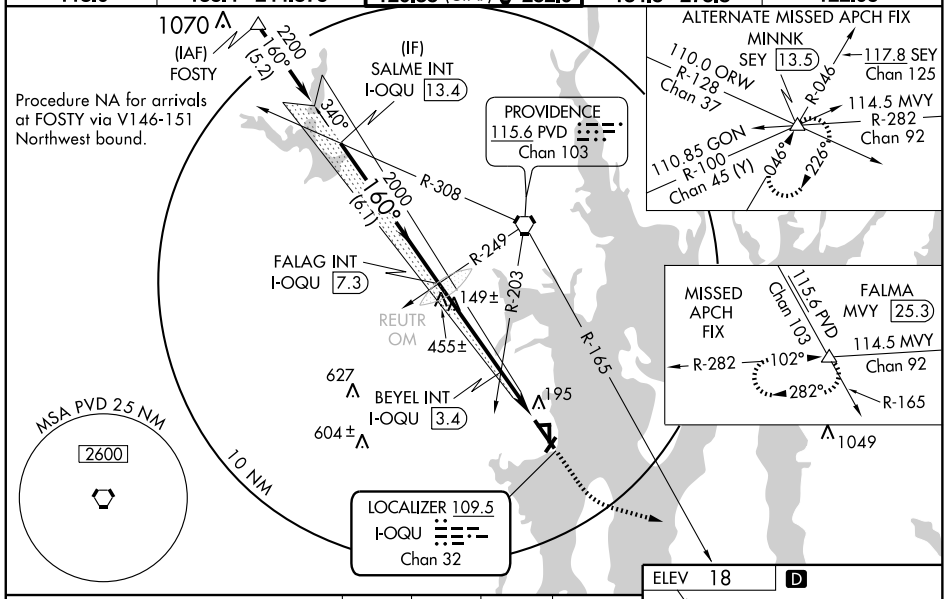
NORTH KINGSTOWN / QUONSET STATE (OQU)

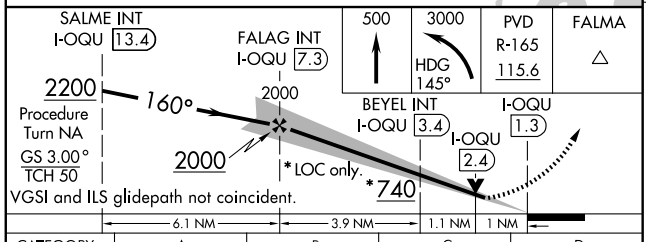
Visibility reduction by helicopters NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all DA 23 feet and all MDA 40 feet, and S-LOC 16 Cats C and D and Circling Cats B, C,and D visibilities ¼ mile, and BEYEL fix minimums Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-ILS 16. For inoperative MALSR, increase S-LOC 16 Cats A and B visibilities to 1 mile. BEYEL fix minimums: For inoperative MALSR, increase S-LOC 16 Cats A, B, and C visibilities to 1 mile. For inoperative MALSR, when using Providence altimeter setting increase S-LOC 16 Cat A visibility to 1 mile. BEYEL fix minimums: For inoperative MALSR, when using Providence altimeter setting increase S-LOC 16 Cats A and B visibilities to 1 mile.

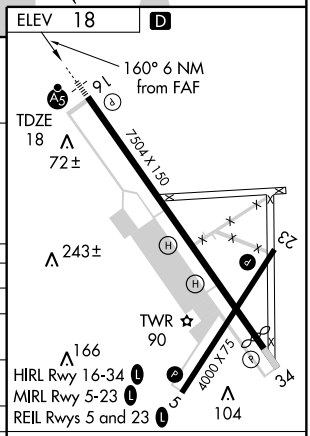
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 145° and PVD VORTAC R-165 to FALMA INT/ MVY 25.3 DME and hold.

ATIS*	PROVIDENCE APP CON*	QUONSET TOWER*	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
S-ILS 16	268-¾ 250 (300-¾)			
S-LOC 16	740-¾ 722 (800-¾)		740-1½ 722 (800-1½)	740-1¾ 722 (800-1¾)
CIRCLING	740-1 722 (800-1)		740-2 722 (800-2)	740-2¼ 722 (800-2¼)
BEYEL FIX MINIMUMS				
S-LOC 16	400-¾ 382 (400-¾)			
CIRCLING	600-1 582 (600-1)		600-1½ 582 (600-1½)	600-2 582 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB RWY 16

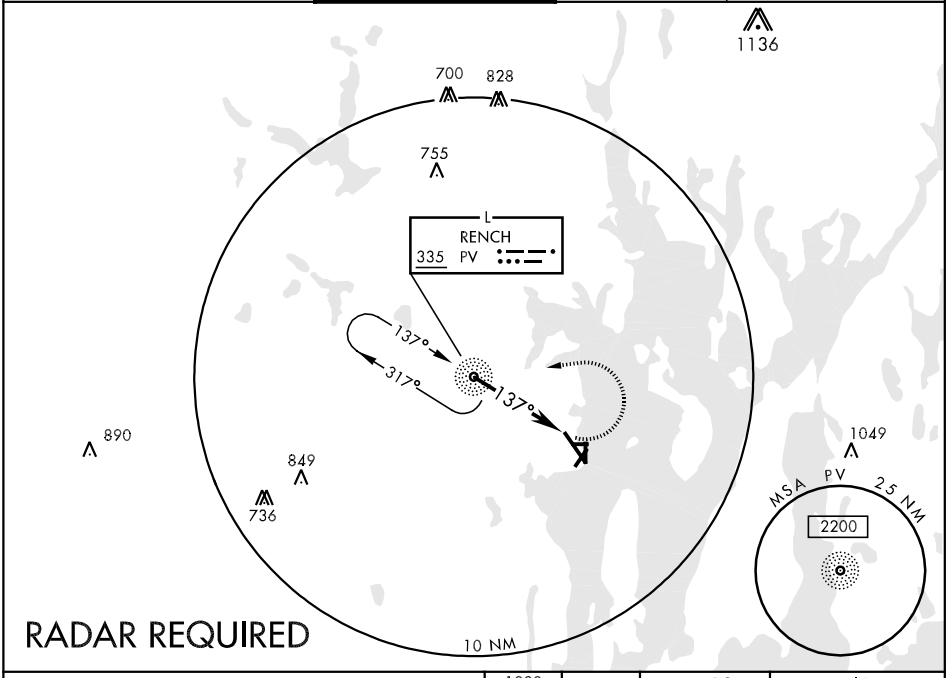
NDB PV 335	APCH CRS 137°	Rwy ldg 7504 TDZE 19 Arpt Elev 19	AL-338 [USA]	NORTH KINGSTOWN/ QUONSET STATE (OQU)

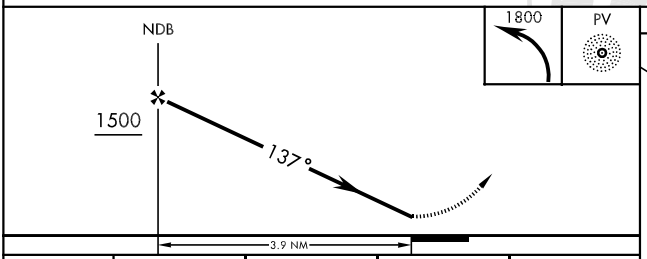
NA
Procedure not authorized when Providence approach control closed.
When local altimeter not received, use Providence altimeter setting.

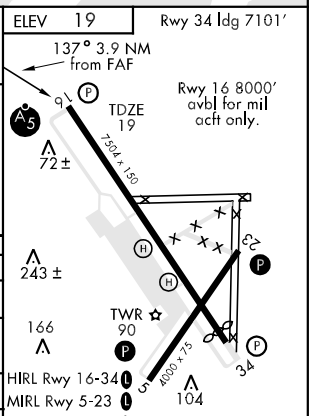
MALSR

MISSED APPROACH: Climbing left turn to 1800 direct PV NDB and hold or as directed by ATC.

PROVIDENCE APP CON	QUONSET TOWER ★	GND CON	UNICOM
135.4 244.875	126.35 (CTAF) 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
S-16	520-1 501 (600-1)		520-1½ 501 (600-½)	
CIRCLING	560-1 541 (600-1)		560-1½ 541 (600-1½)	580-2 561 (600-2)
PROVIDENCE ALTIMETER SETTING MINIMUMS				
S-16	540-1 521 (600-1)		540-1½ 521 (600-1½)	540-1¾ 521 (600-1¾)
CIRCLING	600-1 581 (600-1)		600-1½ 581 (600-1½)	600-2 581 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

WAAS	APP CRS	Rwy Idg	7100
CH 93705	160°	TDZE	18
W16A		Apt Elev	18

RNAV (GPS) RWY 16

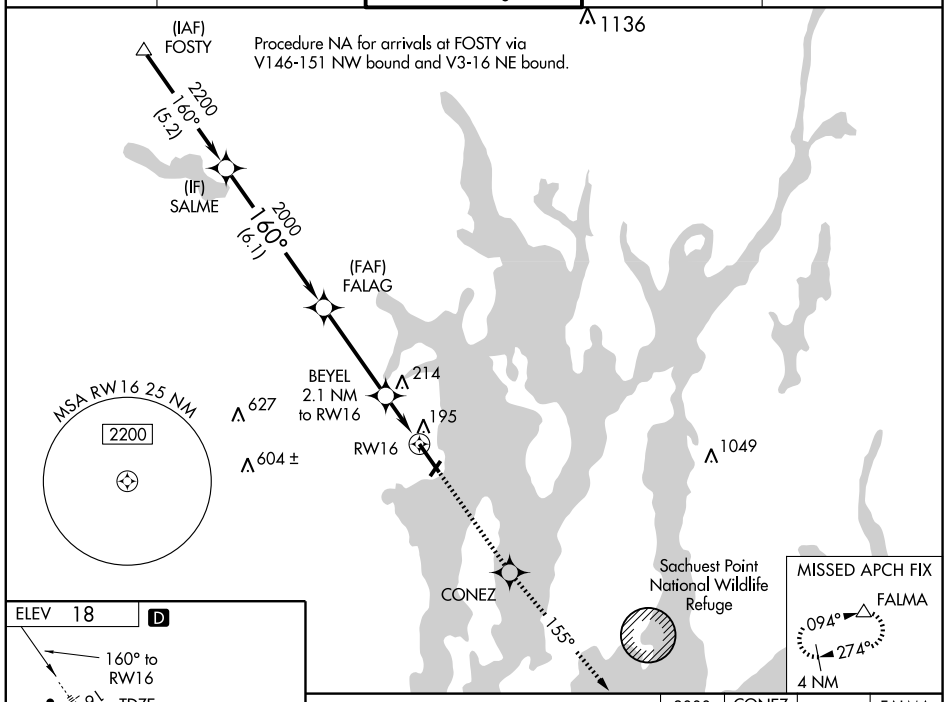
NORTH KINGSTOWN / QUONSET STATE (OQU)

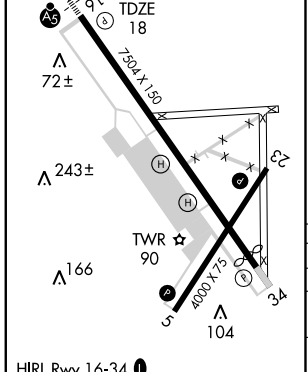
For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase LPV DA to 343 feet, increase LNAV/VNAV DA to 468 feet; increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MALSR

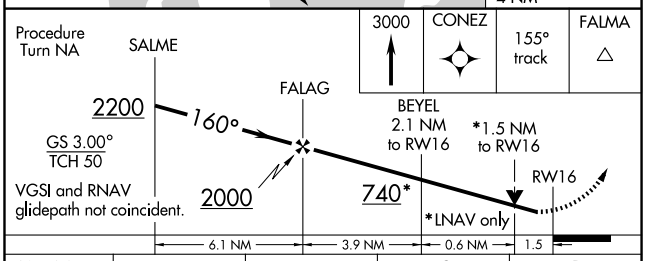
MISSED APPROACH: Climb to 3000 direct CONEZ and via 155° track to FALMA and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95





HIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



CATEGORY	A	B	C	D
LPV DA	320-¾ 302 (400-¾)			
LNAV/VNAV DA	445-1 427 (500-1)			
LNAV MDA	560-¾ 542 (600-¾)		560-1 542 (600-1)	560-1¼ 542 (600-1¼)
CIRCLING	600-1 582 (600-1)		600-1½ 582 (600-1½)	600-2 582 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7100
340°	TDZE	11
	Apt Elev	18

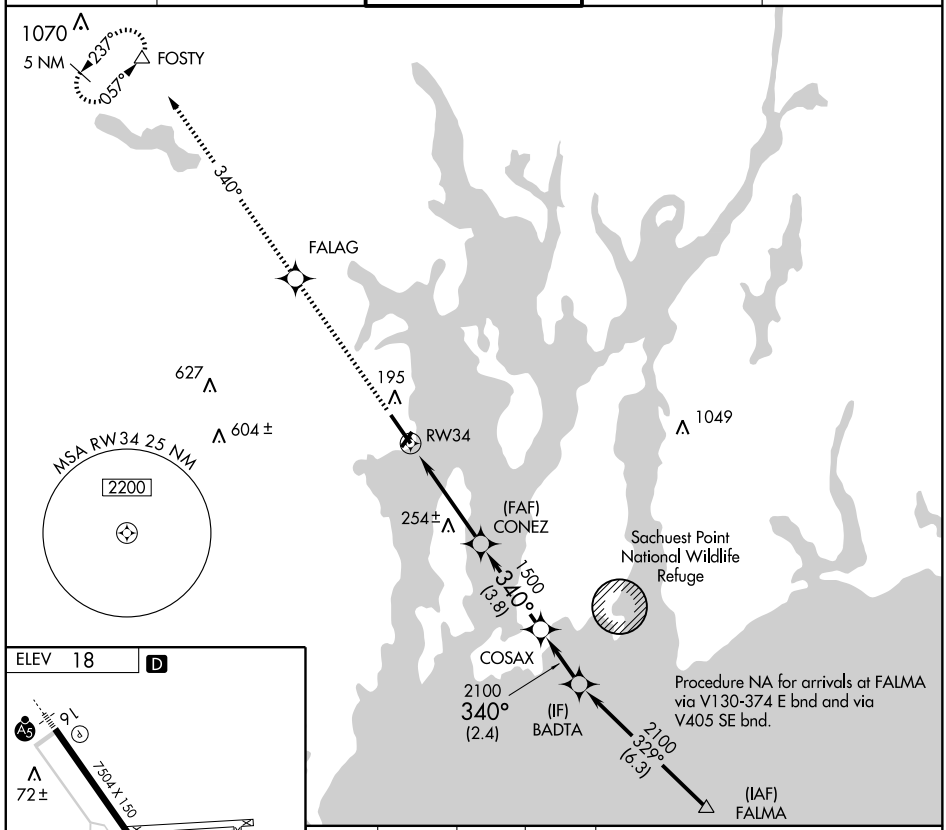
RNAV (GPS) RWY 34

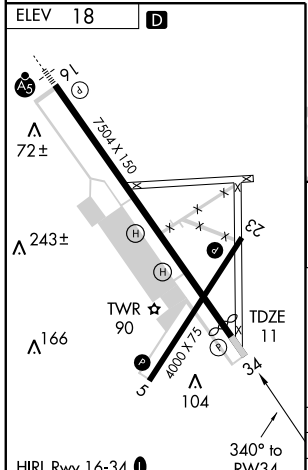
NORTH KINGSTOWN / QUONSET STATE (OQU)

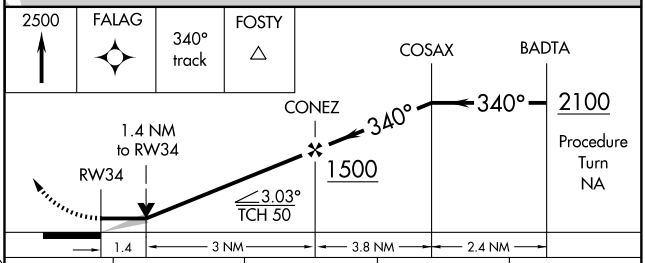
DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 40 feet, visibility Cat D ¼ mile, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2500 direct FALAG and via 340° track to FOSTY and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	520-1	509 (600-1)	520-1½	509 (600-1½)
CIRCLING	600-1	582 (600-1)	600-1½ 582 (600-1½)	600-2 582 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

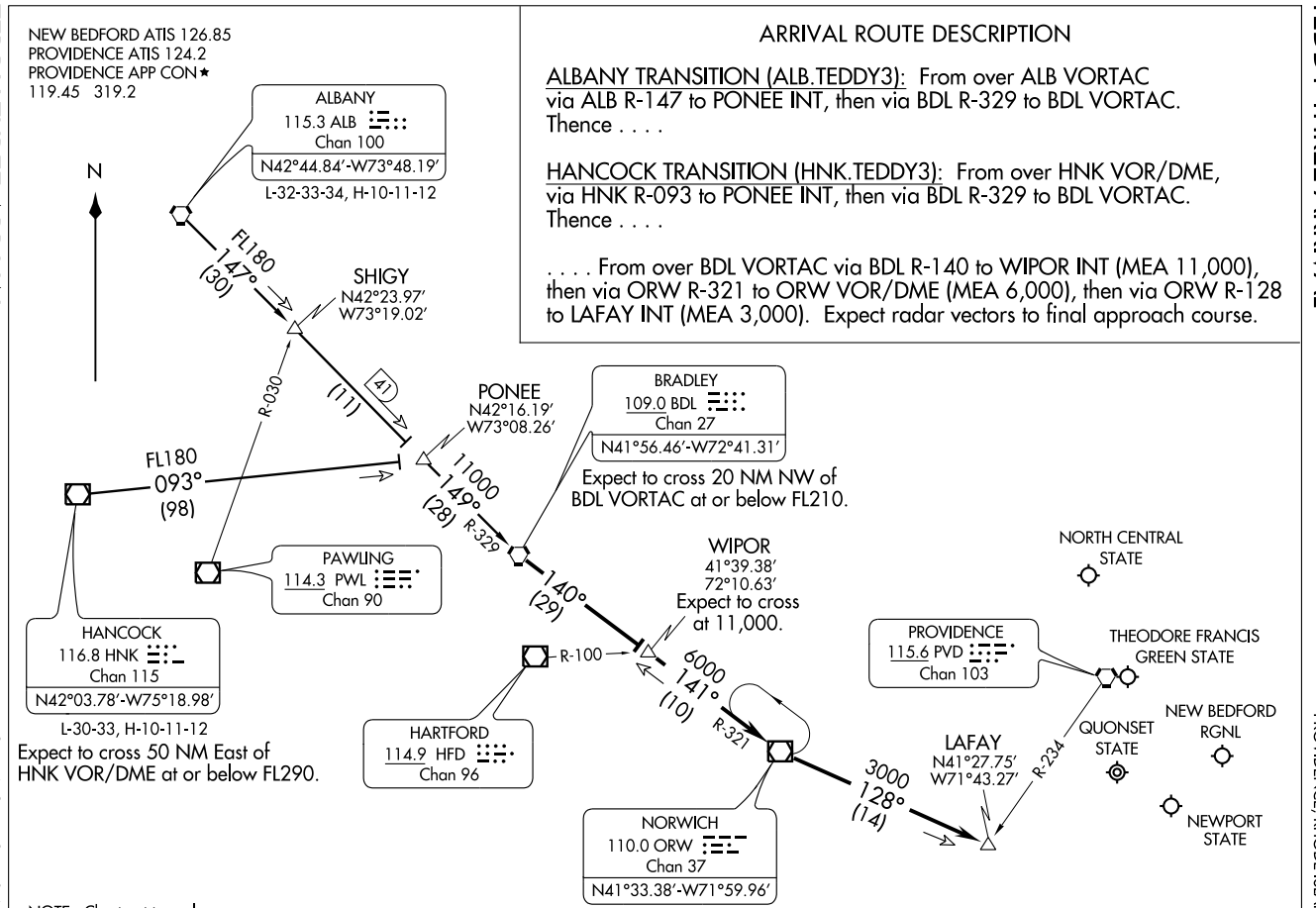
NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



NOTE: Chart not to scale.

VORTAC PVD	APP CRS	Rwy Idg	N/A
115.6	188°	TDZE	N/A
Chan 103		Apt Elev	19

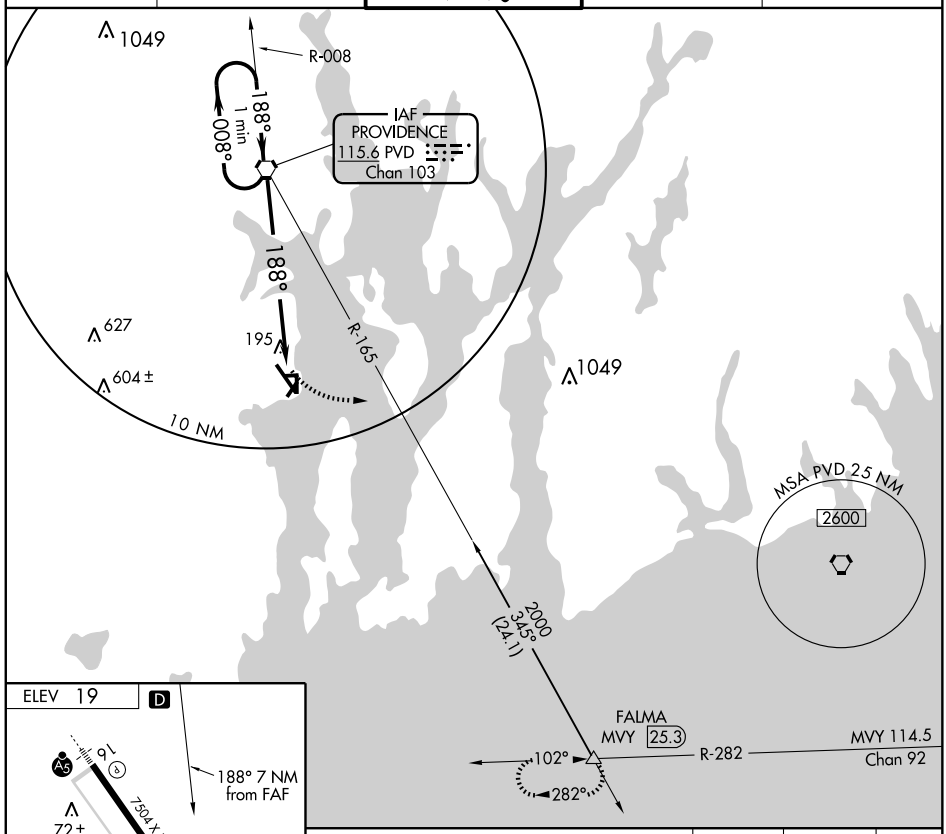
VOR-A

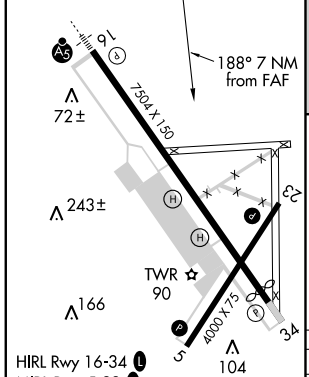
NORTH KINGSTOWN / QUONSET STATE (OQU)

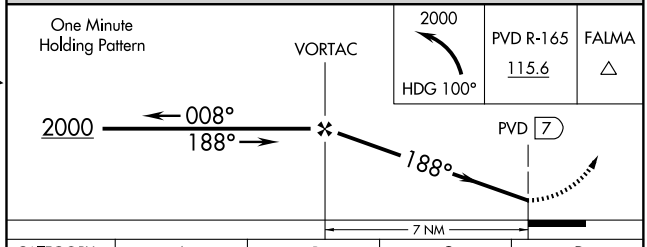
When local altimeter not received, use Providence altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 100° and PVD R-165 to FALMA Int and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

CATEGORY	A	B	C	D
CIRCLING	560-1	541 (600-1)	560-1½ 541 (600-1½)	580-2 561 (600-2)

PROVIDENCE ALTIMETER SETTING MINIMUMS

CIRCLING	580-1	561 (600-1)	580-1½ 561 (600-1½)	580-2 561 (600-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

NORTH KINGSTOWN, RHODE ISLAND AL-338 (FAA)

VORTAC PVD	APP CRS	Rwy Idg	7100
115.6	006°	TDZE	12
Chan 103		Apt Elev	19

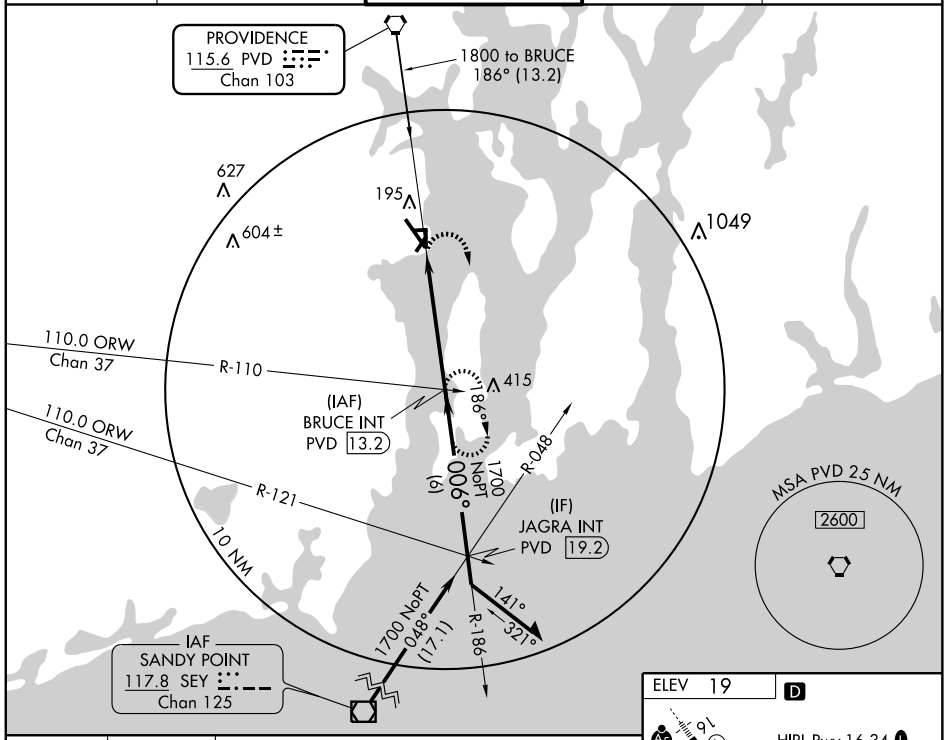
VOR RWY 34

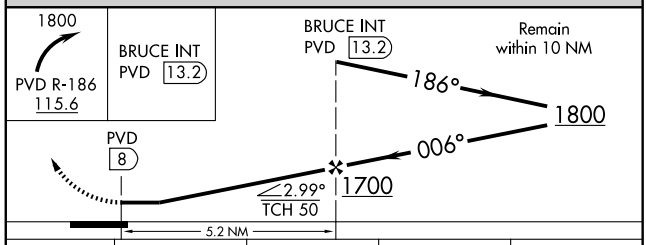
NORTH KINGSTOWN / QUONSET STATE (OQU)

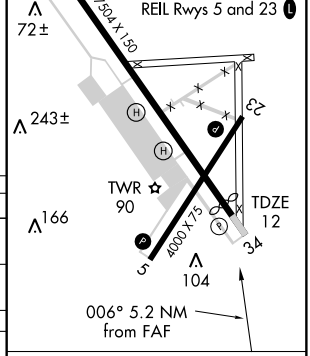
When local altimeter setting not received, use Providence altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 via PVD R-186 to BRUCE Int/PVD 13.2 DME and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
S-34	660-1	648 (700-1)	660-1¾ 648 (700-1¾)	660-2 648 (700-2)
CIRCLING	660-1	641 (700-1)	660-1¾ 641 (700-1¾)	660-2 641 (700-2)
PROVIDENCE ALTIMETER SETTING MINIMUMS				
S-34	680-1	668 (700-1)	680-1¾ 668 (700-1¾)	680-2 668 (700-2)
CIRCLING	680-1	661 (700-1)	680-1¾ 661 (700-1¾)	680-2 661 (700-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SFZ	APP CRS	Rwy Idg	5000
111.9	047°	TDZE	429
Chan 56		Apt Elev	441

LOC RWY 5

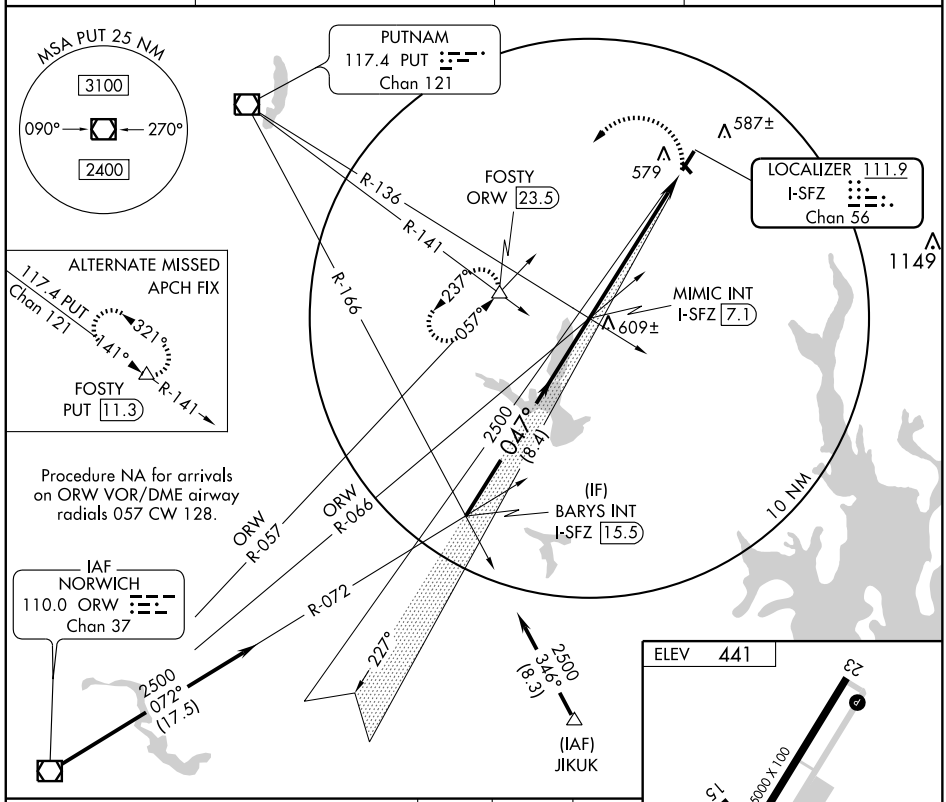
PAWTUCKET / NORTH CENTRAL STATE (SFZ)

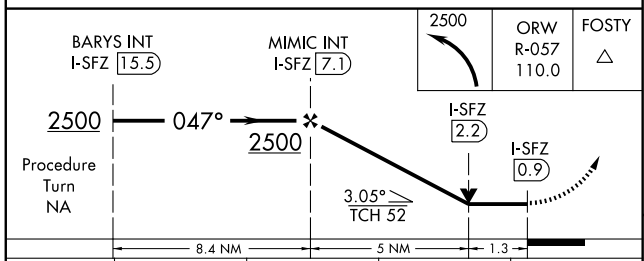
NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase S-5 and Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-5 Cat C. VDP NA when using Providence altimeter setting.

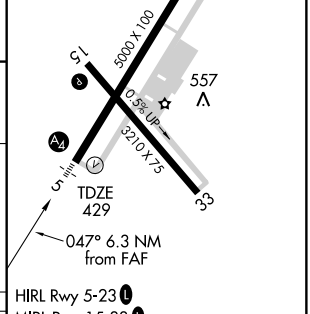
MALS

MISSED APPROACH: Climbing left turn to 2500 ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-5	880-¾ 451 (500-¾)		880-1¼ 451 (500-1¼)	NA
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
047°	TDZE	429
	Apt Elev	441

RNAV (GPS) RWY 5

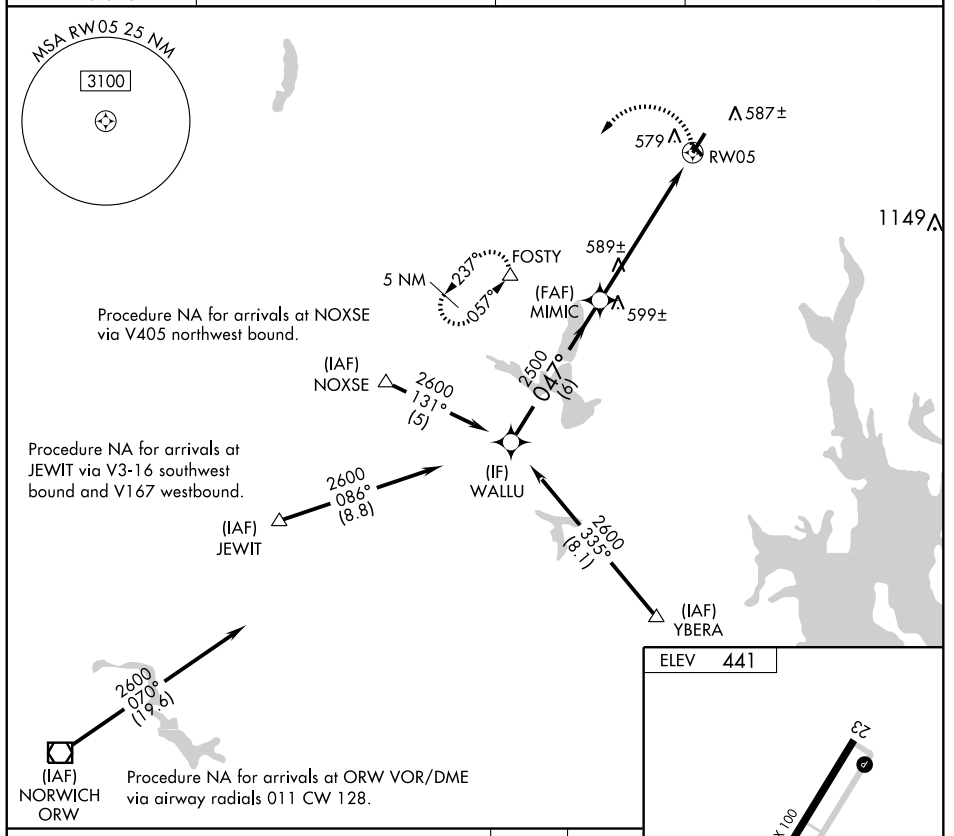
PAWTUCKET / NORTH CENTRAL STATE (SFZ)

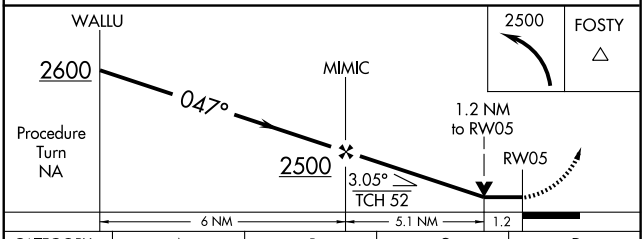
Inoperative table does not apply to Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Providence altimeter setting.

MALS

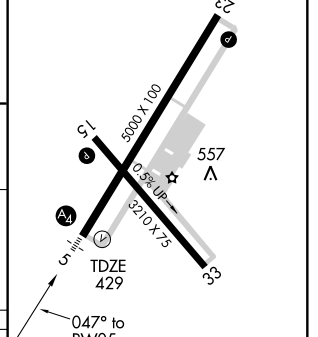
MISSED APPROACH: Climbing left turn to 2500 direct FOSTY and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	860-¾ 431 (500-¾)		860-1¼ 431 (500-1¼)	NA
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA



HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
227°	TDZE	429
	Apt Elev	441

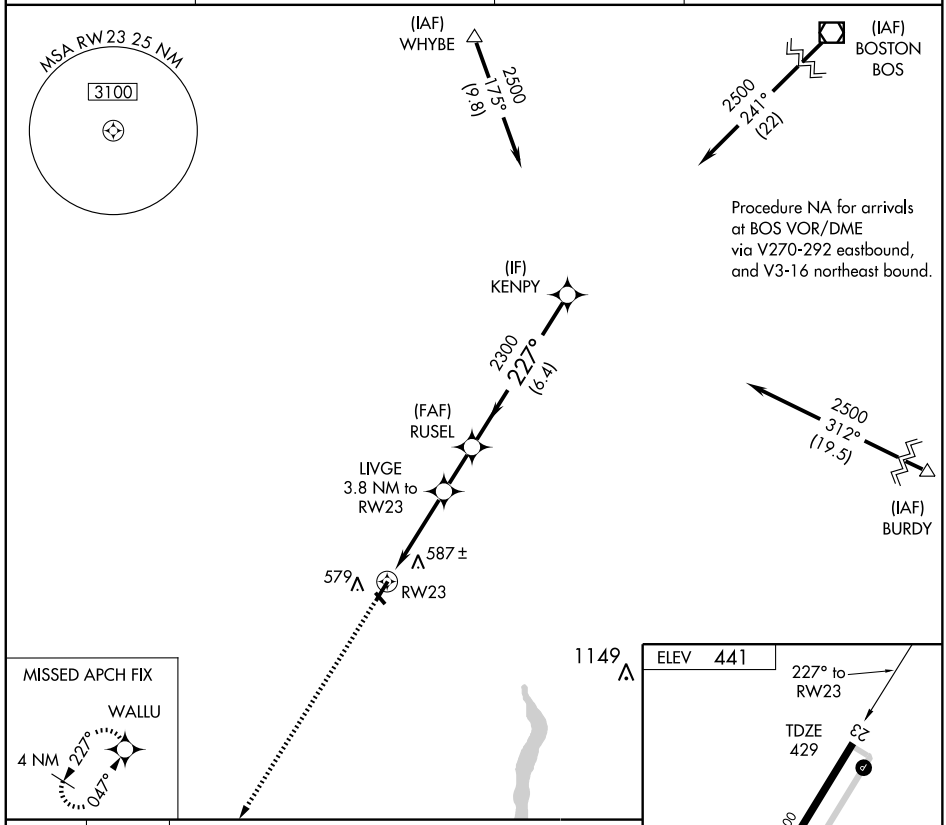
RNAV (GPS) RWY 23

PAWTUCKET / NORTH CENTRAL STATE (SFZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Providence altimeter setting.

MISSED APPROACH: Climb to 2600 direct WALLU and hold.

AWOS-3	PROVIDENCE APP CON★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	820-1 391 (400-1)			NA
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

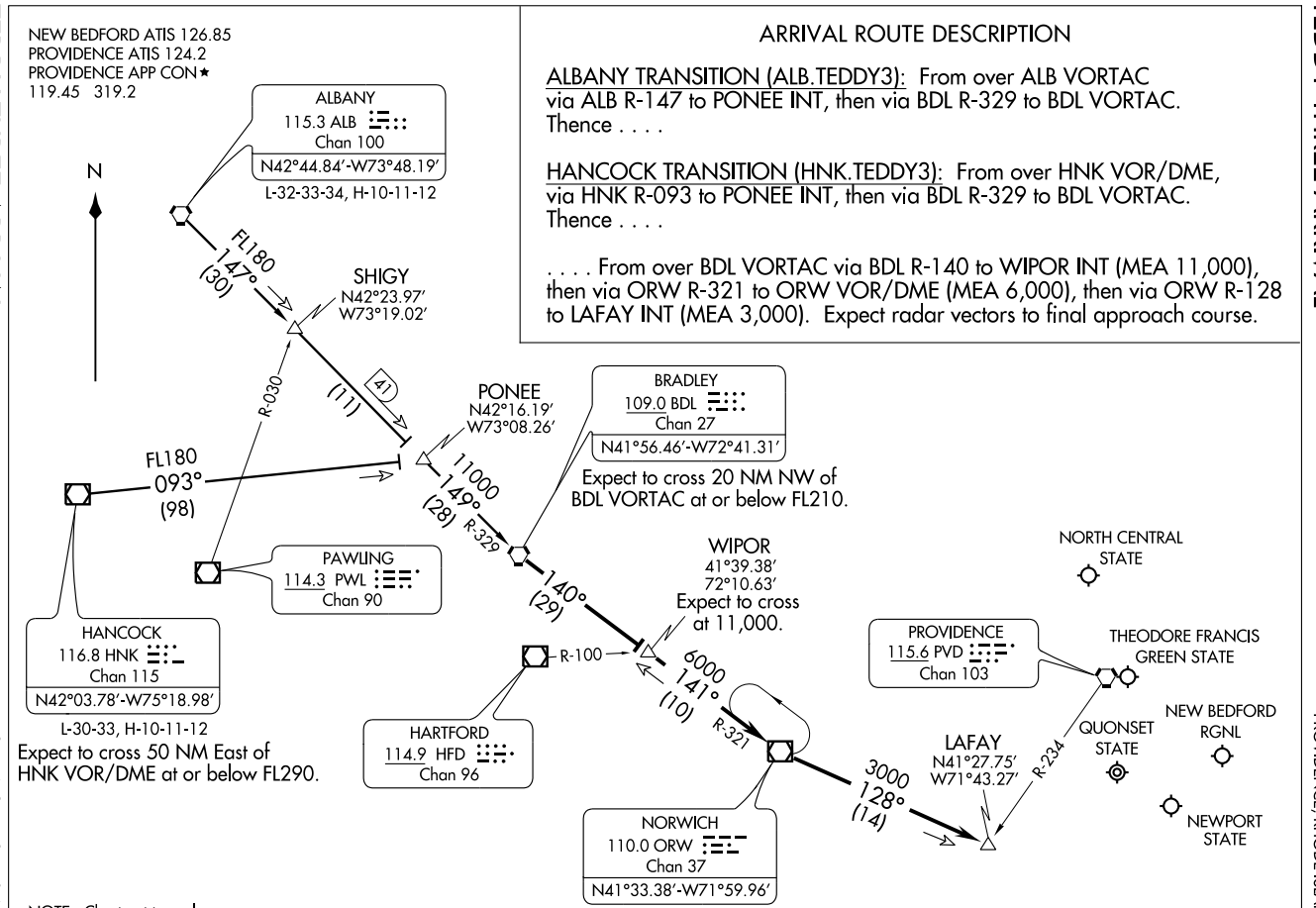
NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



NOTE: Chart not to scale.

VORTAC PVD	APP CRS	Rwy Idg	N/A
115.6	001°	TDZE	N/A
Chan 103		Apt Elev	441

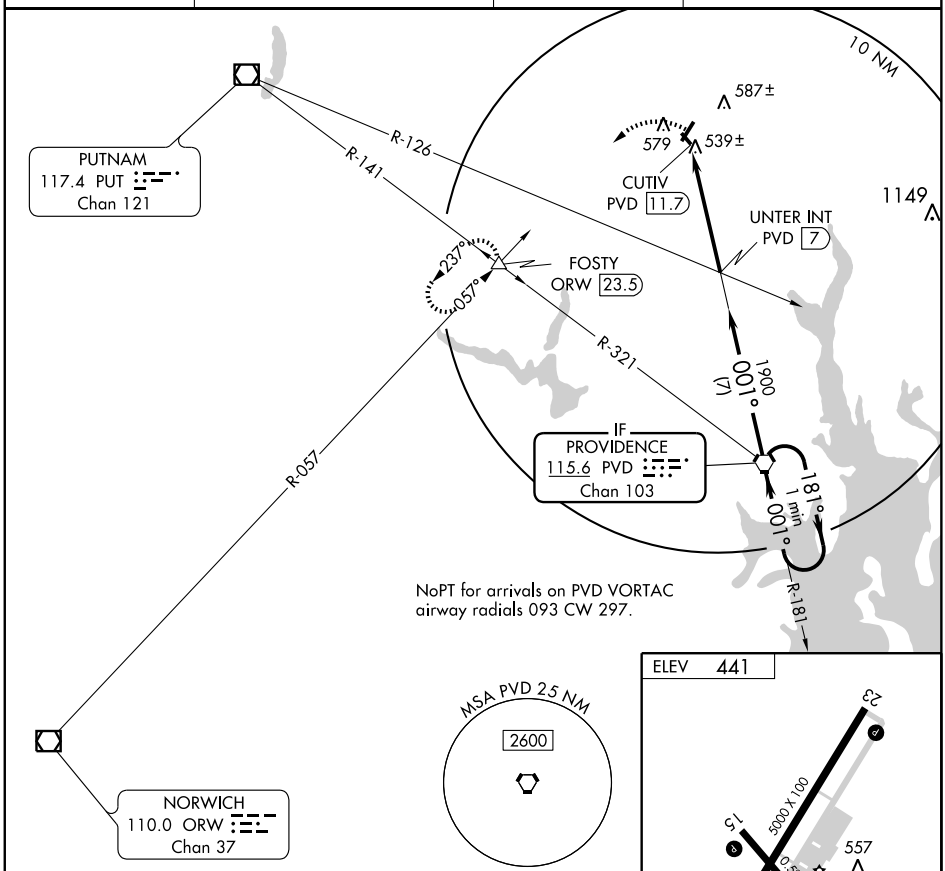
VOR-A

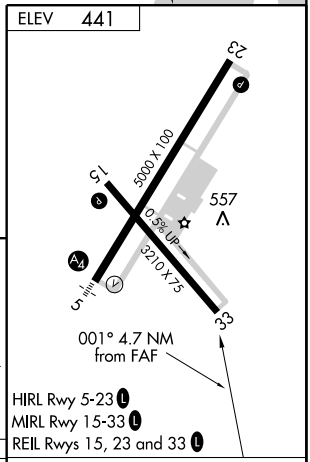
PAWTUCKET / NORTH CENTRAL STATE (SFZ)

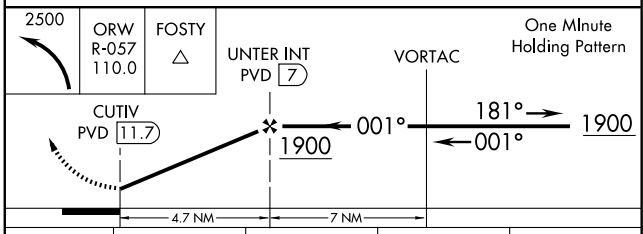
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 via ORW VOR/DME R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	980-1 539 (500-1)		980-1½ 539 (500-1½)	NA

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME PUT 117.4 Chan 121	APP CRS 111°	Rwy Idg N/A TDZE N/A Apt Elev 441

VOR-B

PAWTUCKET / NORTH CENTRAL STATE (SFZ)

When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L

Procedure NA for arrivals at PUT VOR/DME via V146-151 northwest bound.

MSA PUT 25 NM
3100
090° 270°
2400

IAF
PUTNAM
117.4 PUT
Chan 121

1549

KREAK INT
PUT 10.8

(IF)
BIRDS INT
PUT 4.8

JOPVO
PUT 15.7

2500
111°
(4.8)

1800
111°
(6)

656

579

587±

R-141

R-342

R-328

R-321

237°

057°

10 NM

R-057

FOSTY
ORW 23.5

110.0 ORW
Chan 37

PROVIDENCE
115.6 PVD
Chan 103

ALTERNATE MISSED APCH FIX

R-005

185°

005°

PUTNAM
117.4 PUT
Chan 121

ELEV 441

111° 4.9 NM from FAF

5000 X 100

0.5% UP

3210 X 75

557

5

23

33

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

VOR/DME
Procedure Turn NA

2500 111°

BIRDS INT
PUT 4.8

2500

KREAK INT
PUT 10.8

1800

JOPVO
PUT 15.7

4.8 NM 6 NM 4.9 NM

2500 | ORW R-057 110.0 | FOSTY △

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

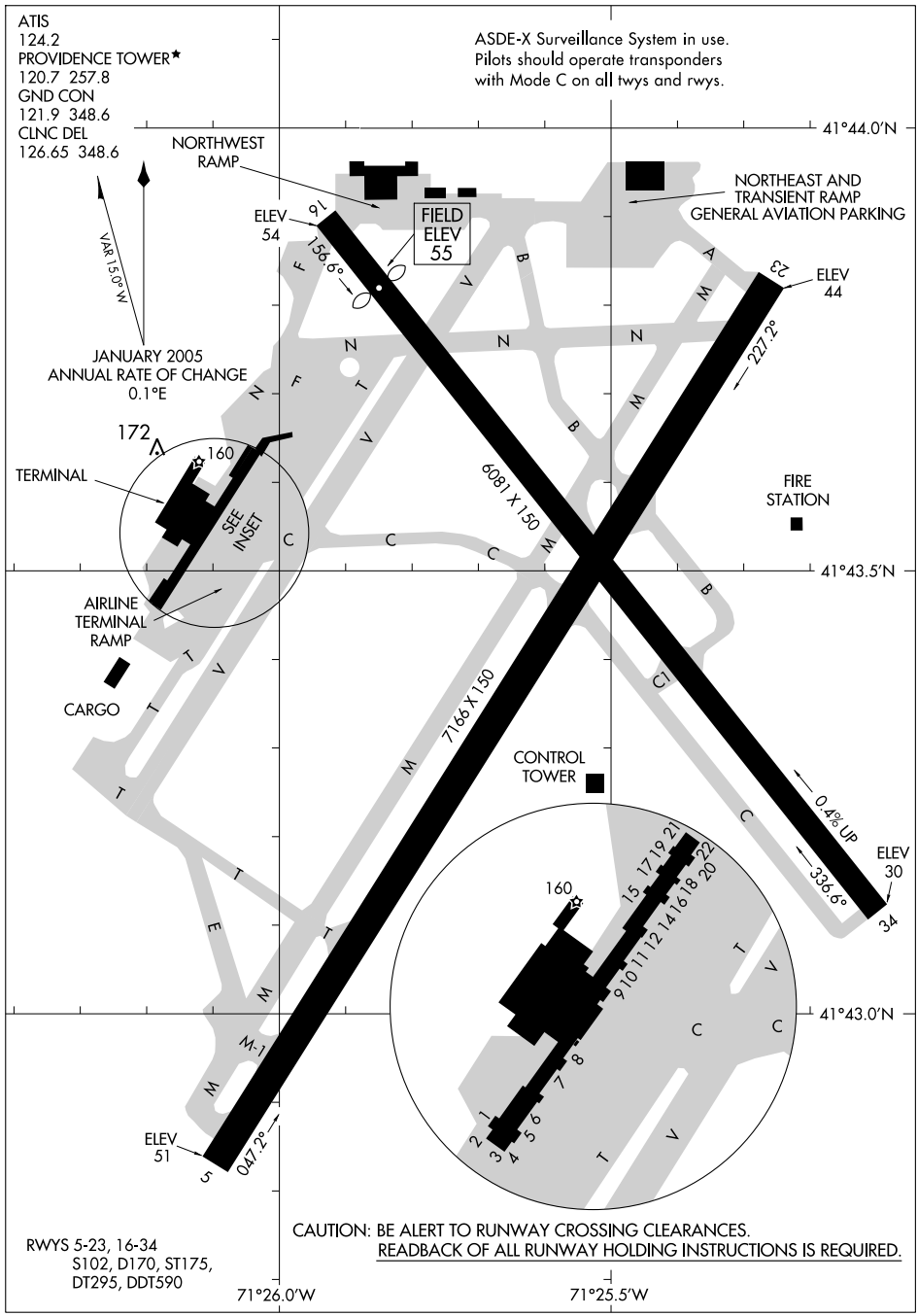
CATEGORY	A	B	C	D
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)
AL-333 (FAA)
PROVIDENCE, RHODE ISLAND



NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PVD	APP CRS	Rwy Idg 7166
109.3	047°	TDZE 53
Chan 30		Apt Elev 55

ILS or LOC RWY 5

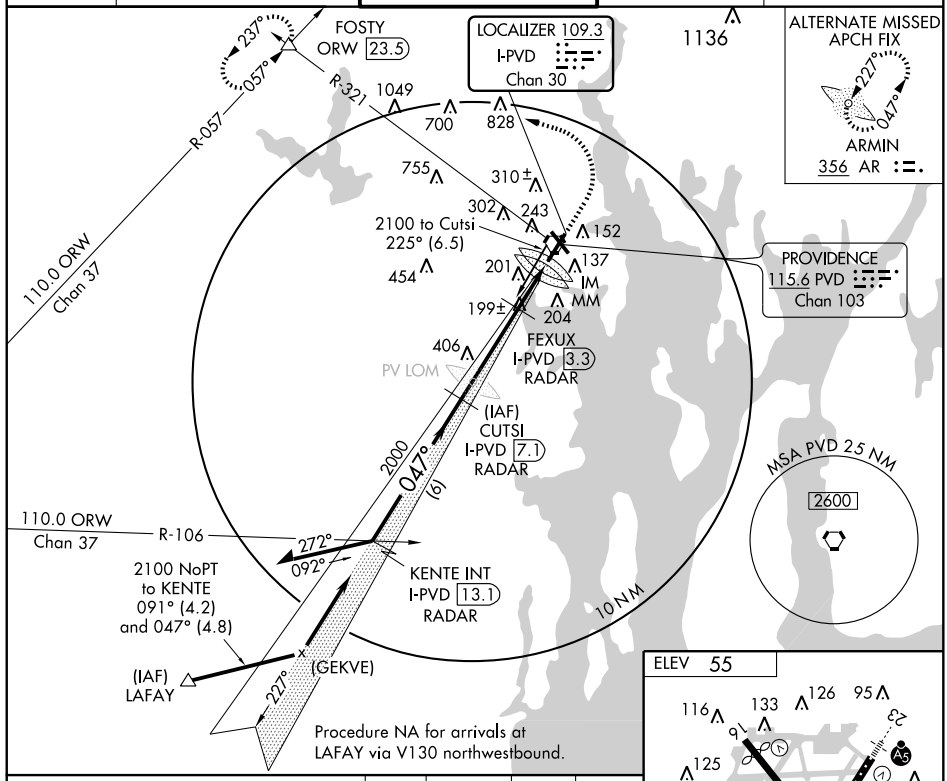
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

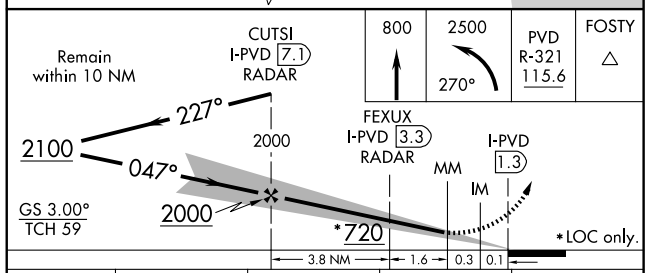
RADAR or DME Required for localizer minimums.

ALSF-2

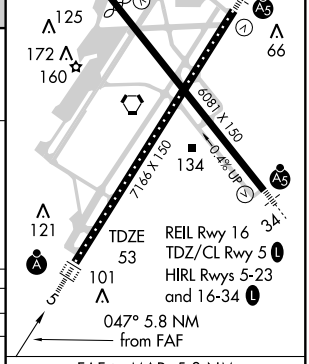
MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-ILS 5		253/18	200 (200-½)	
S-LOC 5	460/24 407 (500-½)		460/40 407 (500-¾)	
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)



FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ARJ	APP CRS	Rwy Idg 7166
109.3	227°	TDZE 50
Chan 30		Apt Elev 55

ILS or LOC RWY 23

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

RADAR or DME REQUIRED

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2500 via 350° heading and PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6

ADF REQUIRED

PUTNAM
117.4 PUT
Chan 121

2300 to Armin
126° (23.6)
R-141

237°
057°
FOSTY
PVD 11.9

R-321
R-057

110.0 ORW
Chan 37

MSA AR 25 NM
2600

LOM/IAF
ARMIN
356 AR

047°
272°
092°
227°
1149

1049 700 828
383
239
2200 to Armin
048° (6.2)
310±
755
302
152
243
454
201
137
204

CUSKA
I-ARJ 5.5
RADAR

PROVIDENCE
115.6 PVD
Chan 103

10 NM

LOCALIZER 109.3
I-ARJ
Chan 30

ALTERNATE MISSED APCH FIX
227°
047°
RENCH
335 PV

ELEV 55

227° 5.6 NM from FAF

116 133 126 95 23
9
125
172
160
TDZE 50
66
6081 X 150
7166 X 150
0.4% UP
134
121
101
34

TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

700	2500	PVD R-321 115.6	FOSTY
	350°		

AR LOM
CUSKA
I-ARJ 5.5
RADAR

Remain within 10 NM

047°
227°
2200
1900
1900
GS 3.00°
TCH 51
5.6 NM

CATEGORY	A	B	C	D
S-ILS 23	250/24 200 (200-½)			
S-LOC 23	540/24 490 (500-½)		540/40 490 (500-¾)	540/50 490 (500-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PVD	APP CRS	Rwy Idg 7166
109.3	047°	TDZE 53
Chan 30		Apt Elev 55

ILS RWY 5 (CAT II)

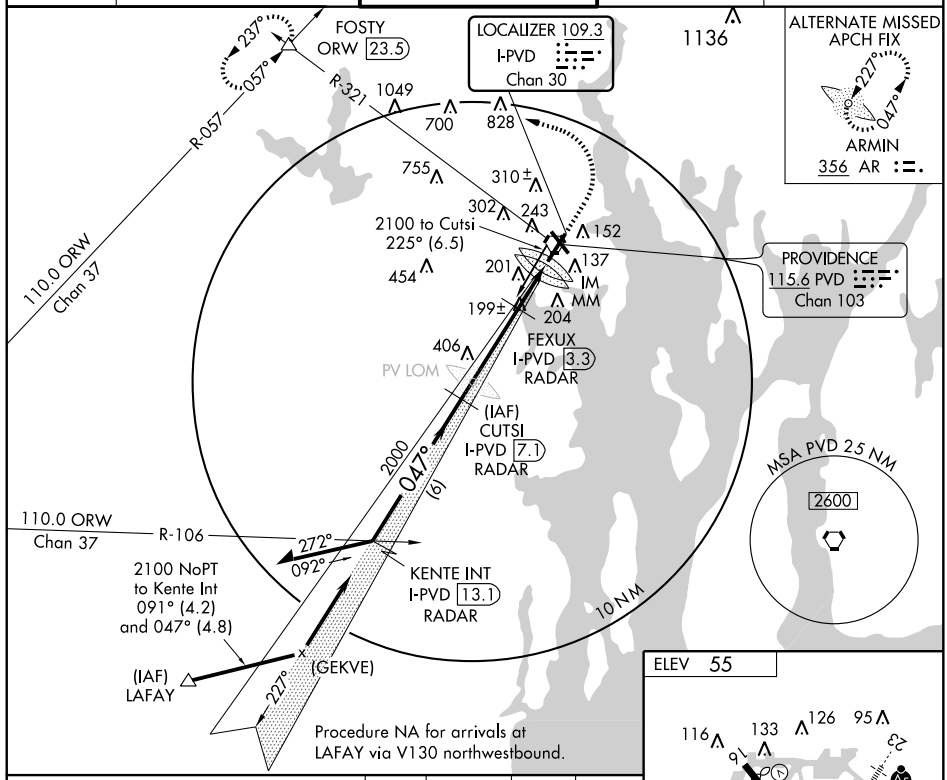
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

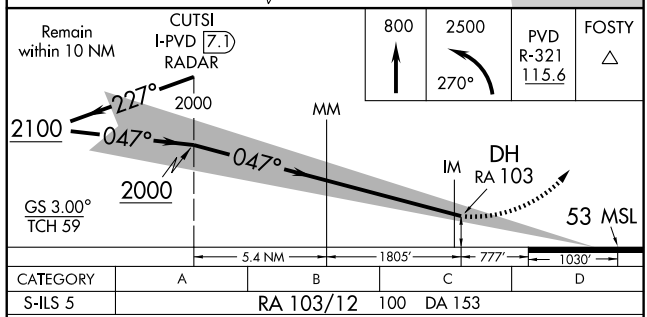
Cat II minimums NA when tower closed.
RADAR or DME Required for localizer minimums.

ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

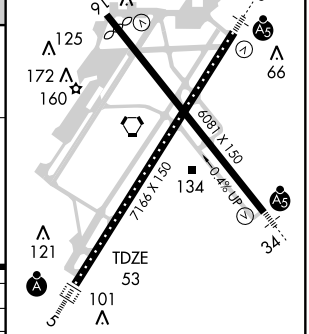
ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-ILS 5	RA 103/12	100	DA 153	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 16
TDZ/CL Rwy 5 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PVD	APP CRS	Rwy Idg 7166
109.3	047°	TDZE 53
Chan 30		Apt Elev 55

ILS RWY 5 (CAT III)

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

Cat III minimums NA when tower closed. Touchdown and Rollout RVR authorized for Cat III, both are controlling.
RADAR or DME Required for localizer minimums.

ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6

FOSTY ORW 23.5
237° 057° R-321 R-057
110.0 ORW Chan 37
LOCALIZER 109.3 I-PVD Chan 30
1136
ALTERNATE MISSED APCH FIX
227° 047°
ARMIN
356 AR
1049 700 828 755 310± 302 243 152 2100 to Cutsi 225° (6.5) 454 201 137 IM MM 199± 204 406
PROVIDENCE 115.6 PVD Chan 103
FEXUX I-PVD 3.3 RADAR
PV LOM
(IAF) CUTSI I-PVD 7.1 RADAR
2000 047° (6)
MSA PVD 25 NM
2600
110.0 ORW Chan 37 R-106 272° 092°
2100 NoPT to Kente Int 091° (4.2) and 047° (4.8)
KENTE INT I-PVD 13.1 RADAR
10 NM
(IAF) LAFAY
(GEKVE)
227°
Procedure NA for arrivals at LAFAY via V130 northwestbound.

ELEV 55
116 133 126 95 91 23 125 66 172 160 134 121 TDZE 53 101 34
6808 X 150
7166 X 150
0.4% UP

Remain within 10 NM
CUTSI I-PVD 7.1 RADAR
800 2500 270°
PVD R-321 115.6
FOSTY
227° 2000 2100 047° 2000
MM 246 IM 156
GS 3.00° TCH 59
53 MSL
5.4 NM 1714′ 868′ 1030′

CATEGORY	A	B	C	D
S-ILS 5		CAT IIIa	RVR 07	
S-ILS 5		CAT IIIb	RVR 06	
S-ILS 5		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW &AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 16
TDZ/CL Rwy 5 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-UNQ	APP CRS	Rwy Idg 6081
111.5	337°	TDZE 51
Chan 52		Apt Elev 55

ILS RWY 34

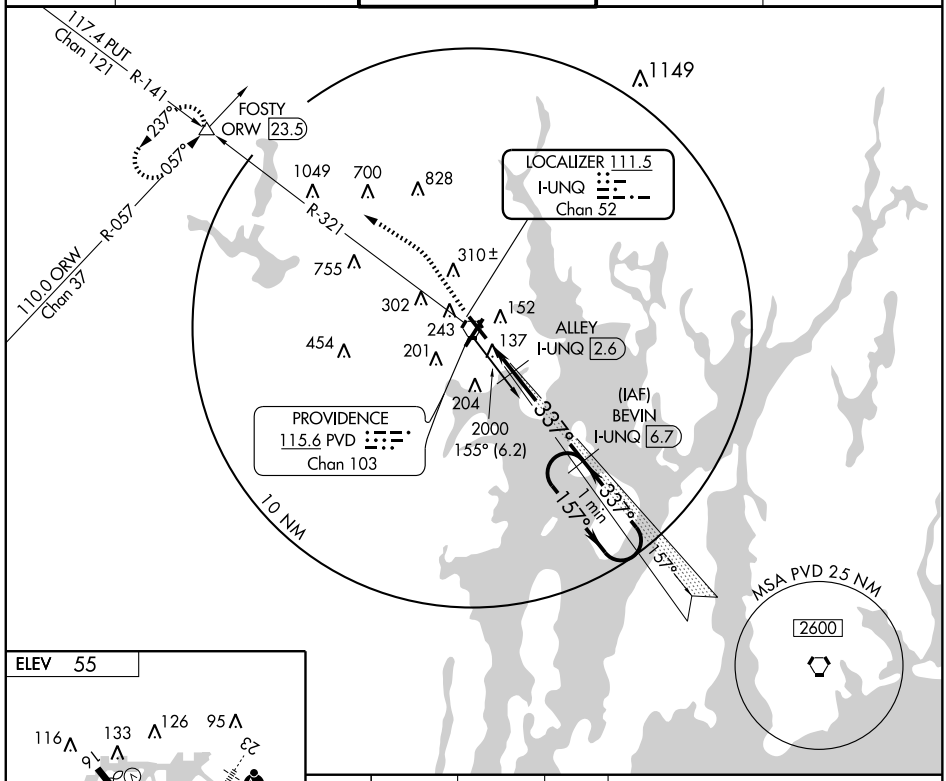
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

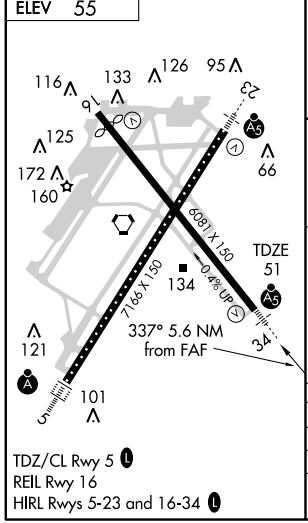
Inoperative table does not apply to S-ILS 34 or S-LOC 34 Cats A, B, and C. For inoperative MALSR, increase S-LOC 34 Cat D visibility to RVR 6000. DME REQUIRED.

MALSR

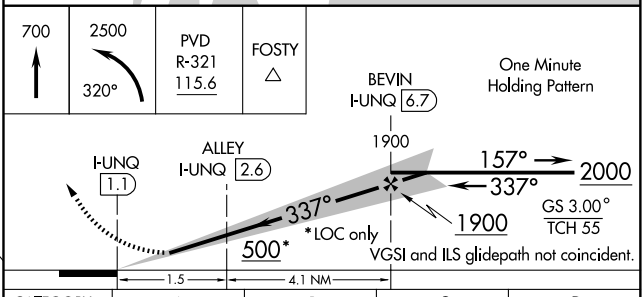
MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via heading 320° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

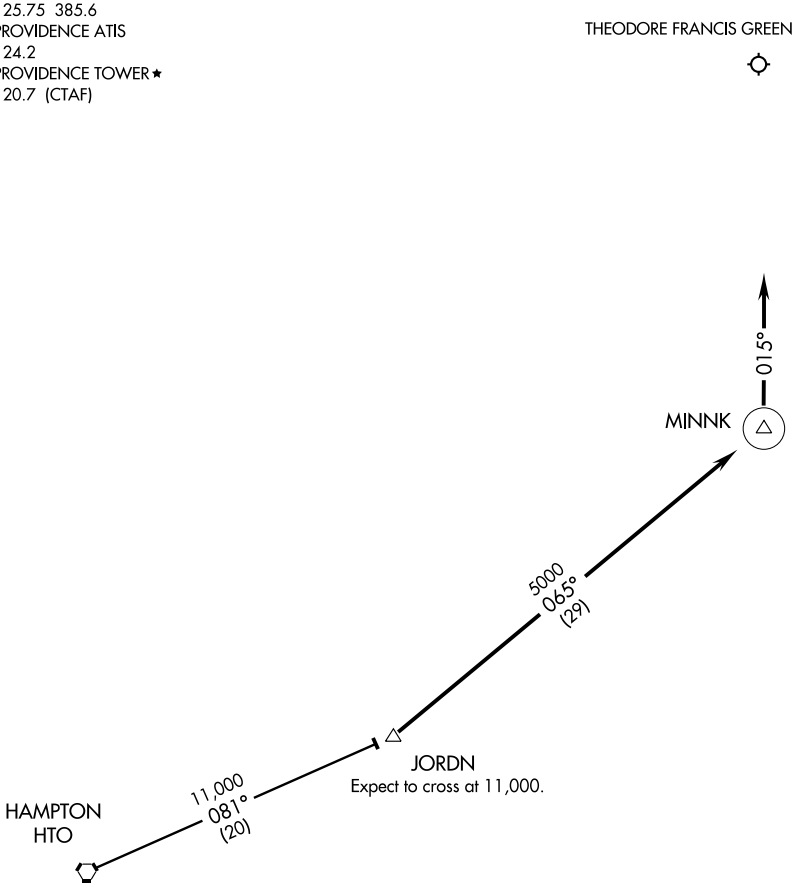


CATEGORY	A	B	C	D
S-ILS 34	314/50 263 (300-1)			
S-LOC 34	400/50 349 (400-1)			
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

JORDN TWO ARRIVAL (RNAV)

PROVIDENCE APP CON ★
125.75 385.6
PROVIDENCE ATIS
124.2
PROVIDENCE TOWER ★
120.7 (CTAF)



NOTE: RADAR REQUIRED.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HAMPTON TRANSITION (HTO.JORDN2):

. . . . From JORDN, via 065° track to MINNK (MEA 5,000). Depart MINNK heading 015°. Expect radar vectors to final approach course.

WAAS	APP CRS	Rwy Idg	7166
CH 86218	047°	TDZE	53
W05A		Apt Elev	55

RNAV (GPS) RWY 5

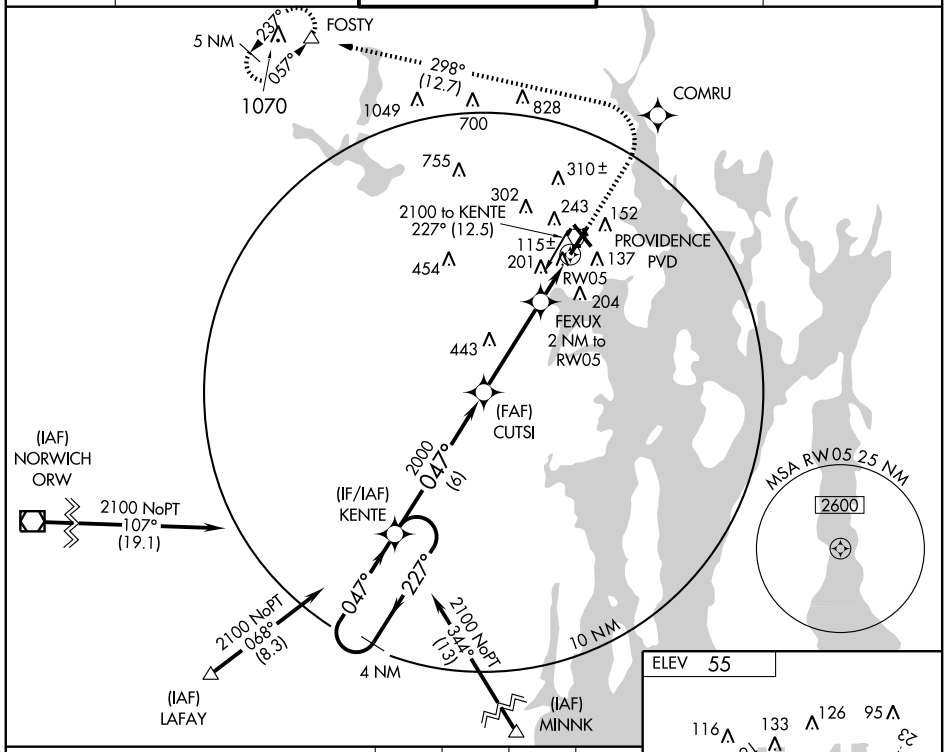
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

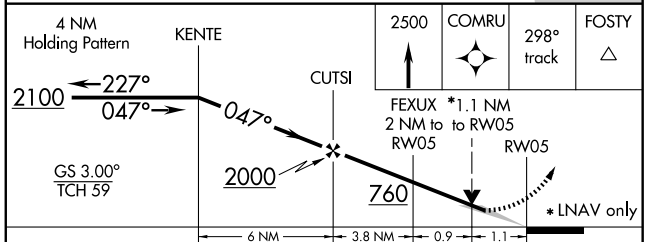
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative ALSF, increase LPV visibility all Cats to RVR 5000, LNAV Cat D to RVR 6000.

ALSF-2

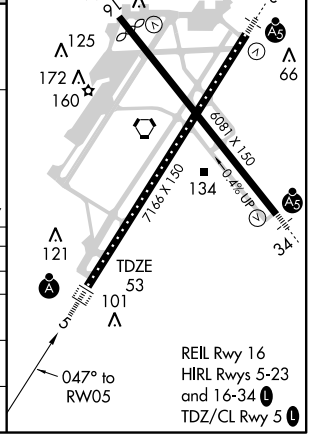
MISSED APPROACH: Climb to 2500 direct COMRU and via 298° track to FOSTY and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
LPV DA	337/24 284 (300-½)			
LNAV/ VNAV DA	488/50 435 (500-1)			
LNAV MDA	460/24 407 (500-½)		460/40 407 (500-¾)	460/50 407 (500-1)
CIRCLING	560-1½ 505 (600-1½)		620-1½ 565 (600-1½)	620-2 565 (600-2)



NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5516
157°	TDZE	54
	Apt Elev	55

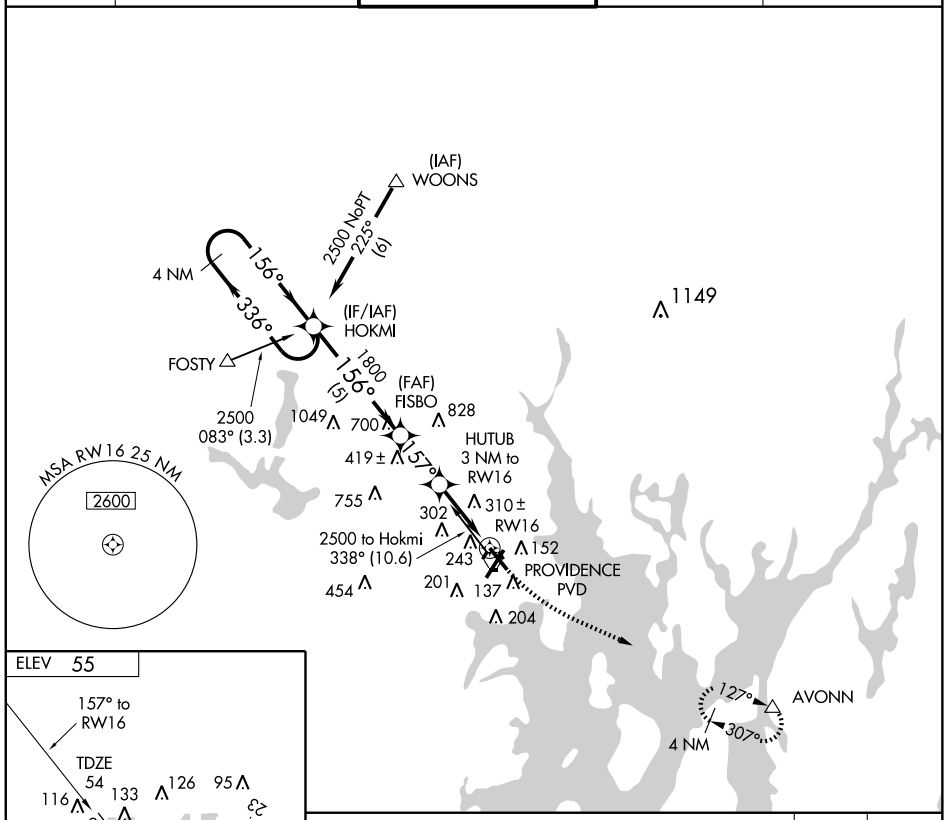
RNAV (GPS) RWY 16

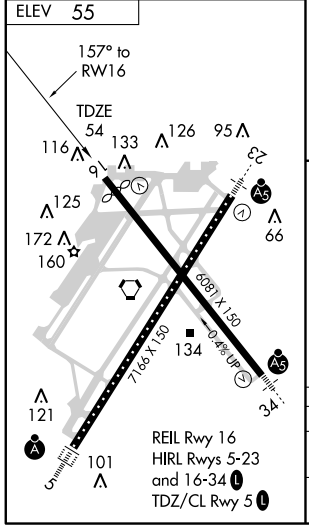
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

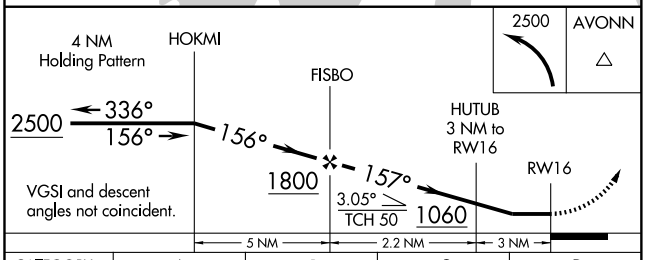
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
LNAV MDA	560-1	506 (600-1)	560-1½	506 (600-1½)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7166
227°	TDZE	50
	Apt Elev	55

RNAV (GPS) RWY 23

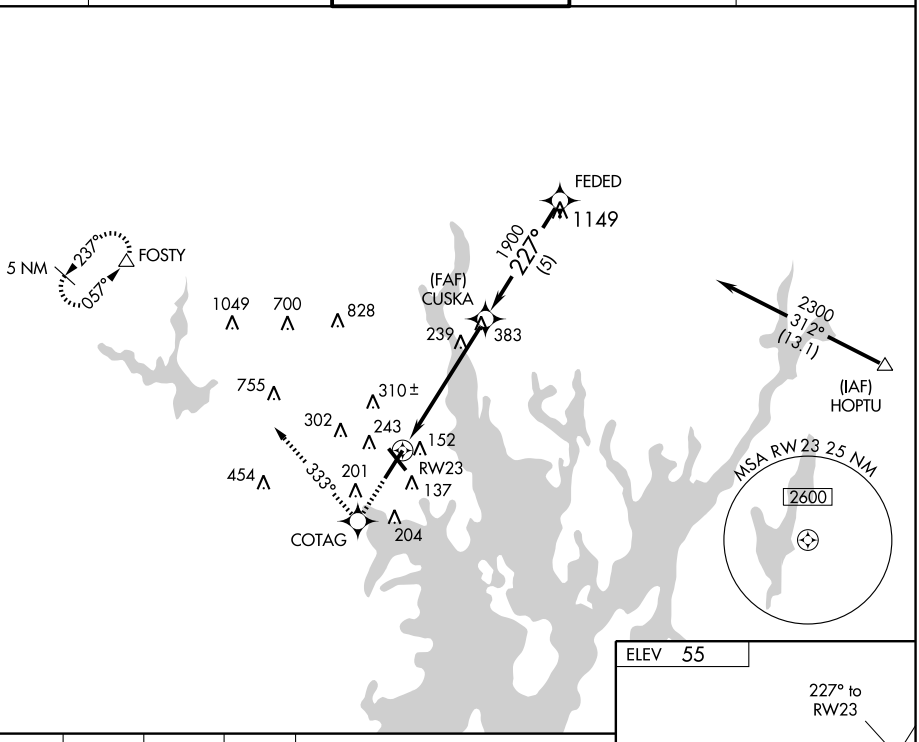
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

T W BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR (A5)

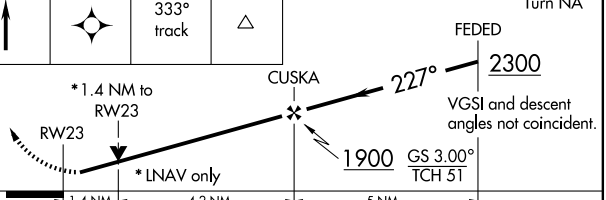
MISSED APPROACH: Climb to 2500 direct COTAG then via 333° track to FOSTY and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6

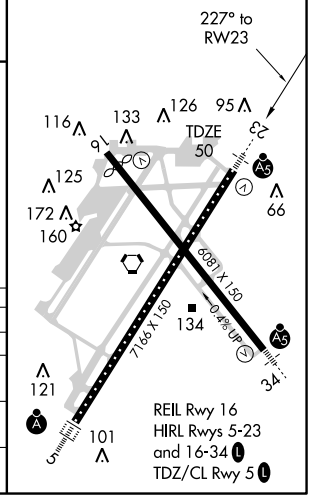


2500	COTAG	333° track	FOSTY

Procedure Turn NA



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	426/40 376 (400-¾)			
LNAV MDA	540/40 490 (500-¾)			540/50 490 (500-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)



NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6081
337°	TDZE	51
	Apt Elev	55

RNAV (GPS) RWY 34

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

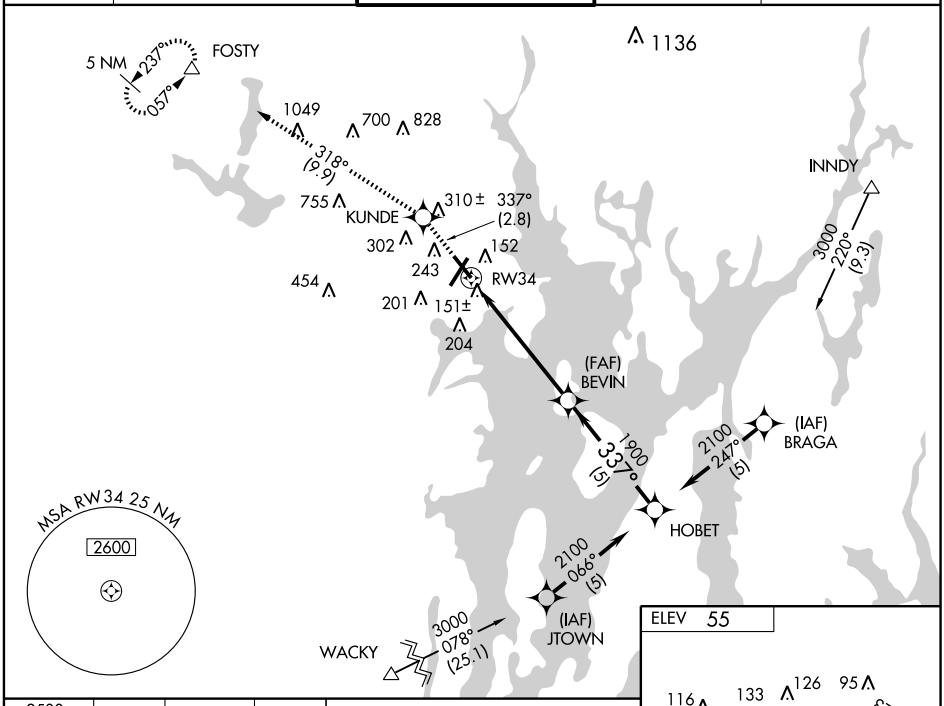
T
W

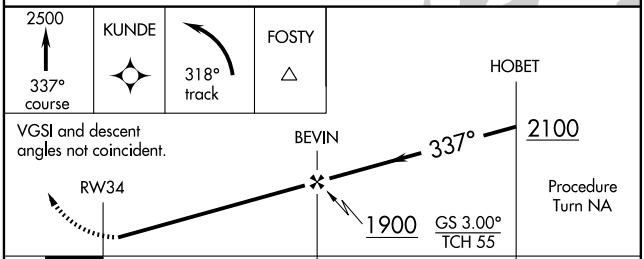
BARO-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 6000; inoperative table does not apply to LNAV Cats A and B, increase LNAV Cats C and D visibility to RVR 6000.

MALSR

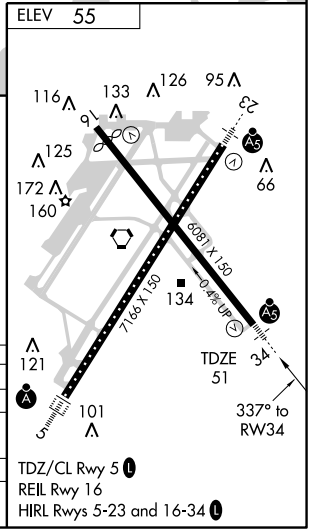
MISSED APPROACH: Climb to 2500 via 337° course to KUNDE WP then left turn via 318° track to FOSTY and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420/50 369 (400-1)			
LNAV MDA	460/50 409 (500-1)			
CIRCLING	560-1¼ 505 (600-1¼)		620-1½ 565 (600-1½)	620-2 565 (600-2)



TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

NE-1. 14 JAN 2010 to 11 FEB 2010

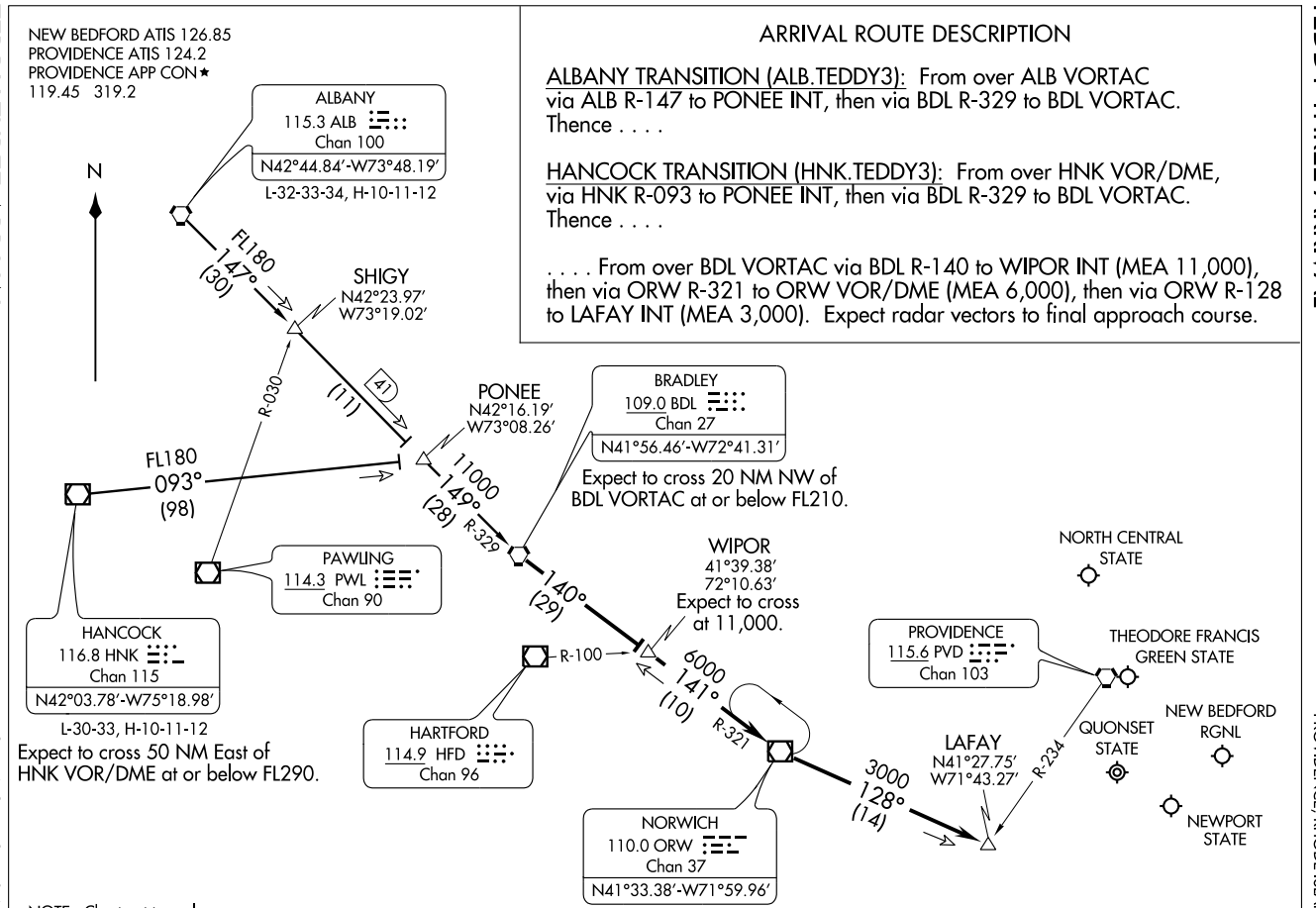
NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



NOTE: Chart not to scale.

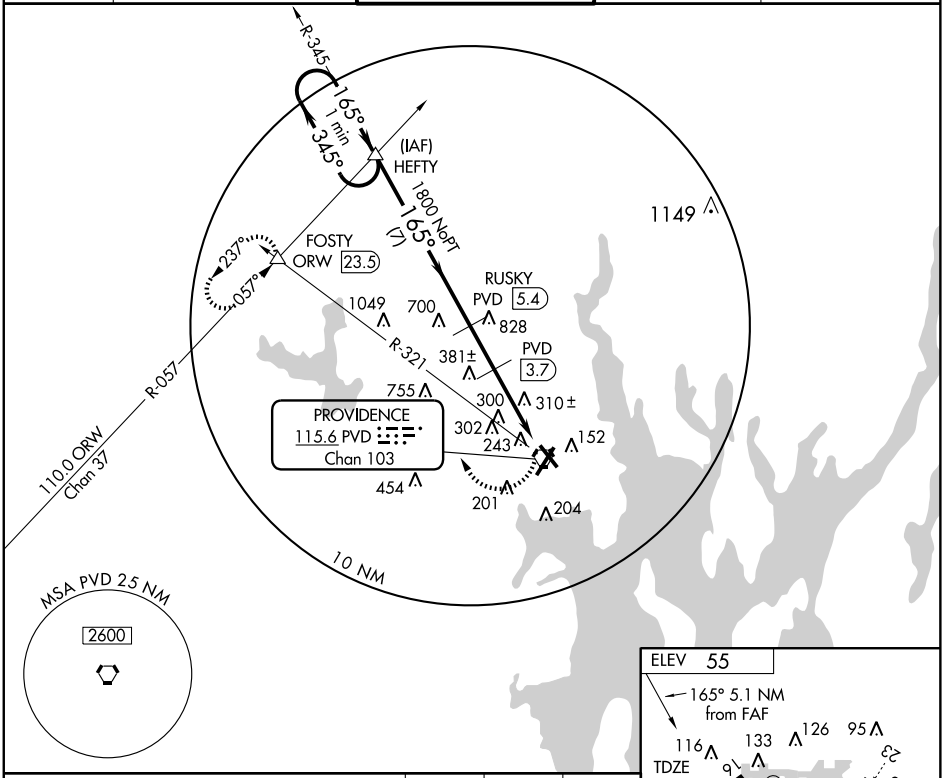
VORTAC PVD	APP CRS	Rwy Idg	5516
115.6	165°	TDZE	55
Chan 103		Apt Elev	55

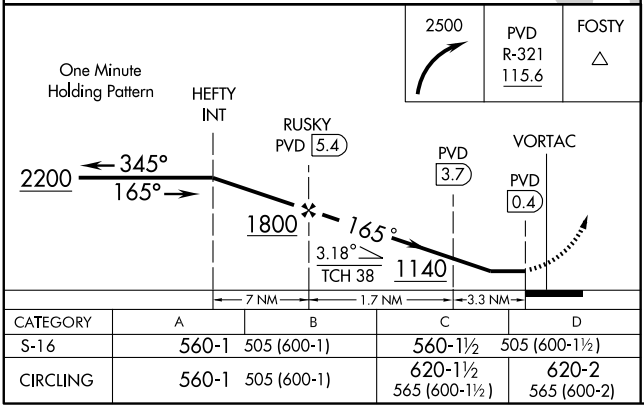
VOR/DME RWY 16

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

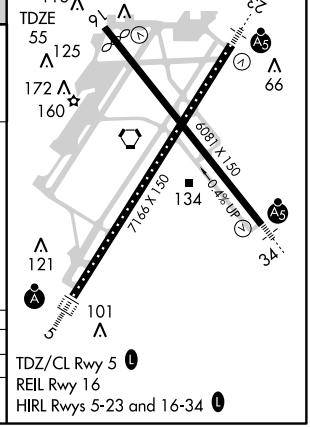
MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-16	560-1	505 (600-1)	560-1½	505 (600-1½)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)



NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PVD 115.6 Chan 103	APP CRS 233°	Rwy Idg 7166 TDZE 50 Apt Elev 55

VOR/DME RWY 23

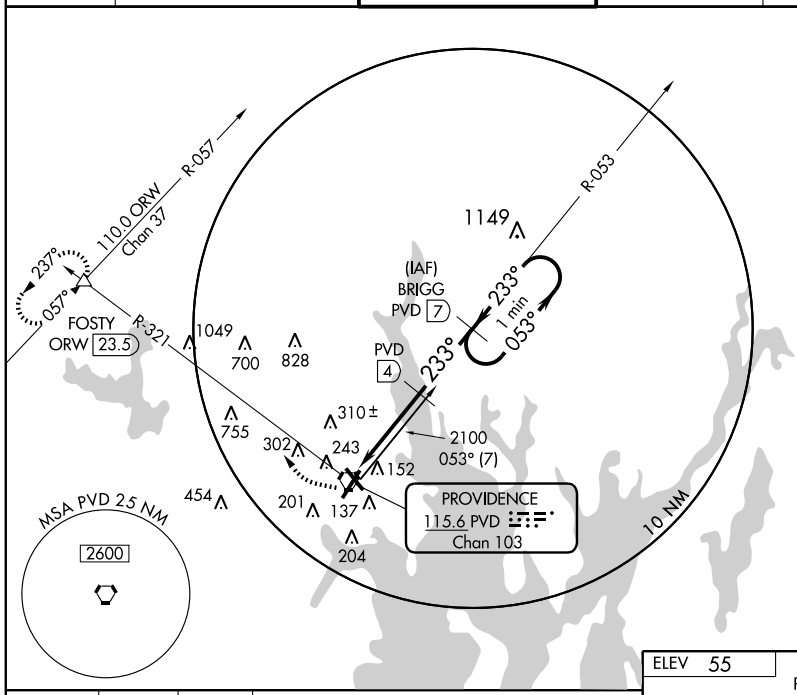
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

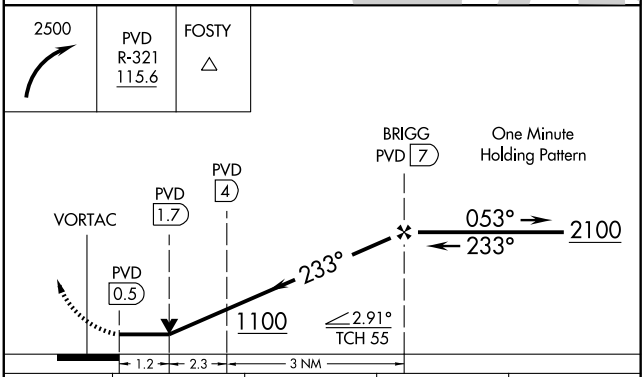
For inoperative MALSR increase S-23 Cats A, B, and C visibility to RVR 5000, Cat D visibility to RVR 6000.

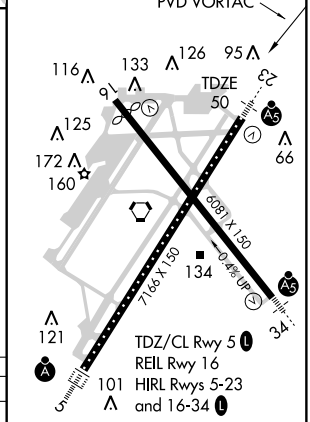
MALSR

MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
S-23	440/40 390 (400-¾)			440/50 390 (400-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PVD 115.6 Chan 103	APP CRS 327°	Rwy Idg 6081 TDZE 51 Apt Elev 55

VOR/DME RWY 34

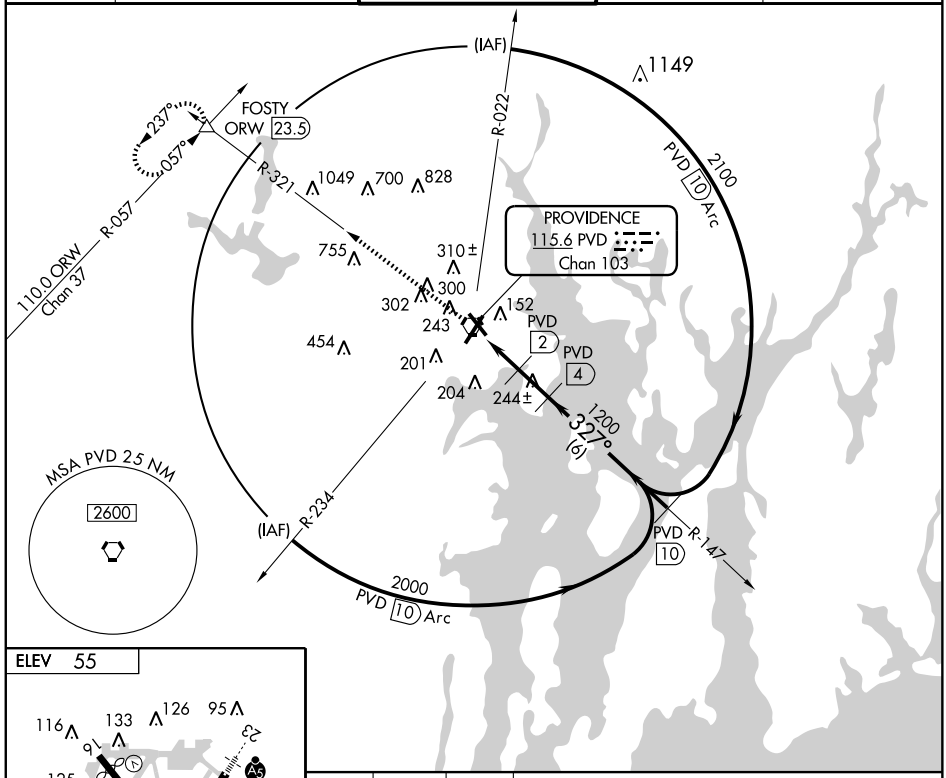
PROVIDENCE/ THEODORE FRANCIS GREEN STATE (PVD)

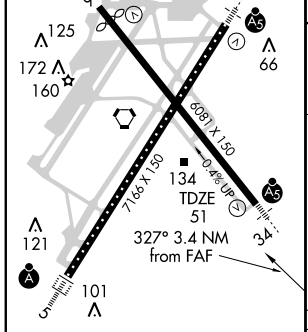
V Inoperative table does not apply to S-34 Cats A, B, and C. For inoperative MALSR, increase S-34 Cat D visibility to RVR 6000.

MALSR

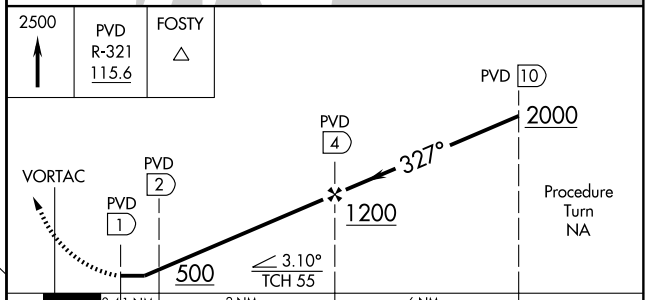
MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L
TDZ/CL Rwy 5 L



CATEGORY	A	B	C	D
S-34	420/50 369 (400-1)			
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PVD	APP CRS	Rwy Idg	7166
115.6	045°	TDZE	53
Chan 103		Apt Elev	55

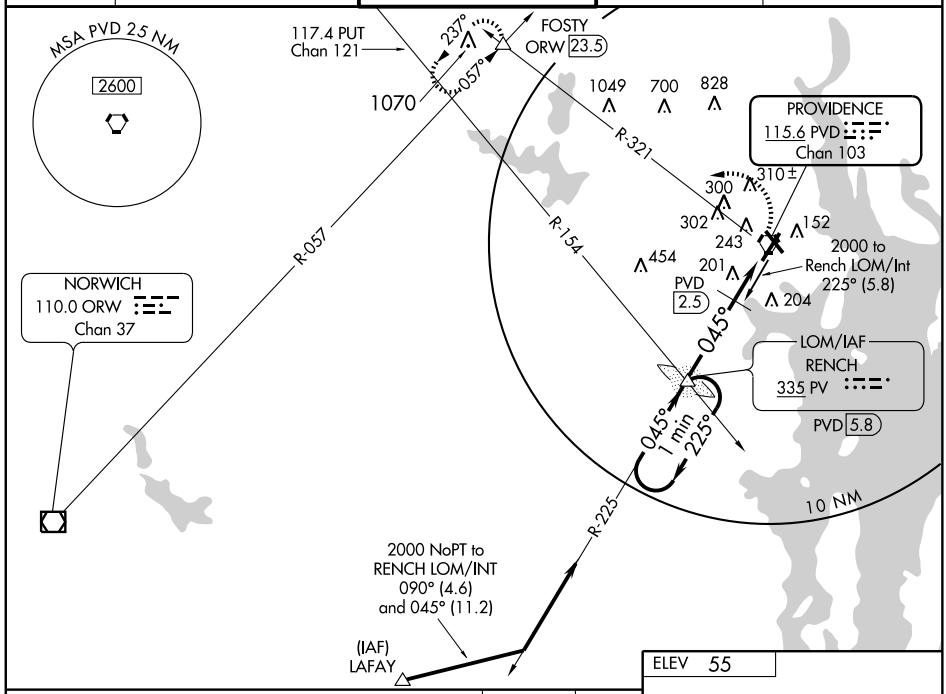
VOR RWY 5

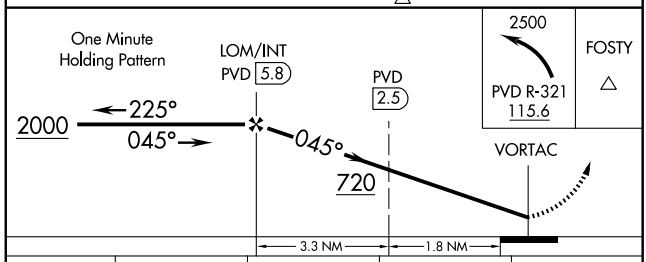
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

ALSF-2

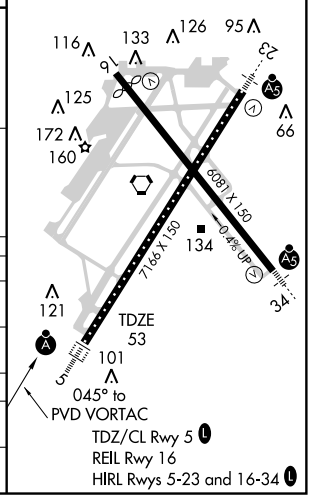
MISSED APPROACH: Climbing left turn to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-5	720/24 667 (700-½)		720/60 667 (700-1¼)	720-1½ 667 (700-1½)
CIRCLING	720-1 665 (700-1)		720-1¾ 665 (700-1¾)	720-2 665 (700-2)
DME MINIMUMS				
S-5	540/24 487 (500-½)		540/40 487 (500-¾)	540/50 487 (500-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)



NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PVD 115.6 Chan 103	APP CRS 327°	Rwy Idg 6081 TDZE 51 Apt Elev 55

VOR RWY 34

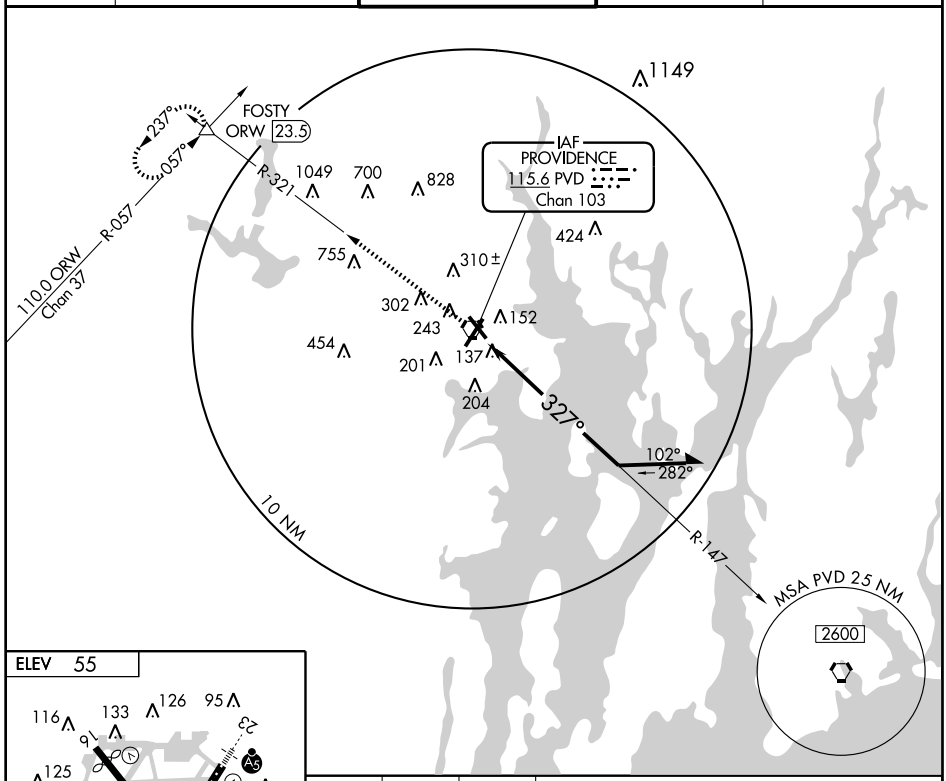
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

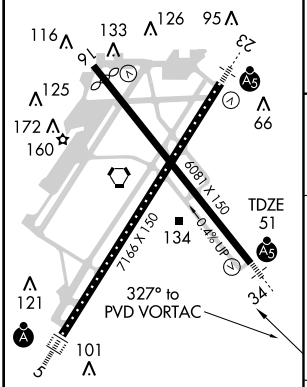
Inoperative table does not apply to Cats A and B.

MALSR

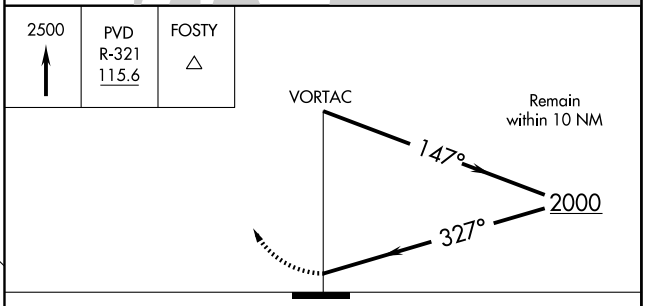
MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L
TDZ/CL Rwy 5 L



CATEGORY	A	B	C	D
S-34	560/50 509 (600-1)			
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-RLS	APP CRS	Rwy Idg	4010
108.9	068°	TDZE	76
Chan 26		Apt Elev	81

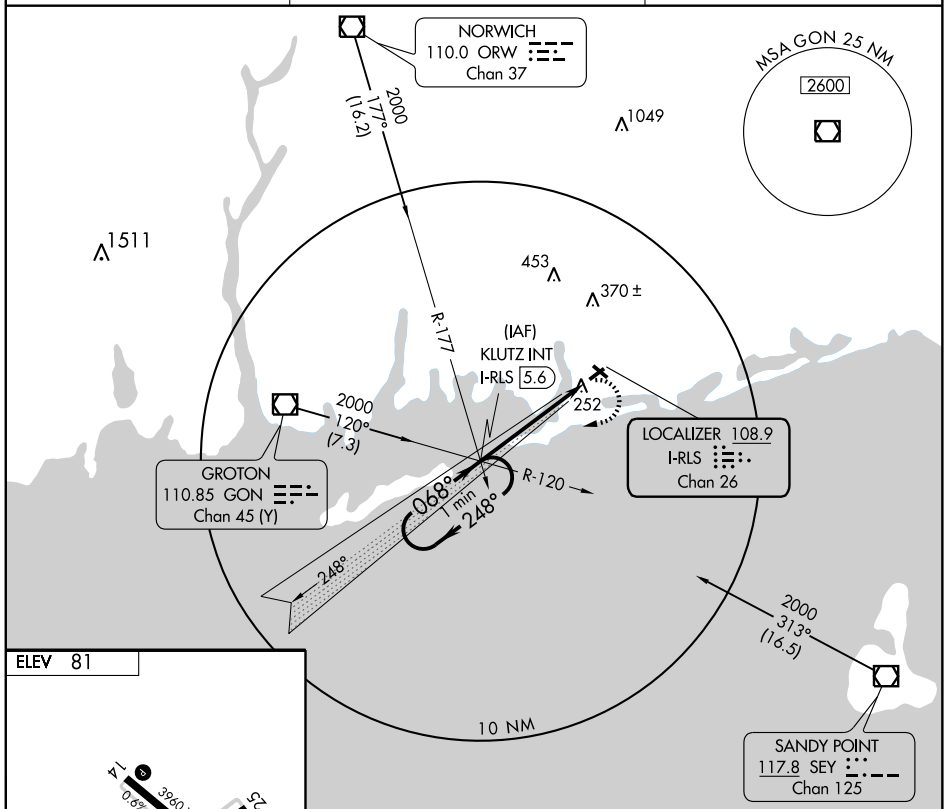
LOC RWY 7
WESTERLY STATE (WST)

NA — Inoperative table does not apply.

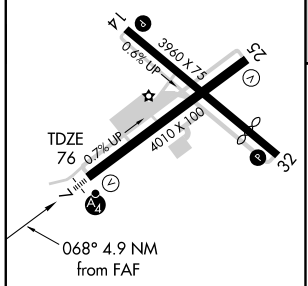
MALSF

MISSED APPROACH: Climbing right turn to 2000 via I-RLS SW course to KLUTZ Int/I-RLS 5.6 DME and hold.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.375	119.45 319.2	123.0 (CTAF) L

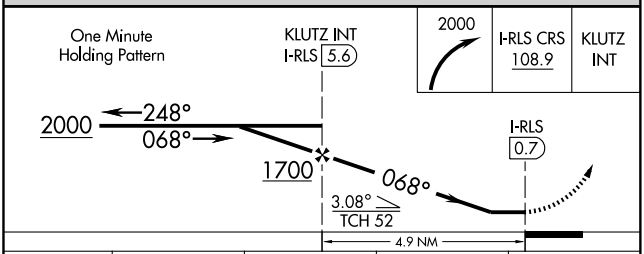


ELEV 81



REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-7	500-1 424 (500-1)		500-1¼ 424 (500-1¼)	
CIRCLING	580-1 499 (500-1)		580-1½ 499 (500-1½)	720-2 639 (700-2)

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4010
068°	TDZE	76
	Apt Elev	81

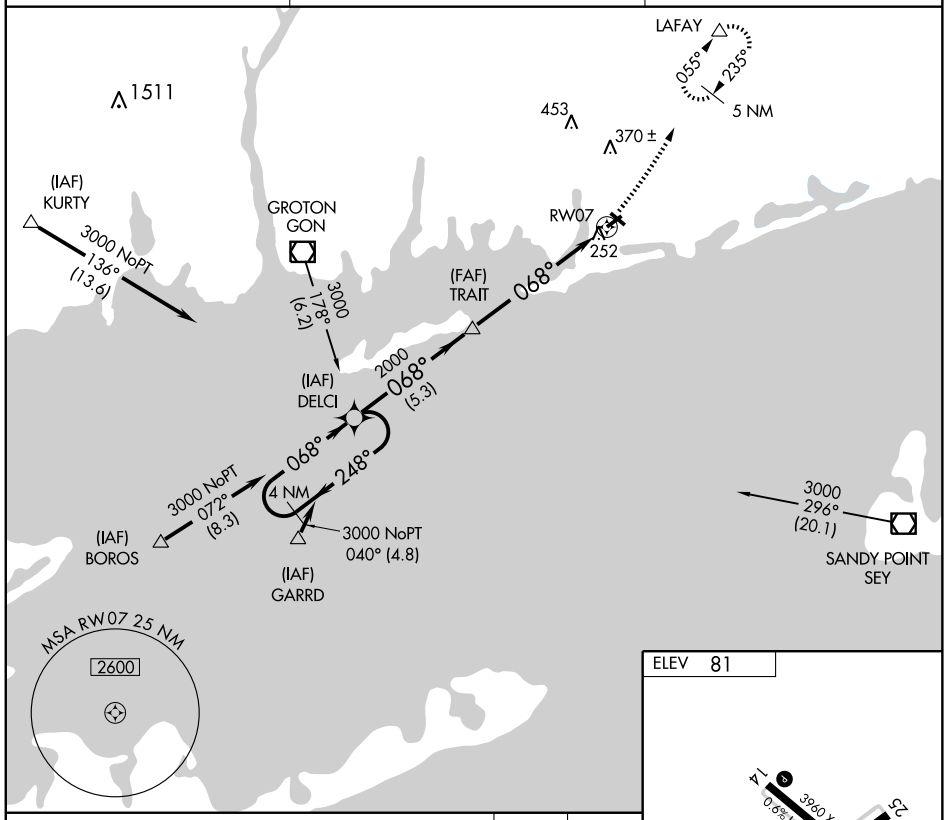
RNAV (GPS) RWY 7
WESTERLY STATE (WST)

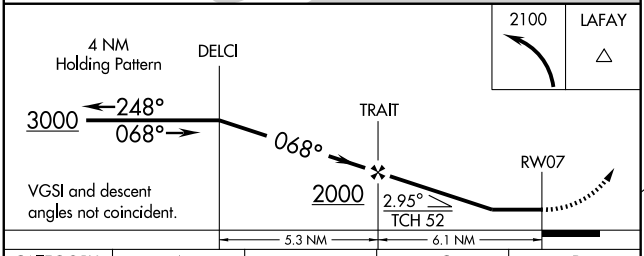
Inoperative table does not apply.
DME/DME RNP-0.3 NA.

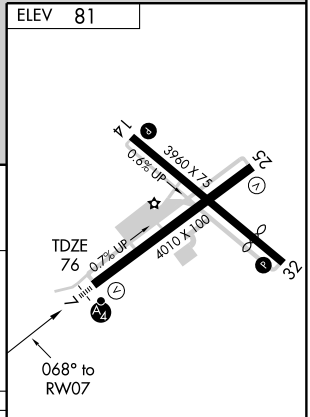
MALSF

MISSED APPROACH: Climbing left turn to 2100 direct LAFAY and hold.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.375	119.45 319.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1	444 (500-1)	520-1¼ 444 (500-1¼)	520-1½ 444 (500-1½)
CIRCLING	580-1	499 (500-1)	580-1½ 499 (500-1½)	720-2 639 (700-2)

REIL Rwys 7-25 and 14-32 L
MIRL Rwys 7-25 and 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABERDEEN PROVING GROUND, MD
PHILLIPS AAF (KAPG) ..... **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

ABINGDON, VA
VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD
LEE ..... **RNAV (GPS)-A**
NA when local weather not available.

BALTIMORE, MD
BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1100-2;Category C,D 1100-3.

MARTIN STATE ..... **ILS or LOC Rwy 33[123]**
LOC Rwy 15[2]
VOR/DME or TACAN Z Rwy 15[4]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA
VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA
CHARLOTTESVILLE-
ALBEMARLE ..... **ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[34]
[1]NA when control tower closed.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 1000-3. LOC, Category C, 800-2¼; Category D, 1000-3.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD
COLLEGE PARK ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

CULPEPER, VA
CULPEPER RGNL ..... **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]
[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA
DANVILLE RGNL ..... **VOR Rwy 20**
Category C, 800-2¼; Category D, 800-2½.

DUBLIN, VA
NEW RIVER VALLEY ..... **VOR or GPS-A**
Category D, 800-2¼.

EASTON, MD
EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

NAME ALTERNATE MINIMUMS

EMPORIA, VA
EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

FELKER AAF (KFAF)
FORT EUSTIS, VA.....ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FREDERICK, MD
FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[12]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD
MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA
TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE
SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

HAGERSTOWN, MD
HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA
INGALLS FIELD ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.
Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.

LEESBURG, VA
LEESBURG EXECUTIVE .. **RNAV (GPS) Rwy 17**
LPV, Category D, 700-2.

NAME ALTERNATE MINIMUMS

LEONARDTOWN, MD
ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA
LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA
LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[12]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

MANASSAS, VA
MANASSAS RGNL/HARRY P DAVIS
FIELD ..... **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA
MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

MARTINSVILLE, VA
BLUE RIDGE ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Categories A,B, 1000-2; Categories C,D, 1000-3.

MELFA, VA
ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE
SUMMIT ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7[12]**
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 32[12]
VOR-A[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23

NA when local weather not available.

RICHLANDS, VA

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25

NA when local weather not available.

RICHMOND, VA

RICHMOND INTL ..... **ILS or LOC Rwy 16**

ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]

NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33[12]**
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]

NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5[1]**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.
[1]ILS, Category D, 700-2.

SUFFOLK, VA

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7

NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY ..... **VOR/DME or TACAN Rwy 10**

Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]

[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]

[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

WEST POINT, VA

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
VOR-A

NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 1[23]
VOR Rwy 27[3]

[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

WISE, VA

LONESOME PINE ..... **RNAV (GPS) Rwy 6[12]**
RNAV (GPS) Rwy 24[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

ANDREWS AFB (KADW), (CAMP SPRINGS) MD (09127 USAF)

RADAR - (E) 113.1T 124.0 128.35 257.2 286.6 301.5 316.7 335.5 360.8 379.2 ▽T **ELEV 280**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1L[1]		AB	**760**/24	500	(500-½)
			C	**760**/40	500	(500-¾)
			D	**760**/50	500	(500-1)
			E	**760**/60	500	(500-1¼)
	19R[4]		AB	**780**/24	507	(500-½)
			CD	**780**/50	507	(500-1)
			E	**780**/60	507	(500-1¼)
	19L[2]		ABC	**720**/40	440	(500-¾)
			DE	**720**/50	440	(500-1)
	1R[1]		ABC	**760**/40	495	(500-¾)
			D	**760**/50	495	(500-1)
			E	**760**/60	495	(500-1¼)
CIR[3]	19L		A	**720**-1	440	(500-1)
			B	**740**-1	460	(500-1)
			C	**740**-1½	460	(500-1½)
			DE	**840**-2	560	(600-2)
	19R		AB	**780**-1	500	(500-1)
			C	**780**-1½	500	(500-1½)
			DE	**840**-2	560	(600-2)
	1L, 1R		AB	**760**-1	480	(500-1)
			C	**760**-1½	480	(500-1½)
			DE	**840**-2	560	(600-2)

[1]When ALS inop, increase CAT AB RVR 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E vis to 1¾ miles. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles. [3]Circling not authorized W of Rwy 1L-19R. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½.

DAVISON AAF (KDAA), VA (Ft. Belvoir) (Amdt 10A, 09211 USA) **ELEV 73**

RADAR[1] - (E) 118.85 119.95 248.5x 265.6 ▽⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/22/414	ABCD	**333**/40	265	(300-¾)
	14	3.0°/59/937	ABCD	**635**-2	575	(600-2)

[1]Opr 1100-2300Z++ wkd excld hol, R-IFF SIF svc not avbl.

NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (09267 USN) ELEV 7

RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[23]	3.0°/50/948	ABCDE	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	ABCDE	**265**-¾	250	(300-¾)
COPTER PAR[1]	10[23]	3.0°/50/948	COPTER	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	COPTER	**265**-¾	250	(300-¾)
PAR W/O GS[1]	28[5]		ABCDE	**460**-1	445	(500-1)
	10[6]		ABC	**460**-¾	443	(500-¾)
			DE	**460**-1	443	(500-1)
ASR[1]	10[7]		AB	**520**-¾	503	(600-¾)
			CD	**520**-1	503	(600-1)
			E	**520**-1¼	503	(600-1¼)
	28[6]		ABC	**460**-1	445	(500-1)
			DE	**460**-1¼	445	(500-1¼)
CIR ASR[89]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)
CIR PAR W/O GS[89]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)

[1]No-NOTAM preventive maint Mon 1200-1800Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]PAPI RRP and PAR RPI are not coincidental. [4]When ALS inop, increase vis CAT ABCDE to 1 mile. [5]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [6]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. [7]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]CAT E cir not authorized south of Rwy 10-28. [9]Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.

OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN) ELEV 23

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[8]	5R[1]	3.0°/36/686	ABCDE	**120**-¼	100	(100-¼)
	23L[1]	3.0°/42/809	ABCDE	**122**-¼	100	(100-¼)
	5L	3.0°/40/753	ABCDE	**121**-½	100	(100-½)
	23R	3.0°/44/841	ABCDE	**121**-½	100	(100-½)
	32L[1]	3.0°/41/782	ABCDE	**123**-¼	100	(100-¼)
	14R	3.0°/38/711	ABCDE	**272**-1	250	(300-1)
PAR W/O GS[8]	14R		ABCDE	**360**-1¼	338	(400-1¼)
	5R[2]		ABCD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	5L		ABCD	**420**-1¼	399	(400-1¼)
			E	**420**-1½	399	(400-1½)
	32L[4]		ABCDE	**360**-¾	337	(400-¾)
	23L[3]		ABC	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		ABCDE	**300**-1¼	278	(300-1¼)
	23R		ABC	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
PAR SIDESTEP[8]	32R		AB	**360**-1¼	339	(400-1¼)
			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**360**-1¼	340	(400-1¼)
			C	**360**-1½	340	(400-1½)
			DE	**360**-2	340	(400-2)
	5L		ABC	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	23L		ABC	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		ABC	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)
PAR W/O GS SIDESTEP[8]	5L		AB	**420**-1¼	399	(400-1¼)
			C	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	32R		AB	**360**-1¼	339	(400-1¼)
			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**360**-1¼	340	(400-1¼)
			C	**360**-1½	340	(400-1½)
			DE	**360**-2	340	(400-2)
	23L		AB	**460**-1¼	438	(500-1¼)
			C	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		AB	**460**-1¼	439	(500-1¼)
			C	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)

OCEANA NAS (KNTU), (Continued)

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R[5]		AB	**420**-½	400	(400-½)
			CD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	5L		ABC	**400**-1	379	(400-1)
			DE	**400**-1¼	379	(400-1¼)
	32L[6]		AB	**440**-½	417	(500-½)
			CD	**440**-¾	417	(500-¾)
			E	**440**-1	417	(500-1)
	23L[7]		AB	**460**-½	438	(500-½)
			C	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		AB	**460**-1	438	(500-1)
			C	**460**-1¼	438	(500-1¼)
			DE	**460**-1½	438	(500-1½)
	14L		AB	**460**-1	440	(500-1)
			C	**460**-1¼	440	(500-1¼)
			DE	**460**-1½	440	(500-1½)
	23R		AB	**460**-1	439	(500-1)
			C	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
	32R		AB	**440**-1	419	(500-1)
			CD	**440**-1¼	419	(500-1¼)
			E	**440**-1½	419	(500-1½)
CIR	All Rwy		AB	**480**-1	457	(500-1)
ASR			C	**480**-1½	457	(500-1½)
			D	**580**-2	557	(600-2)
			E	**620**-2	597	(600-2)
CIR	All Rwy		ABC	**480**-1¾	457	(500-1¾)
PAR			D	**580**-2	557	(600-2)
			E	**620**-2¼	597	(600-2¼)
CIR	All Rwy		AB	**480**-1¼	457	(500-1¼)
PAR W/O GS			C	**480**-1½	457	(500-1½)
			D	**580**-2	558	(600-2)
			E	**620**-2	598	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase CAT ABC to 1¼ miles, CAT DE to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [7]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [8]No-NOTAM preventive maintenance TUE 1030Z-1430Z++.

PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

RADAR - (E) 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	6[2]	3.0°/46/971	ABCDE	**139**-¼	100	(100-¼)
	24	3.0°/43/805	ABCDE	**120**-½	100	(100-½)
	14	3.0°/37/735	ABCDE	**127**-½	100	(100-½)
	32	3.0°/48/892	ABCDE	**268**-1	250	(300-1)
PAR W/O GS	6[4]		ABCD	**360**-½	321	(400-½)
			E	**360**-¾	321	(400-¾)
	14		ABCDE	**340**-1¼	313	(400-1¼)
	24		ABCDE	**320**-1¼	300	(400-1¼)
	32		ABCDE	**340**-1¼	322	(400-1¼)
ASR	14		ABC	**380**-1	353	(400-1)
			DE	**380**-1¼	353	(400-1¼)
	32		ABC	**400**-1	382	(400-1)
			DE	**400**-1¼	382	(400-1¼)
	6[3]		AB	**500**-½	461	(500-½)
			C	**500**-¾	461	(500-¾)
			D	**500**-1	461	(500-1)
			E	**500**-1¼	461	(500-1¼)
	24		AB	**440**-1	420	(500-1)
			CD	**440**-1¼	420	(500-1¼)
			E	**440**-1½	420	(500-1½)
CIR[5]	6-24, 14-32		A	**540**-1	501	(600-1)
			B	**560**-1	521	(600-1)
			C	**560**-1½	521	(600-1½)
			D	**600**-2	561	(600-2)
			E	**640**-2¼	601	(700-2¼)

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++. [2]When ALS inop, increase Cat ABCDE vis to ½ mile. [3]When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. [4]When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. [5]When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.

QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN) ELEV 11

RADAR[1] - 120.925 351.95 353.65 363.15

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[23]	2	3.0°/35/670	ABCD	**262**-1	252	(300-1)
PAR W/O GS[2]	2		ABCD	**400**-1¼	390	(400-1¼)
ASR[2]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**560**-1¾	550	(600-1¾)
CIR PAR or PAR W/O GS[4]	2		A	**500**-1¼	490	(500-1¼)
			B	**540**-1¼	530	(600-1¼)
			C	**540**-1½	530	(600-1½)
			D	**700**-2¼	690	(700-2¼)
CIR[4]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**700**-2¼	690	(700-2¼)

[1]GCA avbl daily during published field opr hr. Ctc twr for freq asgn. [2]Procedure NA at night when VGSI inop. [3]PAR military use only in other than VFR. [3]Circling not authorized W of Rwy 2-20.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/ 362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

NAME	TAKE-OFF MINIMUMS

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course. **Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before proceeding on course. **Rwy 28,** climb heading 285° to 900 before proceeding on course. **Rwy 33L,** climb heading 320° to 2000 before proceeding on course. **Rwy 33R,** climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4,** rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28,** tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R,** numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039°to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK

TAKE-OFF MINIMUMS: **Rwy 15**, 700-1. **Rwy 33**, 700-2.

DEPARTURE PROCEDURE: **All aircraft** climb in VBW holding pattern (SW, right turns, 035° inbound) to 4000 before proceeding on course.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 4,** 600-1 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 1900 before turning.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG 08045 (FAA)

NOTES: **Rwy 5,** Vehicle on road beginning 20' from departure end of runway, on centerline, up to 15' AGL/261' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

COLLEGE PARK, MD

COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD

CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA

DANVILLE RGNL

TAKE-OFF MINIMUMS: **Rwys 2, 31,** 300-1 or std. with a min. climb of 240' per NM to 1000.

DAVISON AAF (KDAA)

FORT BELVOIR, VA

. . . . . .Rwy 32, 300-1*

* Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)

DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

ORIG 07354 (FAA)

NOTE: **Rwy 3,** tree 1335' from departure end of runway, 277' right of centerline, 59' AGL/476' MSL. **Rwy 21,** vehicle on road 18' from departure end of runway, 495' left of centerline, 15' AGL/425' MSL. Tree 675' from departure end of runway, 315' right of centerline, 42' AGL/452' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD

FREDERICK MUNI

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA

SHANNON

TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.

NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD

POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.

NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA

FRONTROYAL-WARREN COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 409' per NM to 1100, or 2300-3 for climb in visual conditions. **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** climbing left turn via MRB R-216 to MRB VORTAC before proceeding on course, do not exceed 180 knots until MRB VORTAC; or for climb in visual conditions: cross Front Royal-Warren County Airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 148' from departure end of runway, 99' right of centerline, up to 100' AGL/939' MSL. Multiple trees beginning 182' from departure end of runway, 189' left of centerline, up to 100' AGL/854' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK

TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA

TWIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE

SUSSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA

GRUNDY MUNI

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD

HAGERSTOWN RGNL -RICHARD A. HENSON FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA

INGALLS FIELD

TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD

MARYLAND

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.

NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)
HAMPTON, VA
..... Orig 07354
..... **Rwy 8**, 500-3*
* Or standard with minimum climb of 240 ft/NM to 700.
NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.
TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE
LAUREL
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA
LAWRENCEVILLE/BRUNSWICK MUNI
TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.
NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA
LEESBURG EXECUTIVE (JYO)
AMDT 1 09183 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 900 before proceeding on course.
NOTE: **Rwy 17,** building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD
ST. MARY'S COUNTY RGNL
NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA
LOUISA COUNTY/FREEMAN FIELD (LKU)
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees beginning abeam departure end of runway, 369' right of centerline, up to 100' AGL/589' MSL. Trees beginning 226' from departure end of runway, 541' left of centerline, up to 100' AGL/559' MSL. Trees beginning 1200' from departure end of runway, left and right of centerline, up to 100'AGL/539'MSL. **Rwy 27,** trees beginning abeam departure end of runway, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 211' from departure end of runway, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 69' from departure end of runway, 513' left of centerline, up to 100' AGL/569' MSL. Trees beginning 586' from departure end of runway, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA
LURAY CAVERNS
TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3
DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA
FALWELL
TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.
NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG, VA (CON'T)

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 2A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2100. **Rwy 30**, 300-1 or std. with a min. climb of 370' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 12,** climb direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course. **Rwy 30,** climbing right turn direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course.

NOTE: **Rwy 12,** trees 38' from departure end of runway, 380' right of centerline, 82' AGL/941' MSL. Trees 316' from departure end of runway, 320' left of centerline, 56' AGL/956' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22' AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD

GARRETT COUNTY (2G4)

ORIG 08101 (FAA)

NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD

OCEAN CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

VIRGINIA BEACH, VA. 09351

TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)

PATUXENT RIVER, MD 09267

Rwy 6, Obstacle identification surface begins 15' above DER.

Rwy 14, Obstacle identification surface begins 35' above DER.

Rwy 20, Obstacle identification surface begins 20' above DER.

Rwy 24, Obstacle identification surface begins 15' above DER.

TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA

DINWIDDIE COUNTY (PTB)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.

NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD . . 07270

TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VA 09295

Diverse departures not authorized.

Rwy 2, 400-2½*

Rwy 20, 300-1¼**

* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.

** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.

DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.

TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

QUINTON, VA

NEW KENT COUNTY

NOTE: **Rwy 10,** trees beginning 358' from departure end of runway, 6' left of centerline, up to 100' AGL/169' MSL. Trees beginning 994' from departure end of runway, 602' right of centerline, up to 100' AGL/209' MSL. Trees beginning 1396' from departure end of runway, 389' left of centerline, up to 100' AGL/209' MSL. Trees beginning 3422' from departure end of runway, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 345' from departure end of runway, 296' right of centerline, up to 100' AGL/209' MSL. Trees beginning 367' from departure end of runway, 527' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2134' from departure end of runway, left and right of centerline, 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND INTL

NOTE: **Rwy 2,** cross departure end of runway at or above 30' AGL/195' MSL. **Rwy 7,** cross departure end of runway at or above 34' AGL/223' MSL. **Rwy 16,** cross departure end of runway at or above 22' AGL/183' MSL. **Rwy 20,** cross departure end of runway at or above 35' AGL/193' MSL. **Rwy 25,** cross departure end of runway at or above 20' AGL/176' MSL. **Rwy 34,** cross departure end of runway at or above 10' AGL/177' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 250' per NM to 1000. **Rwy 19,** 300-1 or std. with a min. climb of 370' per NM to 1000'

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 1000 before proceeding on course.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)

AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway, 105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)
ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)
ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)
AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL. **Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

WISE, VA

LONESOME PINE

TAKE-OFF MINIMUMS: **Rwy 24,** 1800-3 or std. with a min. climb of 400' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 6,** climb on runway heading to 3800 before proceeding on course.
Rwy 24, climb on runway heading to 4500 before proceeding on course.

LOC/DME I-VJI	APP CRS	Rwy Idg	4471
108.3	241°	TDZE	2087
Chan 20		Apt Elev	2087

LOC RWY 24

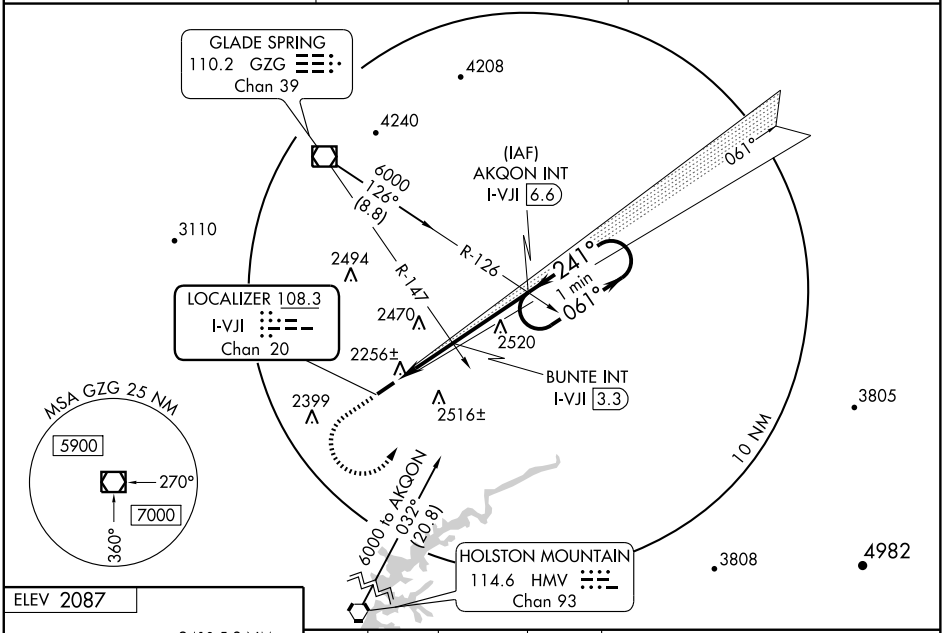
ABINGDON / VIRGINIA HIGHLANDS (VJI)

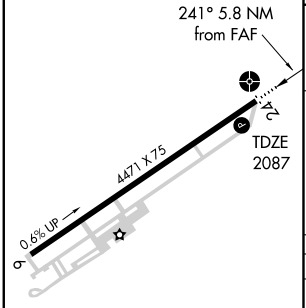
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase S-24 and Circling Cat. A visibility ¼ mile. S-24 and Circling Cat. C and D visibility ½ mile. Increase BUNTE FIX minimums S-24 Cats. C and D and Circling Cat. A visibility ¼ mile, and Circling Cat. C and D visibility ½ mile.

ODALS

MISSED APPROACH: Climb to 2900 then climbing left turn to 4300 via heading 030° and I-VJI NE course to AKQON INT/I-VJI 6.6 DME and hold.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L





MIRL Rwy 6-24 L

REIL Rwy 24 L

FAF to MAP 5.8 NM					
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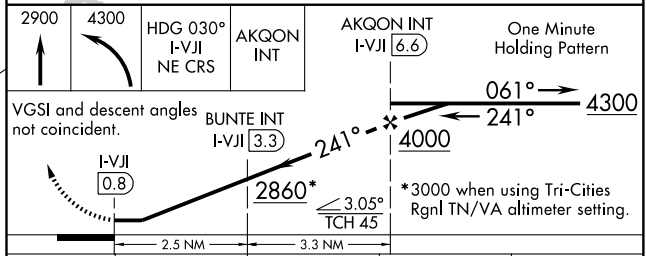
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-24	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)
BUNTE FIX MINIMUMS				
S-24	2520-1 433 (500-1)		2520-1¼ 433 (500-1¼)	2520-1½ 433 (500-1½)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82411 W06A	APP CRS 061°	Rwy Idg 4471 TDZE 2068 Apt Elev 2087

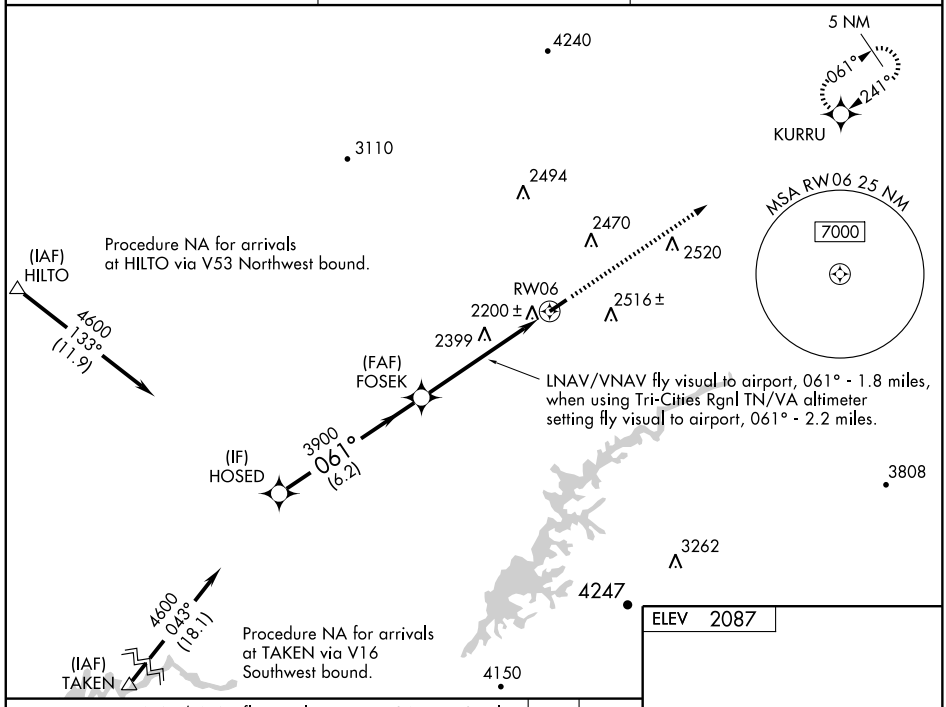
RNAV (GPS) RWY 6

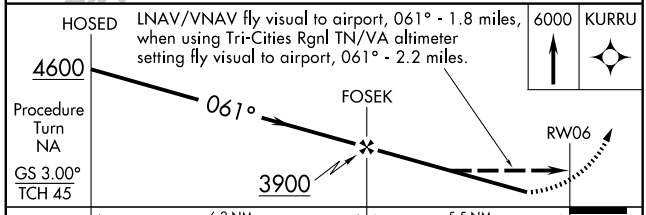
ABINGDON / VIRGINIA HIGHLANDS (VJI)

Baro-VNAV NA when using Tri-Cities Rgnl TN/VA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all DA 131 feet and all MDA 140 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats. C and D visibility ½ mile, increase LNAV/VNAV Cat. D and Circling Cat. A visibility ¼ mile.

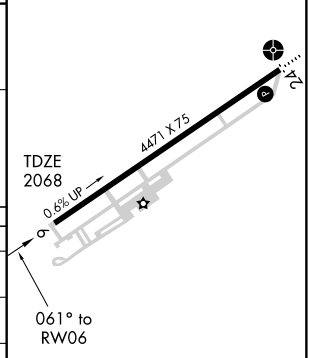
MISSED APPROACH: Climb to 6000 direct KURRU and hold, continue climb-in-hold to 6000.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2436-1¼ 368 (400-1¼)			
LNAV/VNAV DA	2669-2 601 (600-2)			
LNAV MDA	2660-1 592 (600-1)		2660-1½ 592 (600-1½)	2660-1¾ 592 (600-1¾)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)



MIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4471
241°	TDZE	2087
	Apt Elev	2087

RNAV (GPS) RWY 24

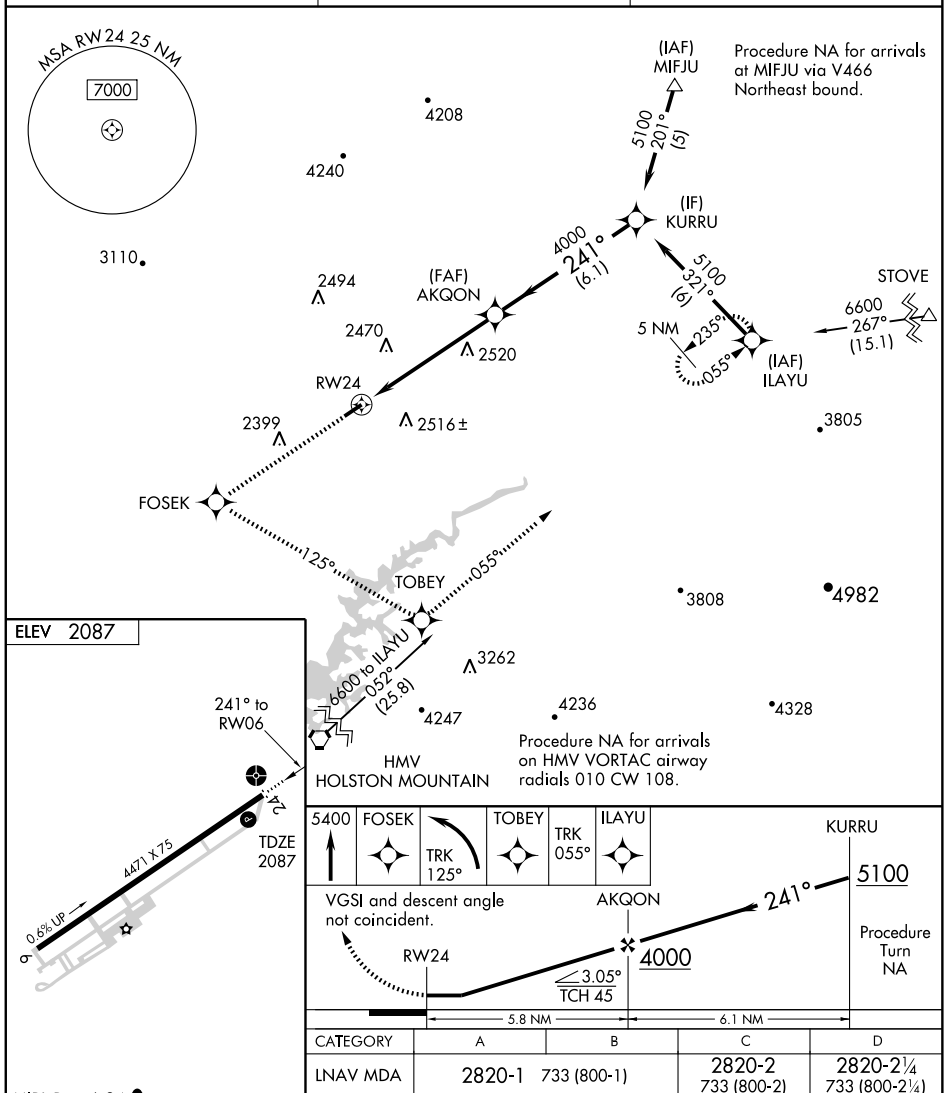
ABINGDON / VIRGINIA HIGHLANDS (VJI)

Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase LNAV Cat. B and Circling Cat. A visibility ¼ mile, increase LNAV and Circling Cat. C/D visibility ½ mile.

ODALS

MISSED APPROACH: Climb to 5400 direct FOSEK and left turn via track 125° to TOBEY and via track 055° to ILAYU and hold.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2820-1	733 (800-1)	2820-2 733 (800-2)	2820-2¼ 733 (800-2¼)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

MIRL Rwy 6-24 L

REIL Rwy 24 L

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC HMV	APP CRS	Rwy Idg	N/A
114.6	021°	TDZE	N/A
Chan 93		Apt Elev	2087

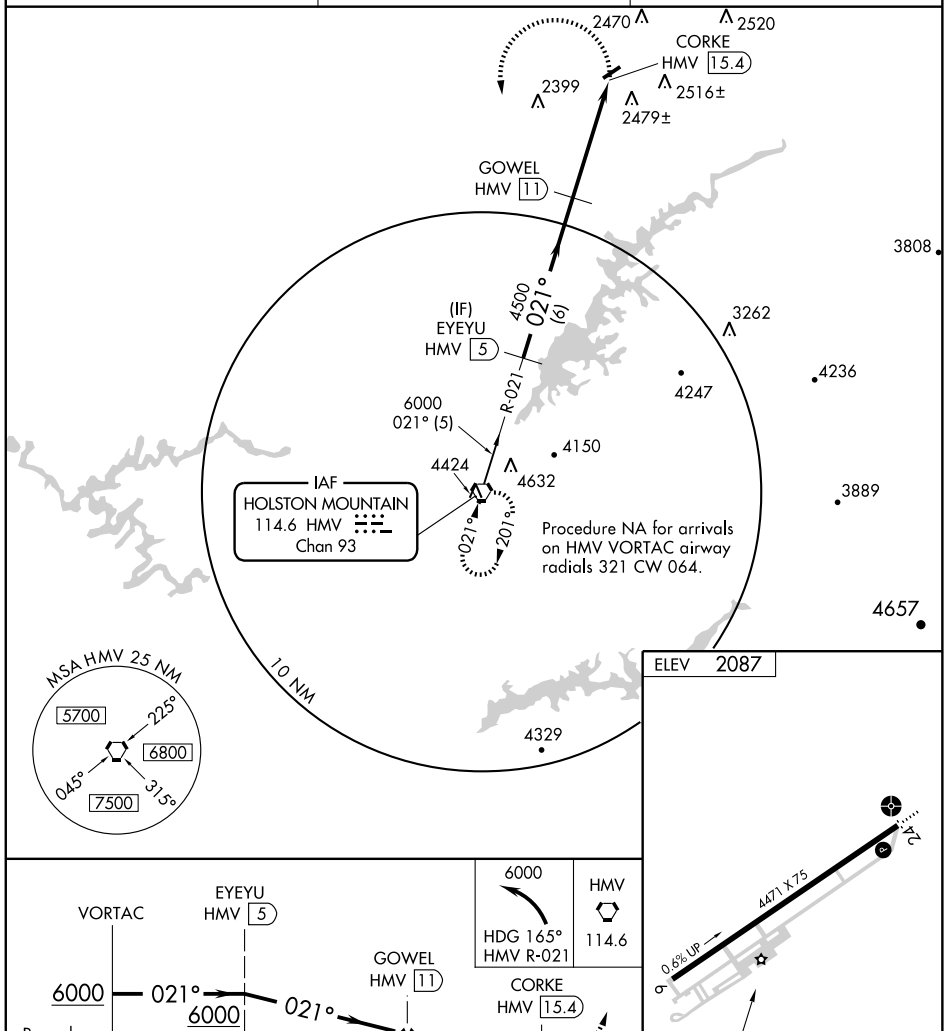
VOR/DME-B

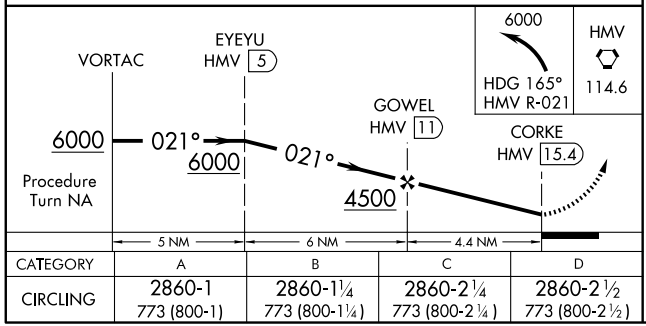
ABINGDON / VIRGINIA HIGHLANDS (VJI)

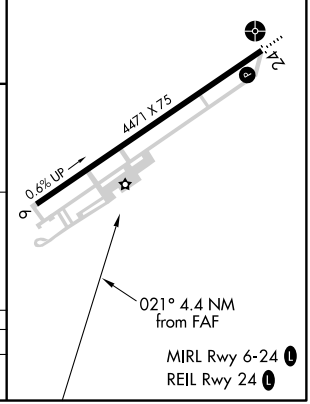
When local altimeter setting not received; use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase Cat. A visibility ¼ mile, Cats. C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 6000 via heading 165° and HMV R-021 to HMV VORTAC and hold.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BCB	APP CRS	Rwy Idg	4539
109.1	123°	TDZE	2113
Chan 28		Apt Elev	2132

LOC/DME RWY 12

BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

V NA — Inoperative table does not apply. When VGSI inop, procedure NA at night.

ODALS

MISSED APPROACH: Climb to 2700 then climbing right turn to 6000 direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L

MSA TEC 25 NM 5700

GREENBRIER 116.05 LWB Chan 107 (Y)

R-210 (IAF) ZOOMS 4073

6000 NoPT 210° (10.5) 3956

Procedures NA for arrivals at ZOOMS via V-140 northeast bound.

ROANOKE 109.4 ROA Chan 31

3670 4080 4210 3797 4361

(IF/IAF) PATDA INT I-BCB 14.3

R-210 303° 123° 1 min 303° 5200 (3.2) 123° 4200 (4.7) 123°

R-271 6100 271° (28.5)

Use of ROA R-271 and LWB R-210 may be required to locate PATDA.

JUBOP I-BCB 11.1

IGFIL I-BCB 6.5

CIYAS I-BCB 3.7

TECH 368 TEC

4328 3010 2310± 2286 2201± 2609

6000 to PATDA 303° (14)

6000 to TEC 305° (19.5) 3986 TABER

10 NM

LOCALIZER 109.1 I-BCB Chan 28

PULASKI 116.8 PSK Chan 115

6000 016° (13.7) 018° 198° R-198

ELEV 2132

123° 5.7 NM from FAF

2239±

12

0.4% UP

4539 X 100

TDZE 2113

30

One Minute Holding Pattern

PATDA INT I-BCB 14.3

JUBOP I-BCB 11.1

IGFIL I-BCB 6.5

CIYAS I-BCB 3.7

I-BCB 0.8

303° 123° 6000 5200 123° 4200 3200 3.39° TCH 45

VGSI and descent angles not coincident.

3.2 NM 4.7 NM 2.8 NM 2.9 NM

2700	6000	PSK 116.8

CATEGORY	A	B	C	D
S-12	2460-1 347 (400-1)			NA
CIRCLING	2800-1 668 (700-1)		2800-1¾ 668 (700-1¾)	NA

REIL Rwy 30 L
MIRL Rwy 12-30 L

NE-3. 14 JAN 2010 to 11 FEB 2010

NDB TEC	APP CRS	Rwy Idg	N/A
368	069°	TDZE	N/A
		Apt Elev	2132

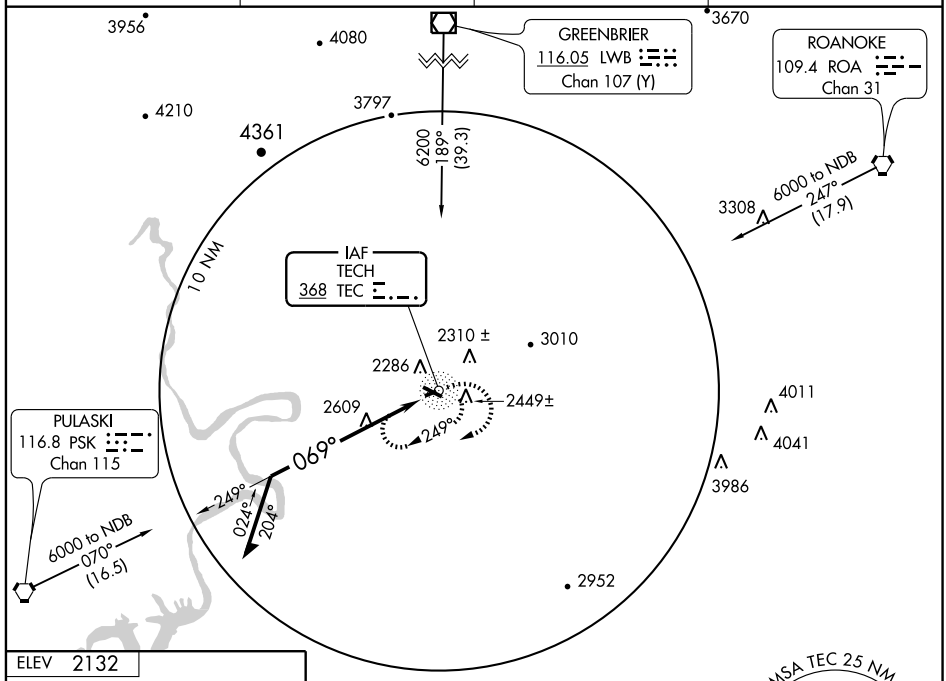
NDB-A

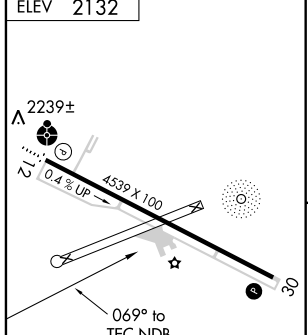
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

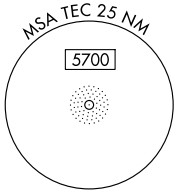
T
NA When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet.

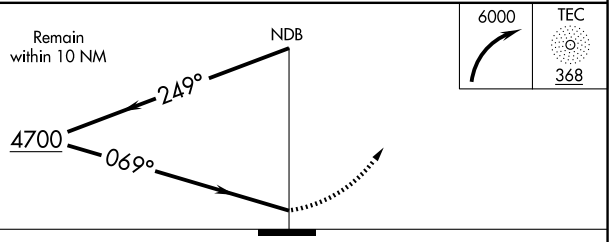
MISSED APPROACH: Climbing right turn to 6000 in TEC NDB holding pattern.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	3200-1¼ 1068 (1100-1¼)	3200-1½ 1068 (1100-1½)	3200-3 1068 (1100-3)	NA

REIL Rwy 30 L
MIRL Rwy 12-30 L

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4539
CH 86712	123°	TDZE	2113
W12A		Apt Elev	2132

RNAV (GPS) RWY 12

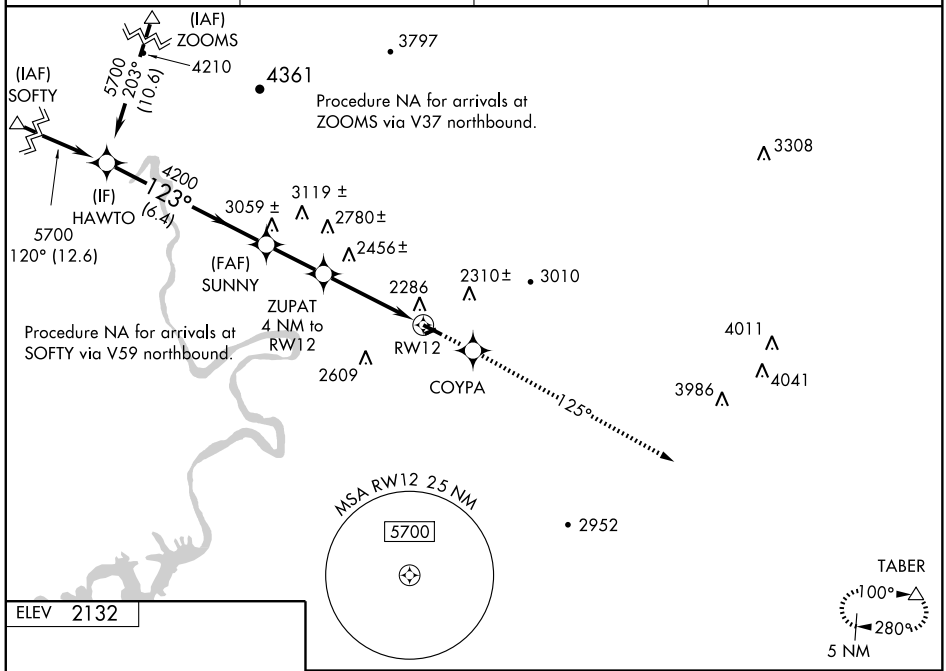
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

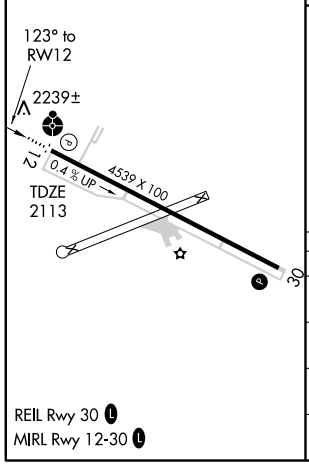
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dublin altimeter setting and increase all DA/MDA 40 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

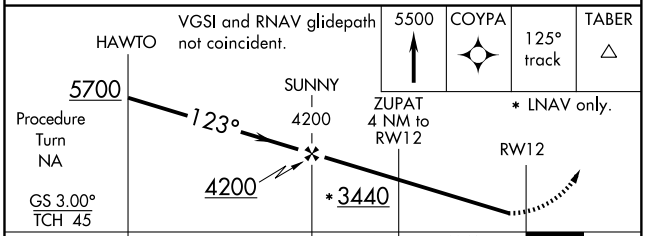
ODALS

MISSED APPROACH: Climb to 5500 direct COYPA and via 125° track to TABER and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2506-1½ 393 (400-1½)			NA
LNAV/VNAV DA	2586-1¾ 473 (500-1¾)			NA
LNAV MDA	2700-1 587 (600-1)		2700-1½ 587 (600-1½)	NA
CIRCLING	2800-1 668 (700-1)		2800-1¾ 668 (700-1¾)	NA

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4539
303°	TDZE	2132
	Apt Elev	2132

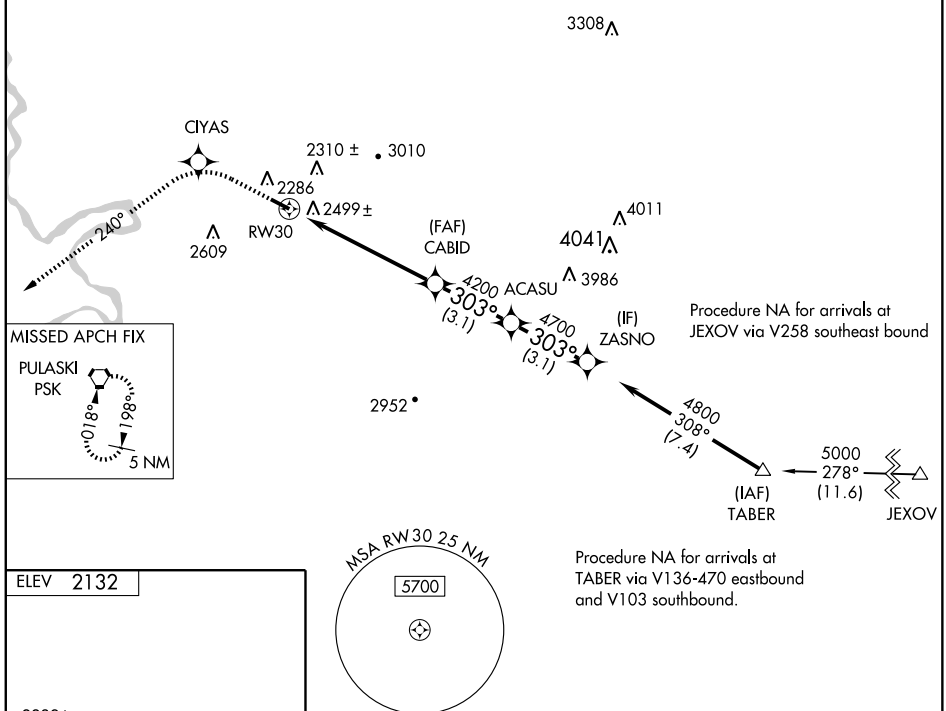
RNAV (GPS) RWY 30

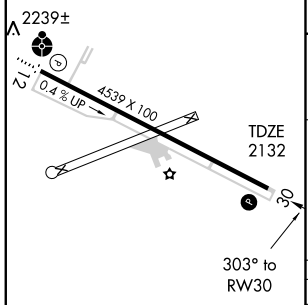
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

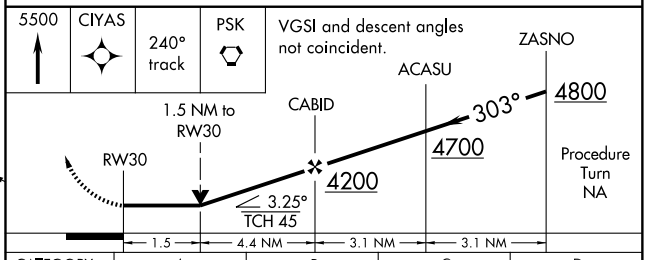
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.
VDP NA when using Dublin altimeter setting.

MISSED APPROACH: Climb to 5500 direct CIYAS and via 240° track to PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2760-1	628 (700-1)	2760-1¾ 628 (700-1¾)	NA
CIRCLING	2800-1	668 (700-1)	2800-1¾ 668 (700-1¾)	NA

REIL Rwy 30 L
MIRL Rwy 12-30 L

NE-3, 14 JAN 2010 to 11 FEB 2010

(SETHY2.SETHY) 09239

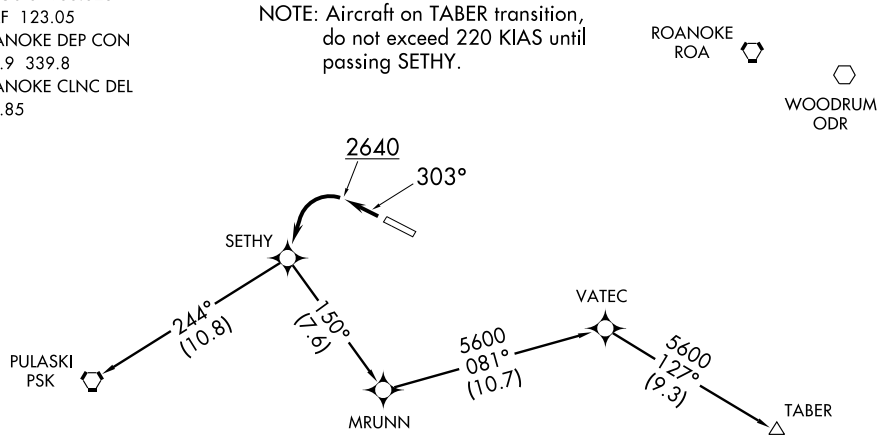
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

SETHY TWO DEPARTURE (RNAV)

BLACKSBURG, VIRGINIA

AWOS-3 133.325
CTAF 123.05
ROANOKE DEP CON
126.9 339.8
ROANOKE CLNC DEL
124.85

NOTE: Aircraft on TABER transition, do not exceed 220 KIAS until passing SETHY.



NOTE: GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: When in RADAR contact expect vectors to filed/assigned route.

TAKE-OFF OBSTACLES

Rwy 30:
Trees beginning 90' from DER, 461' left of centerline, up to 46' AGL/2140' MSL.
Fence and OL pole beginning 546' from DER, 161' left of centerline, up to 12' AGL/2139' MSL.
Vehicle on road beginning 567' from DER, 310' left of centerline, up to 24' AGL/2137' MSL.
Trees beginning 2080' from DER, 788' left of centerline, up to 100' AGL/2201' MSL.
Fence 861' from DER, 52' right of centerline, up to 12' AGL/2135' MSL.
Trees beginning 539' from DER, 326' right of centerline, up to 40' AGL/2153' MSL.
Trees beginning 1328' from DER, 117' right of centerline, up to 100' AGL/2182' MSL.
Terrain beginning 330' from DER, 366' right of centerline, up to 2138' MSL.
Pole and antenna beginning 1149' from DER, 391' right of centerline, up to 40' AGL/2151' MSL.

TAKE-OFF MINIMUMS

Rwy 12: NA-ATC.
Rwy 30: Standard with minimum climb of 300' per NM to 2640.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 30: Climb heading 303° to 2640, then left turn direct SETHY, Thence . . . .

. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

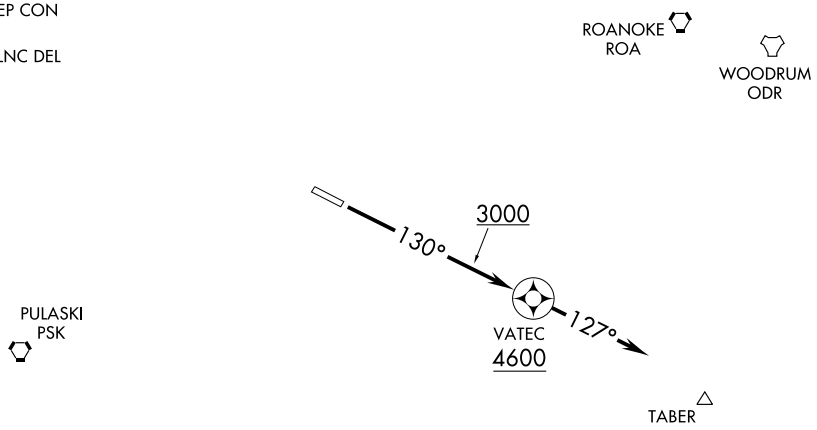
PULASKI TRANSITION (SETHY2.PSK)
TABER TRANSITION (SETHY2.TABER)

(VATEC1.VATEC) 09183

VATEC ONE DEPARTURE (RNAV)

BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)
BLACKSBURG, VIRGINIA

AWOS-3 133.325
CTAF 123.05
ROANOKE DEP CON
126.9 339.8
ROANOKE CLNC DEL
124.85



NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: When in RADAR contact expect vectors to filed/assigned route.

TAKE-OFF OBSTACLES

Rwy 12: Bushes and trees beginning 275′ from DER, 154′ left of centerline, up to 100′ AGL/2239′ MSL. Trees beginning 5108′ from DER, 1363′ left of centerline, up to 100′ AGL/2499′ MSL. Trees beginning 3165′ from DER, 1324′ right of centerline, up to 100′ AGL/2279′ MSL.

TAKE-OFF MINIMUMS

Rwy 30: NA-ATC.
Rwy 12: 400-1¼ with minimum climb of 250′ per NM to 4600 or standard with minimum climb of 563′ per NM to 3000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

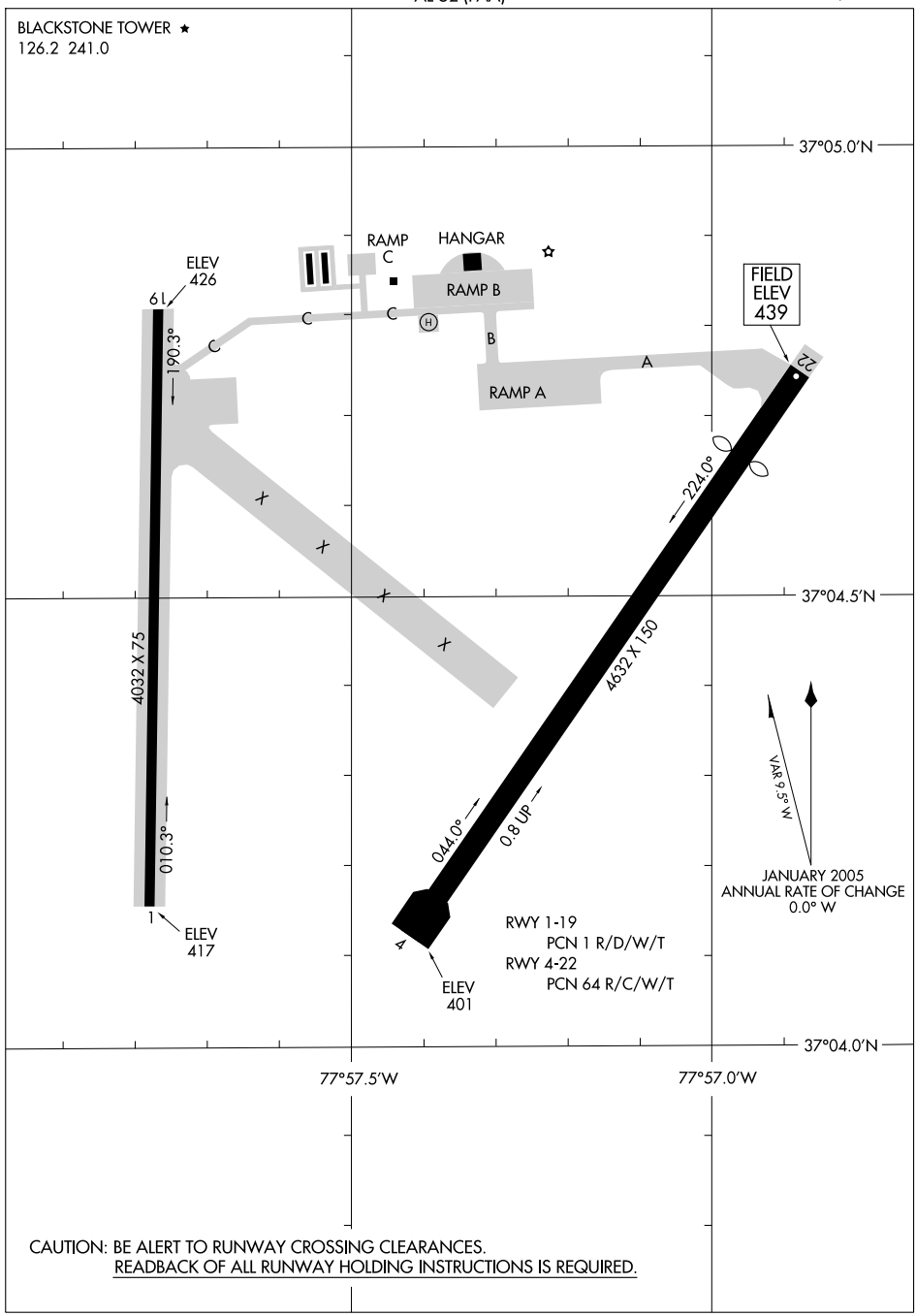
TAKE-OFF RUNWAY 12: Climb heading 130° to 3000, then direct VATEC, then fly heading 127° for radar vectors, Thence . . . .

. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

09015

AIRPORT DIAGRAM

BLACKSTONE/ALLEN C. PERKINSON/BAAF (BKT)
BLACKSTONE, VIRGINIA
AL-52 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 14 JAN 2010 to 11 FEB 2010

NDB-B

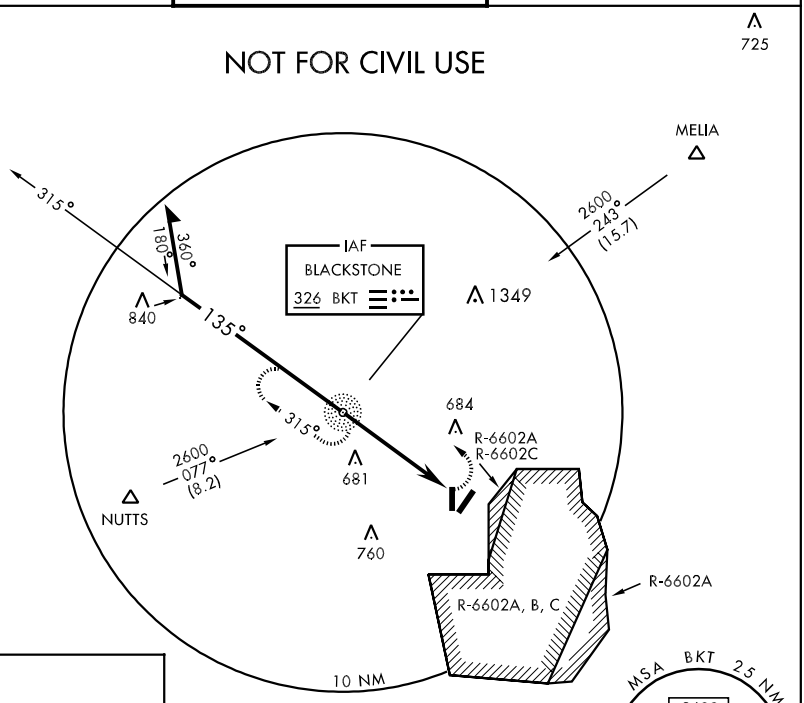
NDB BKT 326	APCH CRS 135°	Rwy Idg NA TDZE NA Arpt Elev 439	AL-52 [USA]	BLACKSTONE/ ALLEN C. PERKINSON BAAF (BKT)

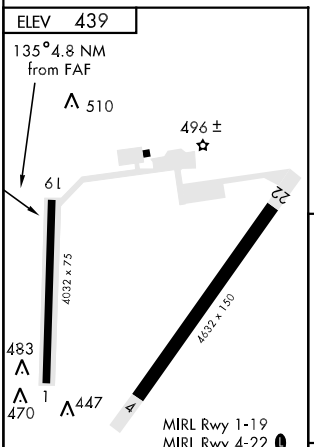
* Circling not authorized East of Rwy 4-22.
Use Mecklenburg-Brunswick Regional altimeter setting.

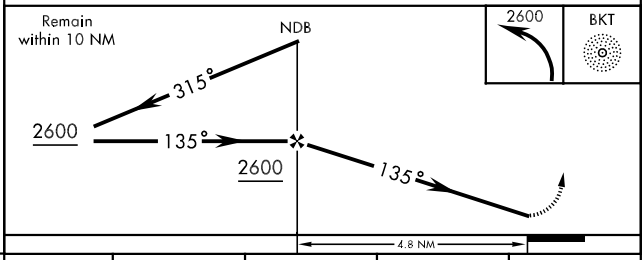
MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

WASHINGTON CENTER	BLACKSTONE TOWER	UNICOM
118.75 353.9	126.2 241.0	122.95 (CTAF)

NOT FOR CIVIL USE







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING *	1040-1 601	(700-1)	1040-1¾ 601 (700-1¾)	1040-2 601 (700-2)

NDB BKT	APP CRS	Rwy Idg	N/A
326	135°	TDZE	N/A
		Apt Elev	439

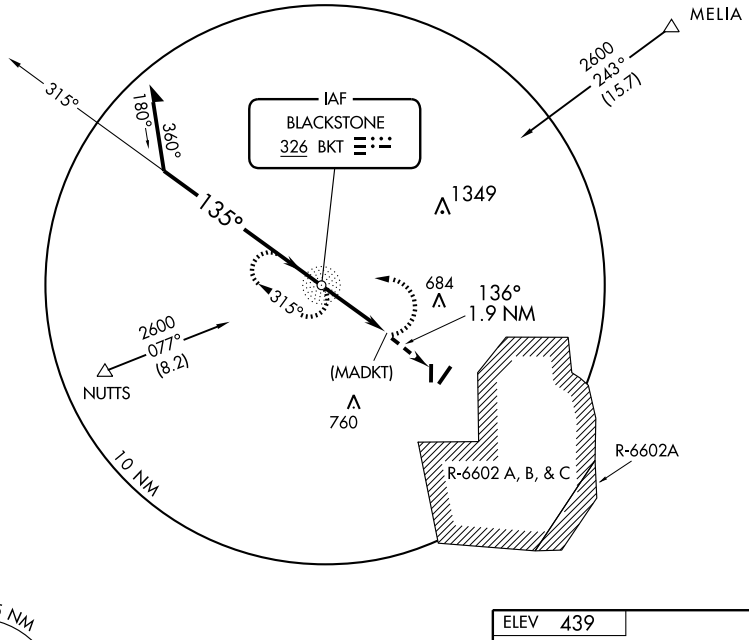
NDB or GPS-A

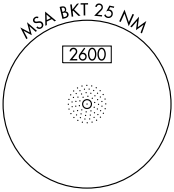
BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

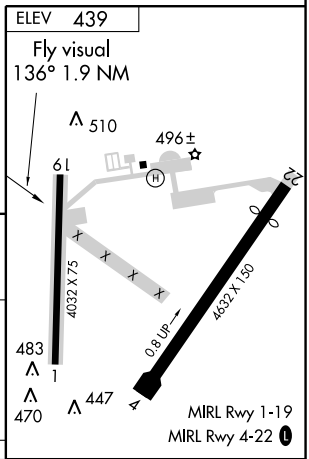
Use Mecklenburg-Brunswick Rgnl altimeter setting.
Circling not authorized east of Rwy 4-22.
NA Fly visual to airport, 136° - 1.9 NM.

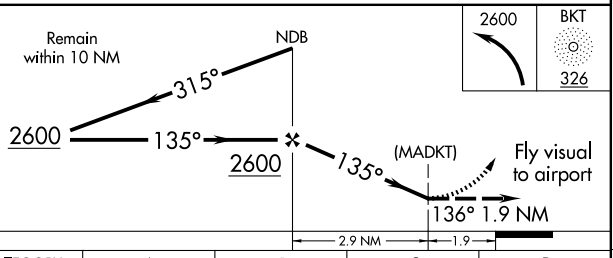
MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

WASHINGTON CENTER	BLACKSTONE TOWER *	CTAF
118.75 353.9	126.2 241.0	122.95









CATEGORY	A	B	C	D
CIRCLING	1100-2¼ 661 (700-2¼)			NA

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4632
058°	TDZE	429
	Apt Elev	439

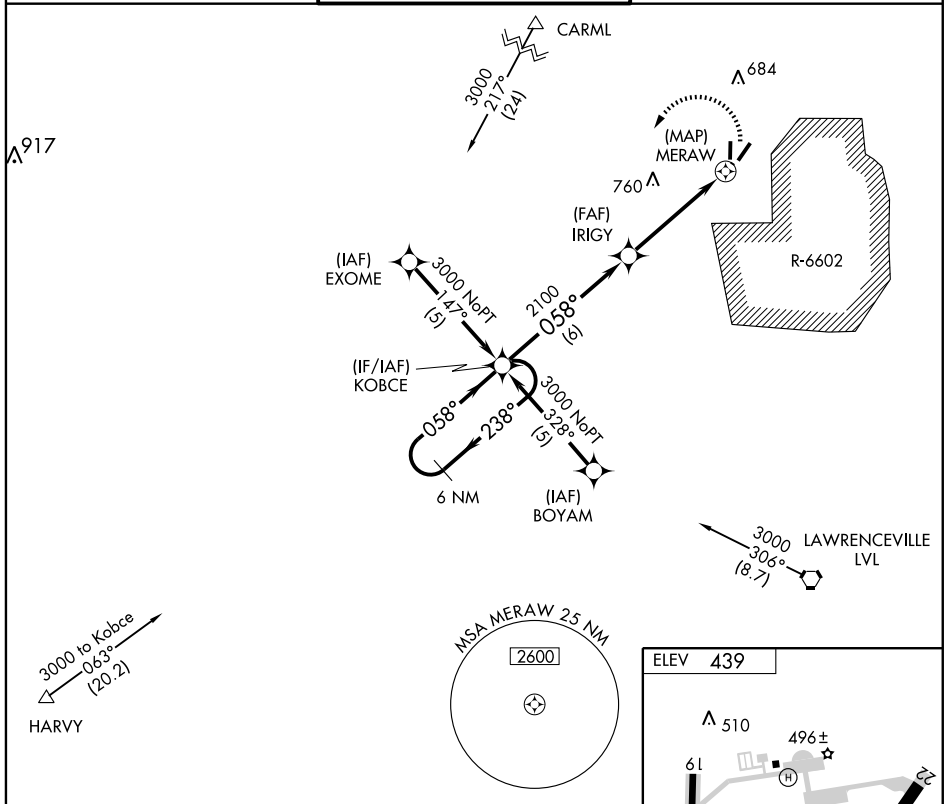
RNAV (GPS) RWY 4

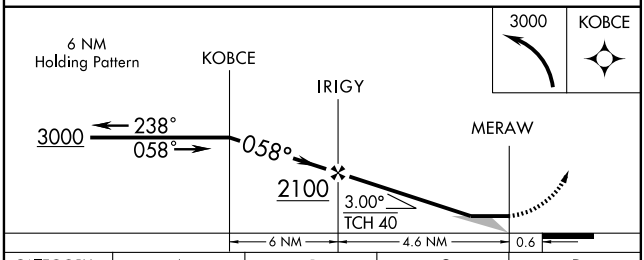
BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

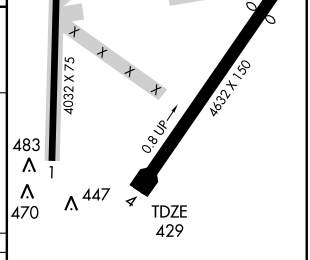
Use Mecklenburg-Brunswick Rgnl altimeter setting.
Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct KOBCE and hold.

WASHINGTON CENTER	BLACKSTONE TOWER *	CTAF
118.75 353.9	126.2 241.0	122.95







CATEGORY	A	B	C	D
LNAV MDA	940-1	511 (600-1)	940-1½ 511 (600-1½)	NA
CIRCLING	940-1	501 (600-1)	940-1½ 501 (600-1½)	NA

MIRL Rwy 1-19
MIRL Rwy 4-22 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3932
220°	TDZE	438
	Apt Elev	439

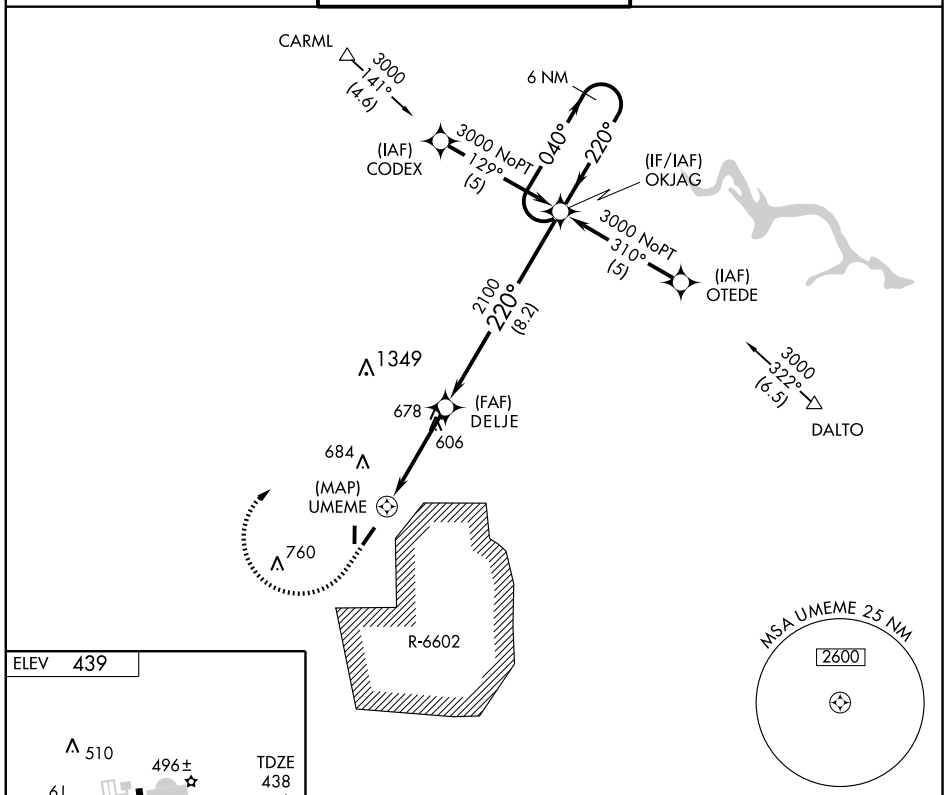
RNAV (GPS) RWY 22

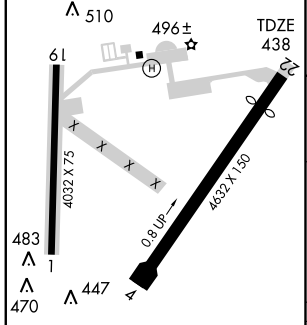
BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

Use Mecklenburg-Brunswick Rgnl altimeter setting.
Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

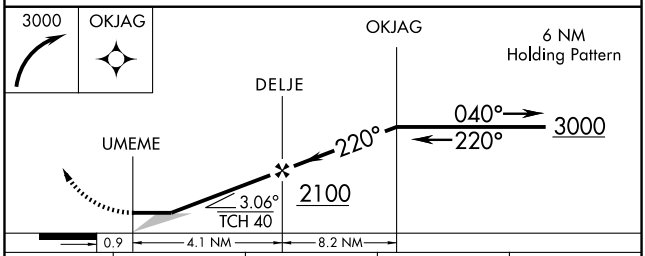
MISSED APPROACH: Climbing right turn to 3000 direct OKJAG and hold.

WASHINGTON CENTER	BLACKSTONE TOWER *	CTAF
118.75 353.9	126.2 241.0	122.95





MIRL Rwy 1-19
MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LNAV MDA	980-1 542 (600-1)		980-1½ 542 (600-1½)	NA
CIRCLING	980-1 541 (600-1)		980-1½ 541 (600-1½)	NA

NE-3, 14 JAN 2010 to 11 FEB 2010

NDB VBW 241	APP CRS 035°	Rwy Idg N/A TDZE N/A Apt Elev 1165

NDB or GPS-A

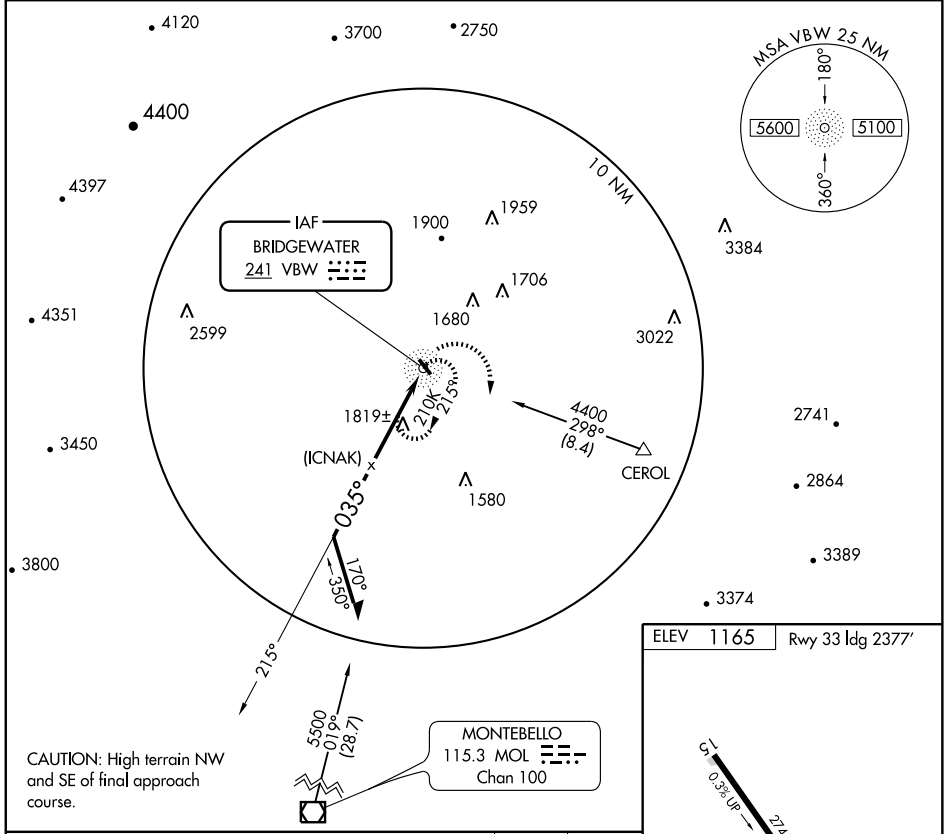
BRIDGEWATER AIR PARK (VBW)

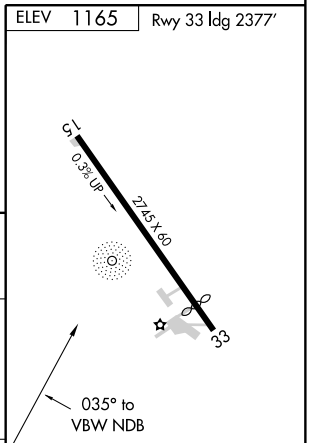
▼ NA

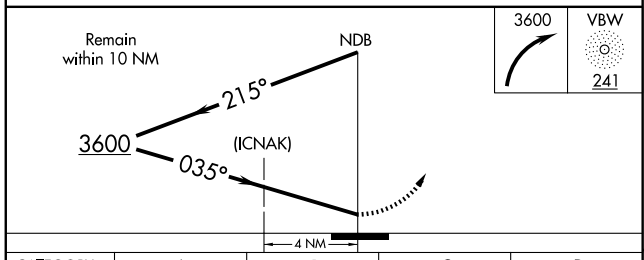
Use Shenandoah Valley altimeter setting; when not available use Charlottesville, VA altimeter setting and increase all MDAs to 2680 and visibilities to 3 miles all Cats. If neither Shenandoah nor Charlottesville altimeter available procedure not authorized.

MISSED APPROACH: Climbing right turn to 3600 in VBW NDB holding pattern.

POTOMAC APP CON	UNICOM
132.85 257.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2300-1¼ 1135 (1200-1¼)	2300-1½ 1135 (1200-1½)	NA	

MIRL Rwy 15-33 L

NE-3, 14 JAN 2010 to 11 FEB 2010

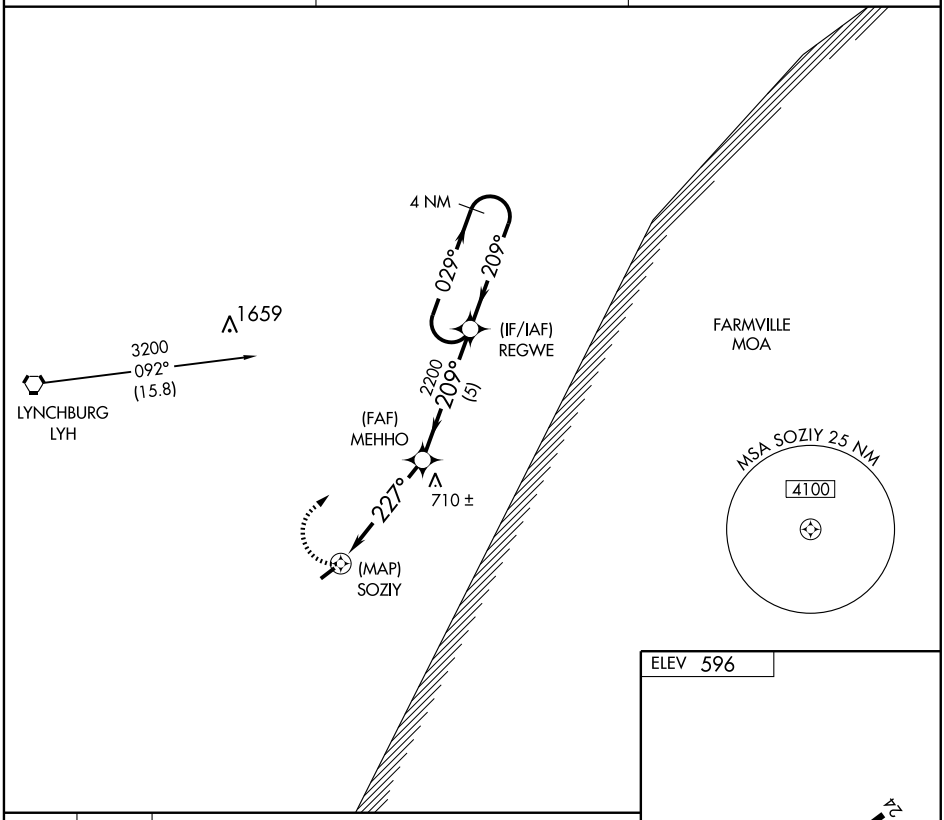
APP CRS	Rwy ldg	3798
227°	TDZE	596
	Apt Elev	596

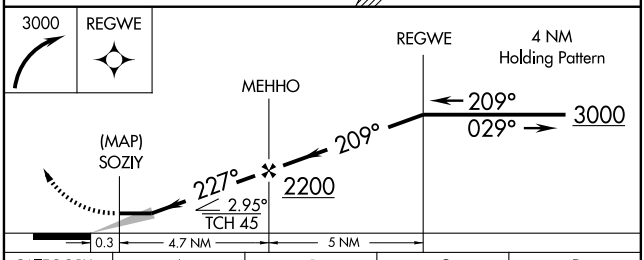
RNAV (GPS) RWY 24
BROOKNEAL/CAMPBELL COUNTY (ØV4)

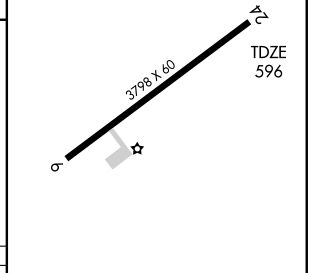
Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct REGWE WP and hold.

LYNCHBURG ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.32	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1 384 (400-1)			NA
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	NA

MIRL Rwy 6-24 L

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC LYH	APP CRS	Rwy Idg	N/A
109.2	128°	TDZE	N/A
Chan 29		Apt Elev	596

VOR/DME-A

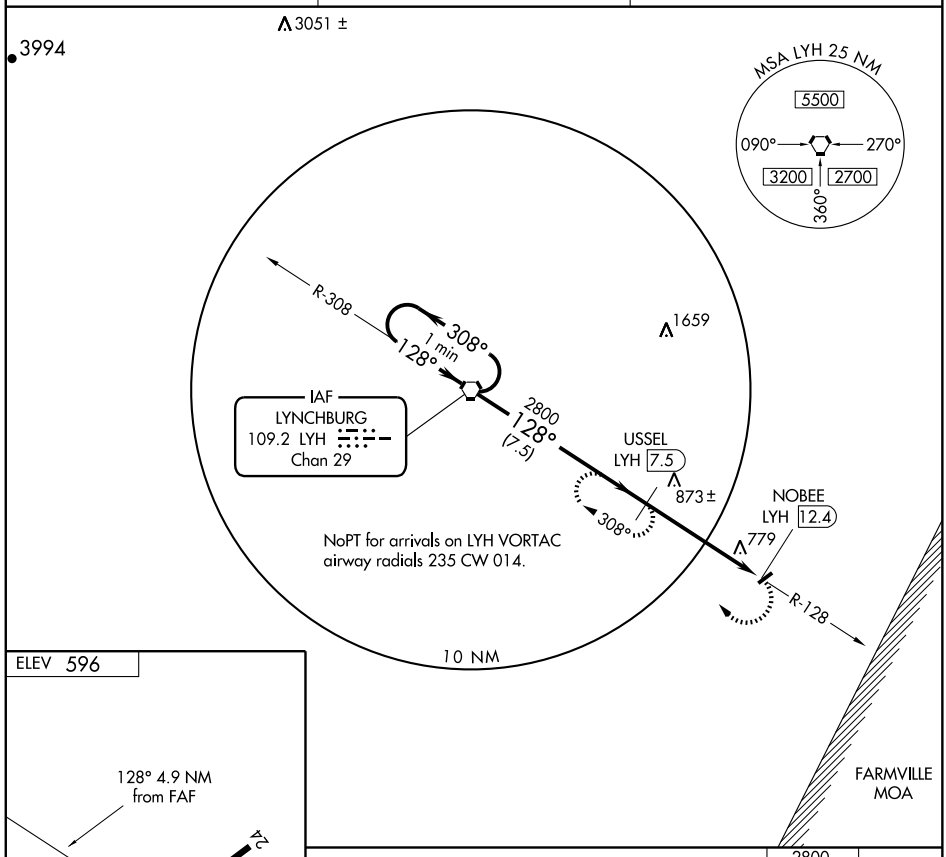
BROOKNEAL/CAMPBELL COUNTY (Ø V4)

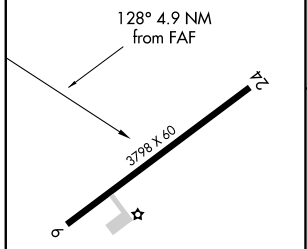
Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.

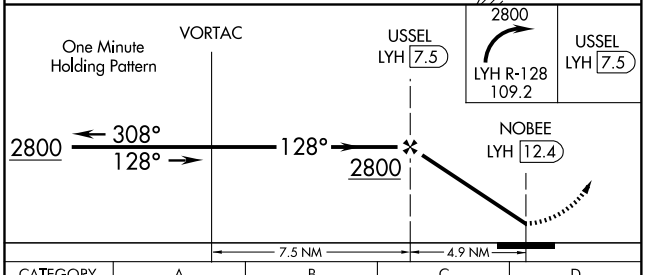
NA

MISSED APPROACH: Climbing right turn to 2800 via LYH VORTAC R-128 to USSEL 7.5 DME and hold.

LYNCHBURG ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.32	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1160-1	564 (600-1)	1160-1½ 564 (600-1½)	NA

MIRL Rwy 6-24 L

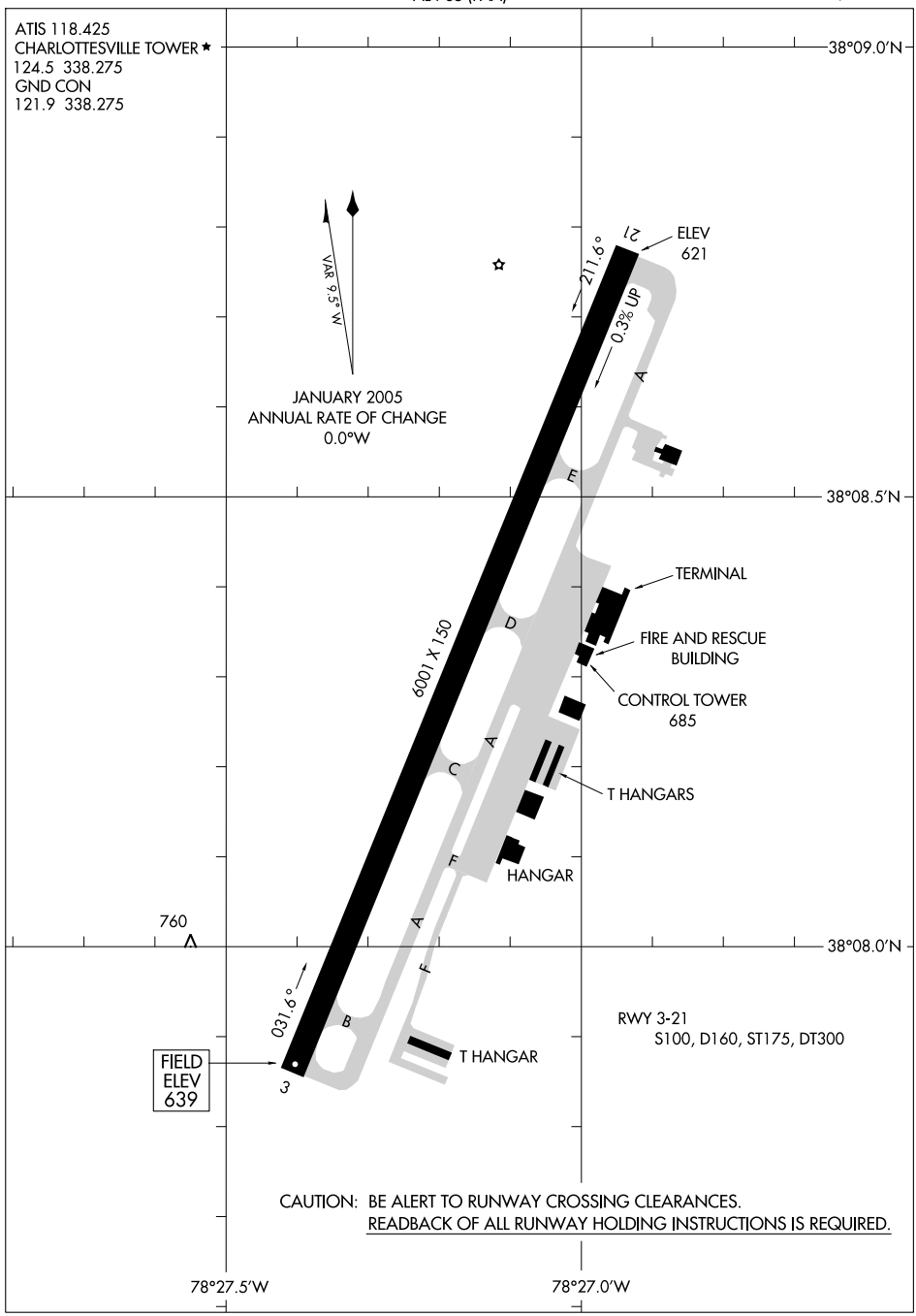
NE-3, 14 JAN 2010 to 11 FEB 2010

06327

AIRPORT DIAGRAM

AL-765 (FAA)

CHARLOTTESVILLE-ALBERMARLE (CHO)
CHARLOTTESVILLE, VIRGINIA



NE-3, 14 JAN 2010 to 11 FEB 2010

CHARLOTTESVILLE, VIRGINIA

AL-765 (FAA)

ILS or LOC RWY 3

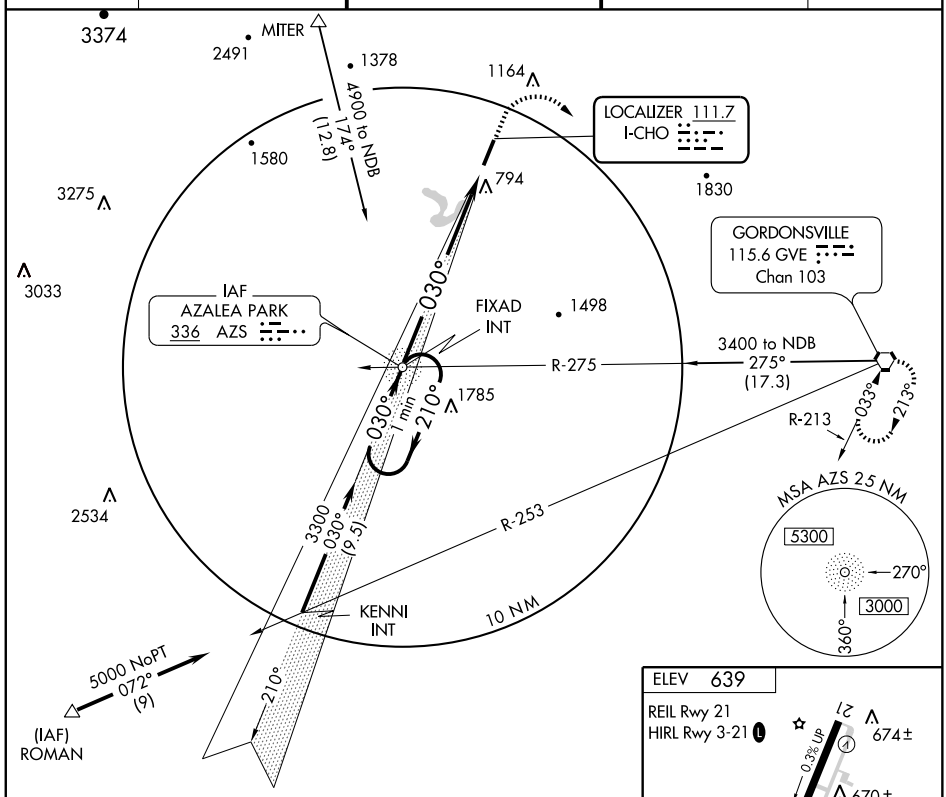
CHARLOTTESVILLE-ALBEMARLE (CHO)

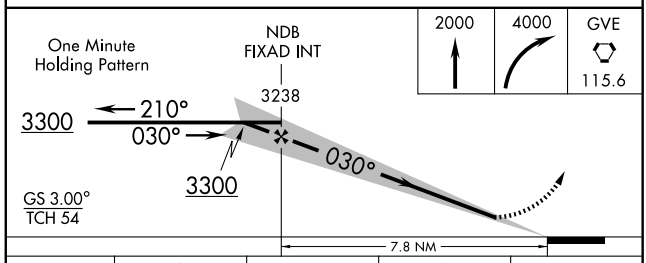
LOC I-CHO	APP CRS	Rwy ldg	6001
111.7	030°	TDZE	639
		Apt Elev	639

MALSR

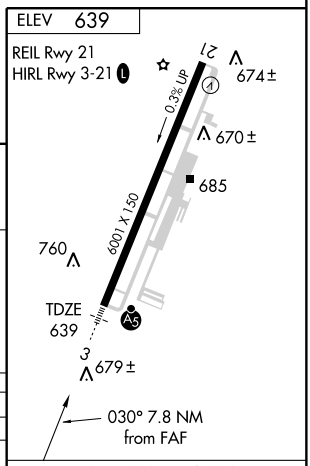
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95





2000	4000	GVE
		115.6



CATEGORY	A	B	C	D
S-ILS 3		856-½ 217 (300-½)		
S-LOC 3	1380-½ 741 (800-½)	1380-¾ 741 (800-¾)	1380-1¾ 741 (800-1¾)	1380-2 741 (800-2)
CIRCLING	1380-1 741 (800-1)	1380-1¼ 741 (800-1¼)	1380-2¼ 741 (800-2¼)	1560-3 921 (1000-3)

FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	6001
CH 61105	030°	TDZE	639
W03A		Apt Elev	639

RNAV (GPS) RWY 3

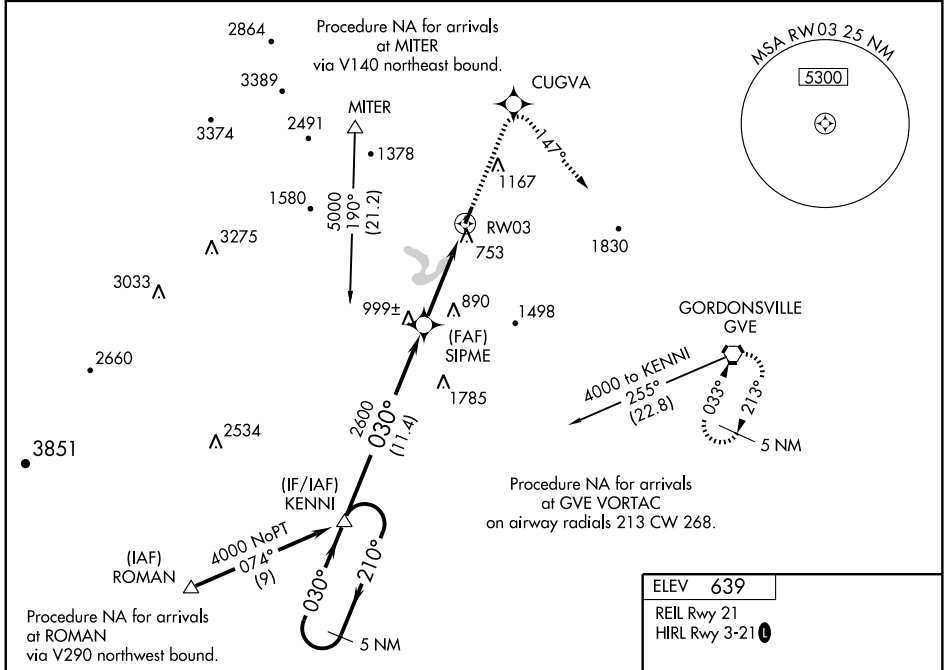
CHARLOTTESVILLE-ALBEMARLE (CHO)

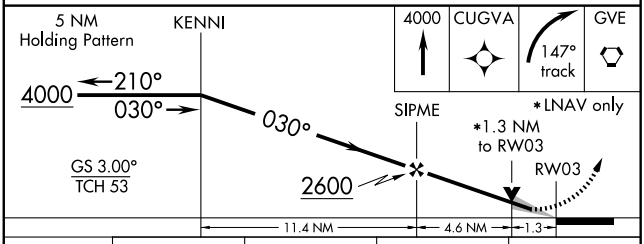
If local altimeter setting not received, use Staunton-Waynesboro-Harrisonburg altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Staunton-Waynesboro-Harrisonburg altimeter setting. Baro-VNAV NA when using Staunton-Waynesboro-Harrisonburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV visibility to 1 mile all Cats. DME/DME RNP-0.3 NA.

MALSR

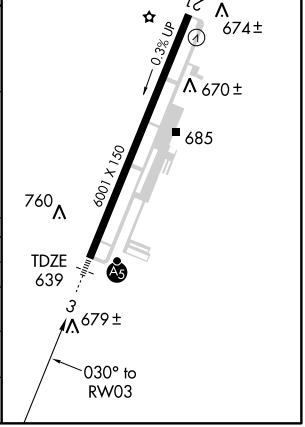
MISSED APPROACH: Climb to 4000 direct CUGVA and right turn via 147° track to GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95





CATEGORY	A	B	C	D
LPV DA	903-½ 264 (300-½)			
LNAV/VNAV DA	1100-1 461 (500-1)			
LNAV MDA	1120-½ 481 (500-½)		1120-¾ 481 (500-¾)	1120-1 481 (500-1)
CIRCLING	1160-1 521 (600-1)		1160-1½ 521 (600-1½)	1560-3 921 (1000-3)



CHARLOTTESVILLE, VIRGINIA

AL-765 (FAA)

RNAV (GPS) Y RWY 21

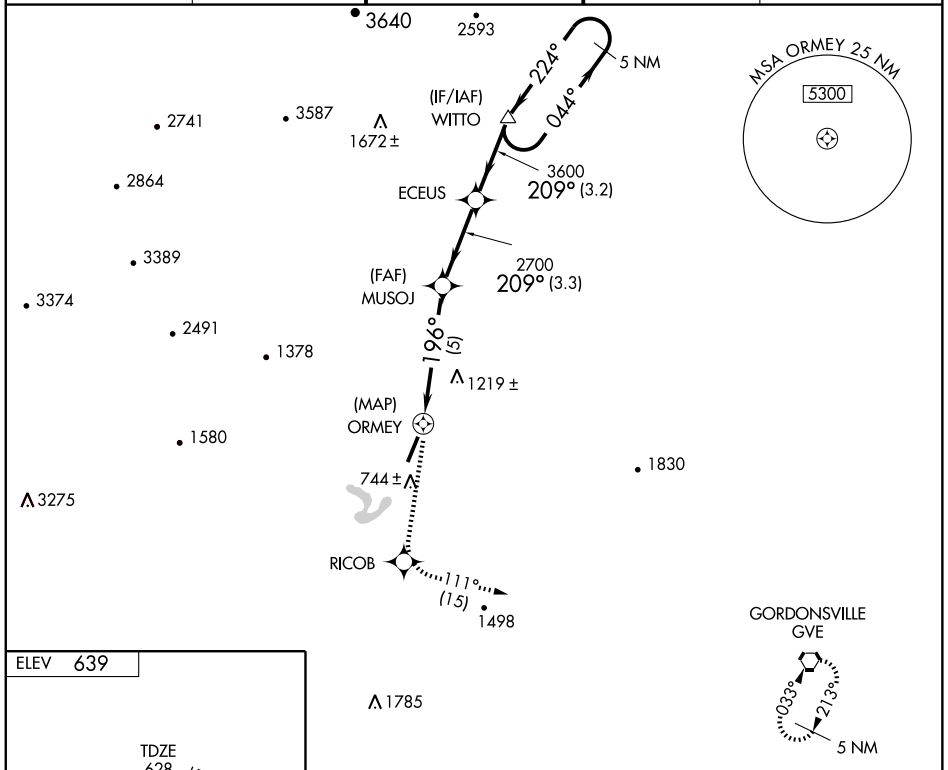
CHARLOTTESVILLE-ALBEMARLE (CHO)

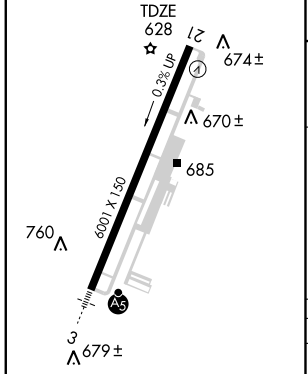
APP CRS	Rwy ldg	6001
196°	TDZE	628
	Apt Elev	639

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDAs 140 feet.

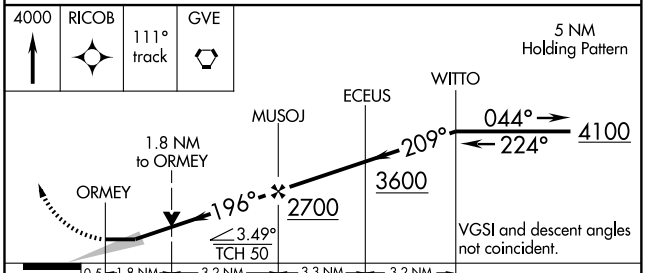
MISSED APPROACH: Climb to 4000 direct RICOB and via 111° track to GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER★	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95





REIL Rwy 21
HIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1 752 (800-1)	1380-1¼ 752 (800-1¼)	1380-2¼ 752 (800-2¼)	1380-2½ 752 (800-2½)
CIRCLING	1380-1 741 (800-1)	1380-1¼ 741 (800-1¼)	1380-2¼ 741 (800-2¼)	1560-3 921 (1000-3)

NE-3. 14 JAN 2010 to 11 FEB 2010

CHARLOTTESVILLE, VIRGINIA

AL-765 (FAA)

WAAS	APP CRS	Rwy ldg	6001
CH 45602	210°	TDZE	628
W21A		Apt Elev	639

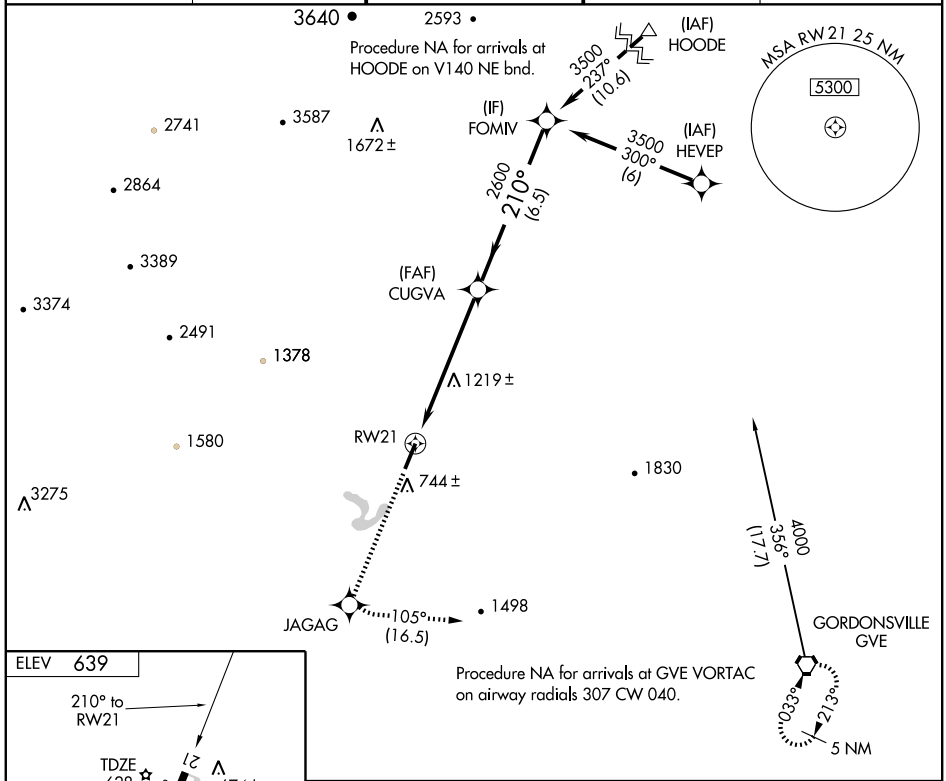
RNAV (GPS) Z RWY 21

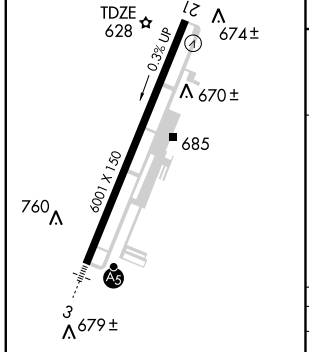
CHARLOTTESVILLE-ALBEMARLE (CHO)

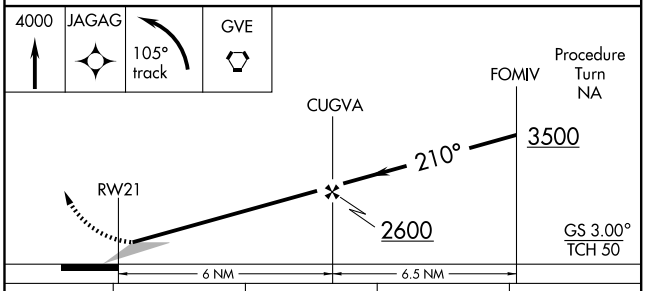
Circling requires descent on RNAV glidepath to MDA. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all DA's/MDAs 140 feet.

MISSED APPROACH: Climb to 4000 direct JAGAG and left turn via 105° track to GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER*	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95







CATEGORY	A	B	C	D
LPV DA	878-1 250 (300-1)			
CIRCLING	1160-1 521 (600-1)		1160-1½ 521 (500-1½)	1560-3 921 (1000-3)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3400
184°	TDZE	503
	Apt Elev	503

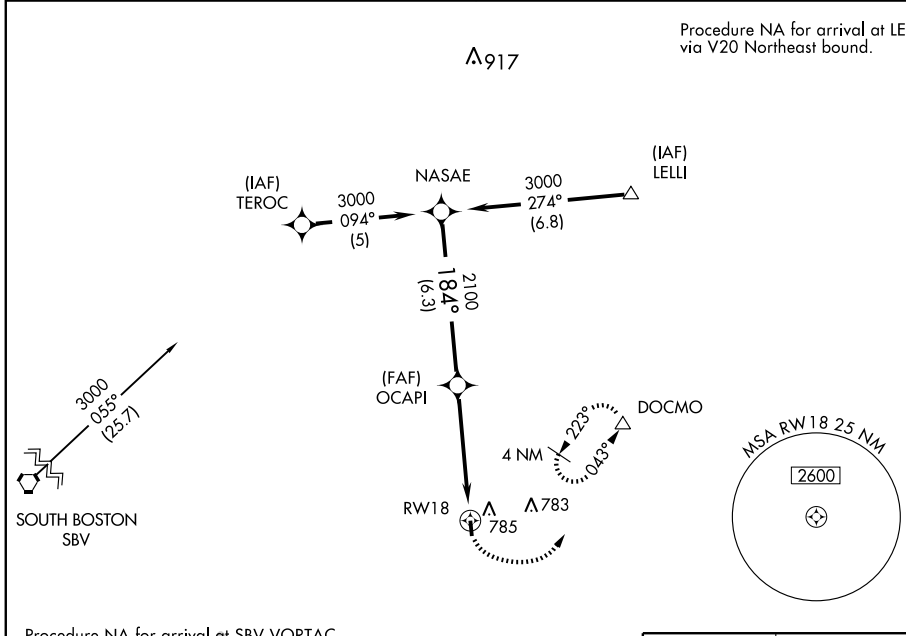
RNAV (GPS) RWY 18
CHASE CITY MUNI (CXE)

DME/DME RNP-0.3 NA.
Straight-in minimums NA at night. Circling to Rwy 18 NA at night.
NA Use Mecklenburg-Brunswick altimeter setting; If not received, use Danville altimeter setting and increase all MDA's 60 feet.

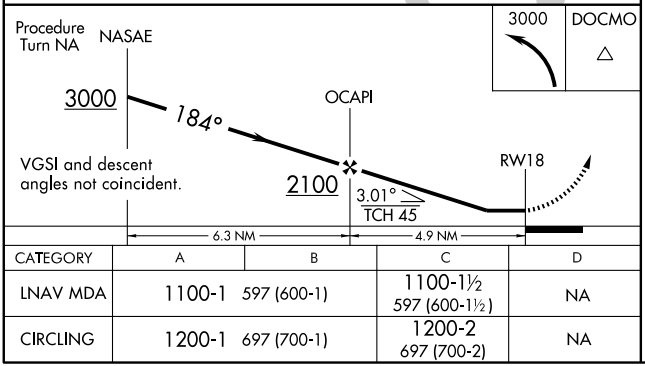
MISSED APPROACH: Climbing left turn to 3000 direct DOCMO and hold.

WASHINGTON CENTER	UNICOM
118.75 353.9	122.9 (CTAF)

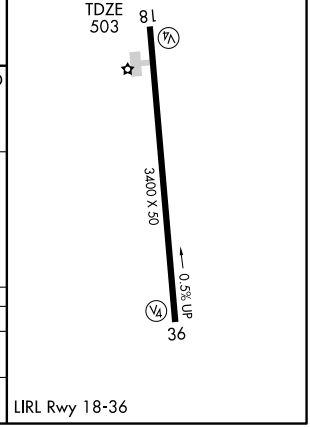
Procedure NA for arrival at LELLI via V20 Northeast bound.



Procedure NA for arrival at SBV VORTAC airway radials 032 CW 086.



CATEGORY	A	B	C	D
LNAV MDA	1100-1	597 (600-1)	1100-1½ 597 (600-1½)	NA
CIRCLING	1200-1	697 (700-1)	1200-2 697 (700-2)	NA



LIRL Rwy 18-36

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS		
004°	Rwy Idg	3400
	TDZE	503
	Apt Elev	503

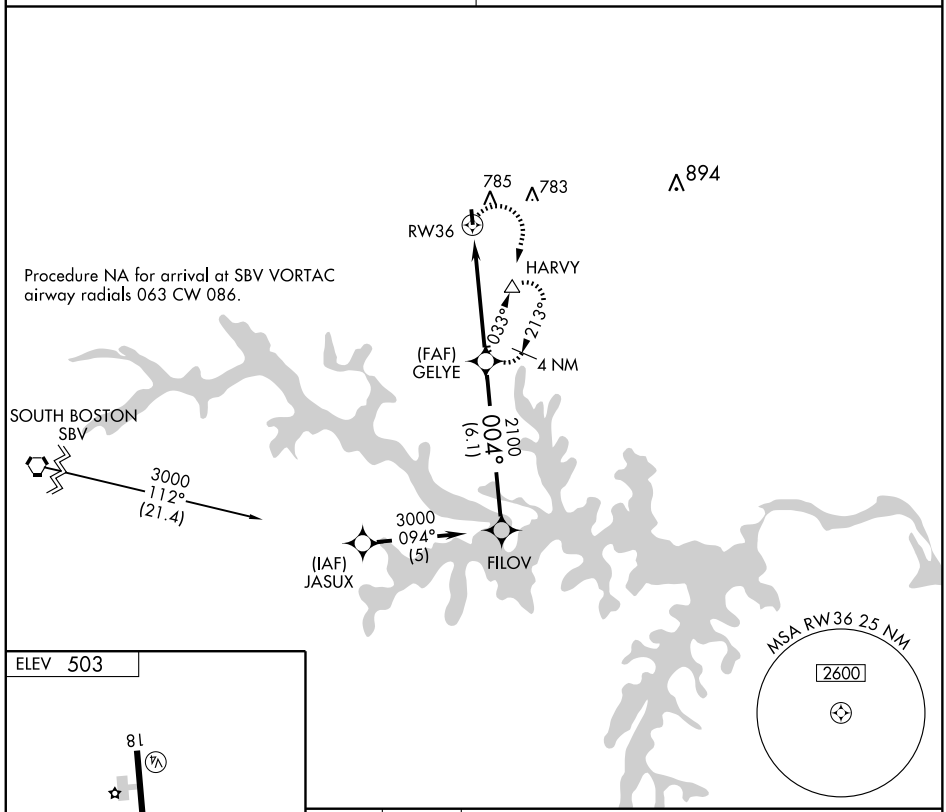
RNAV (GPS) RWY 36

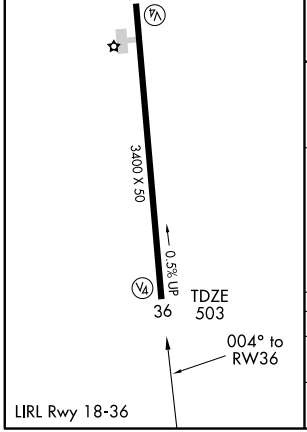
CHASE CITY MUNI (CXE)

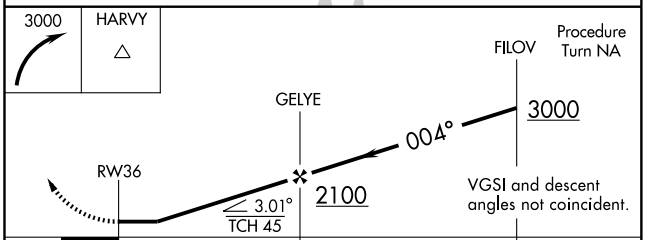
T ANA — DME/DME RNP-0.3 NA. Circling to Rwy 18 NA at night. Use Mecklenburg-Brunswick altimeter setting; if not received, use Danville altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct HARVY and hold.

WASHINGTON CENTER	UNICOM
118.75 353.9	**122.9** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1040-1	537 (600-1)	1040-1½ 537 (600-1½)	NA
CIRCLING	1200-1	697 (700-1)	1200-2 697 (700-2)	NA

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS		
036°	Rwy Idg	4488
	TDZE	403
	Apt Elev	421

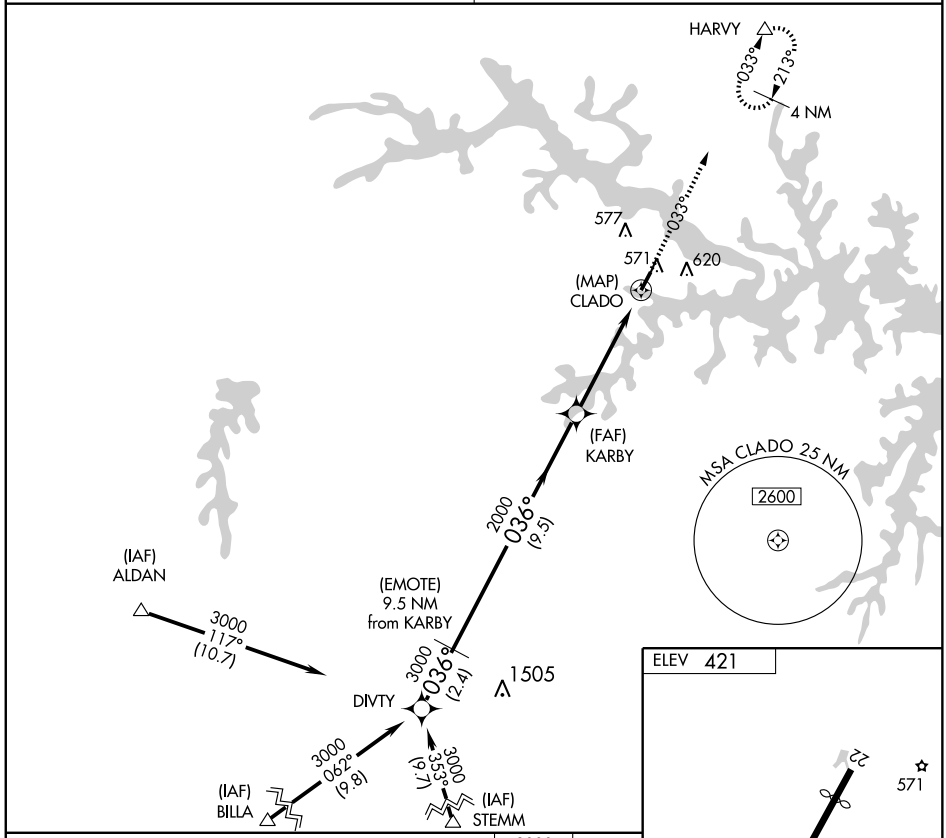
GPS RWY 4

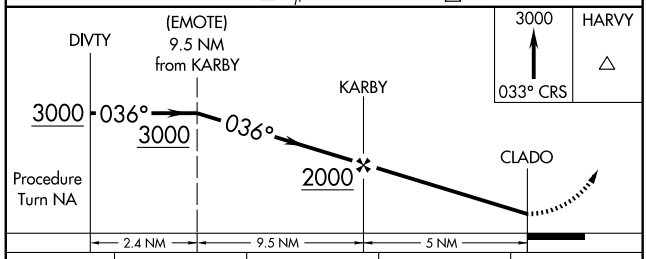
CLARKSVILLE/LAKE COUNTRY RGNL (W63)

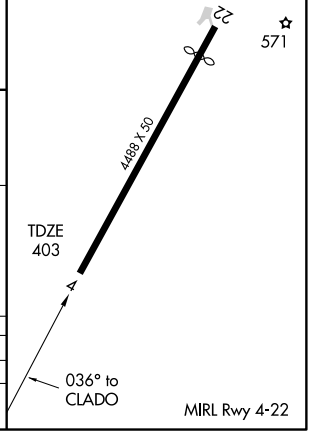
Use Mecklenburg-Brunswick Rgnl, VA altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 3000 via 033° course to HARVY WP and hold.

WASHINGTON CENTER	CTAF
118.75 377.1	122.9







CATEGORY	A	B	C	D
S-4	820-1 417 (400-1)		820-1¼ 417 (400-1¼)	
CIRCLING	1000-1 579 (600-1)	1040-1 619 (700-1)	1040-1¾ 619 (700-1¾)	1040-2 619 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC SBV 110.4 Chan 41	APP CRS 107°	Rwy Idg N/A TDZE N/A Apt Elev 421

VOR/DME-A

CLARKSVILLE/LAKE COUNTRY RGNL (W63)

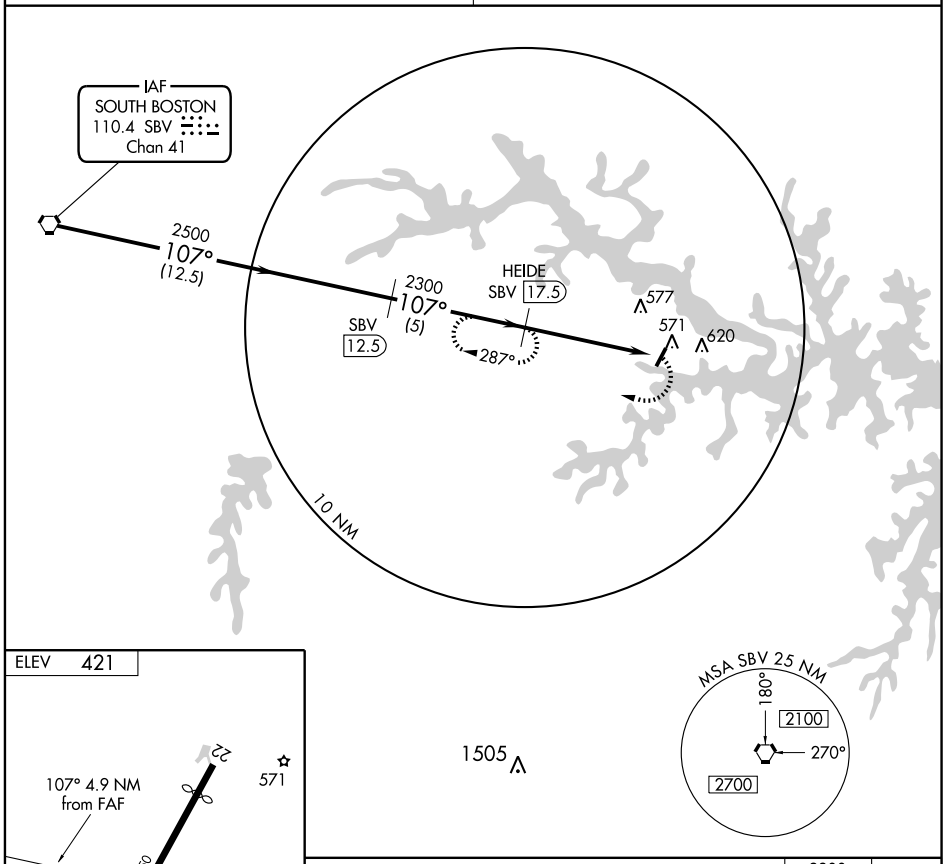
NA

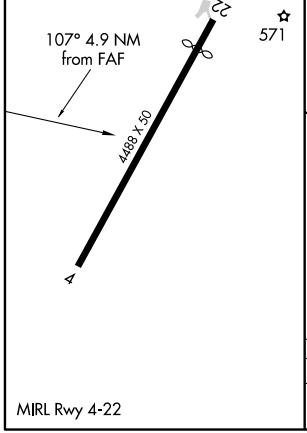
Use Mecklenburg-Brunswick Rgnl, VA altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 via SBV R-107 to HEIDE/ 17.5 DME and hold.

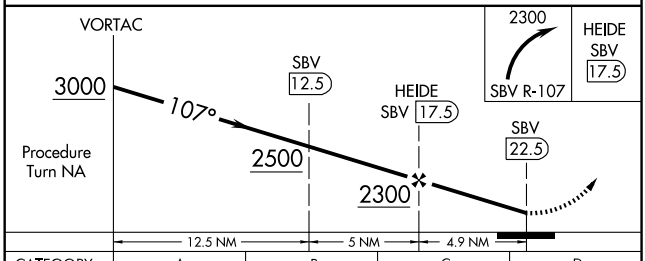
WASHINGTON CENTER
118.75 377.1

CTAF **122.9**





MIRL Rwy 4-22



CATEGORY	A	B	C	D
CIRCLING	1000-1 579 (600-1)	1040-1 619 (700-1)	1040-1¾ 619 (700-1¾)	1040-2 619 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

CULPEPER, VIRGINIA

AL-5877 (FAA)

LOC I-DZH	APP CRS	Rwy Idg	5000
109.95	038°	TDZE	316
		Apt Elev	316

LOC RWY 4

CULPEPER RGNL (CJR)

ADF required.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
119.325	124.65 306.925	135.075	123.075 (CTAF) L

CASANOVA
116.3 CSN
Chan 110

184°
004°

3000 to NISAE
202°
(17.1)

828
699
598±
449±
1504

FAF
NAILR
351 MSQ

LOCALIZER 109.95
I-DZH

1800
038°
(6)

(IF/IAF)
NISAE
GVE 22.9

038°
1 min
218°

218°

Procedure NA for arrival on GVE VORTAC airway radials 337 CW 040.

10 NM

R-028

IAF
GORDONSVILLE
115.6 GVE
Chan 103

2600 NoPT
028° (22.9)

MSA MSQ 25 NM
180°
3300
5300
270°
2000
360°

NE-3, 14 JAN 2010 to 11 FEB 2010

One Minute Holding Pattern

NISAE
GVE 22.9

NDB

2600
218°
038°
038°
1800
3.12°
TCH 40

6 NM
4.4 NM

800	3000	CSN
		116.3

ELEV 316
REIL Rwy 4 and 22 L
MIRL Rwy 4-22 L

4
22
5000 X 100
TDZE
316
038° 4.4 NM
from FAF

CATEGORY	A	B	C	D
S-4	700-1 384 (400-1)			NA
CIRCLING	820-1 504 (600-1)	920-1 604 (700-1)	920-1¾ 604 (700-1¾)	NA

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CULPEPER, VIRGINIA

AL-5877 (FAA)

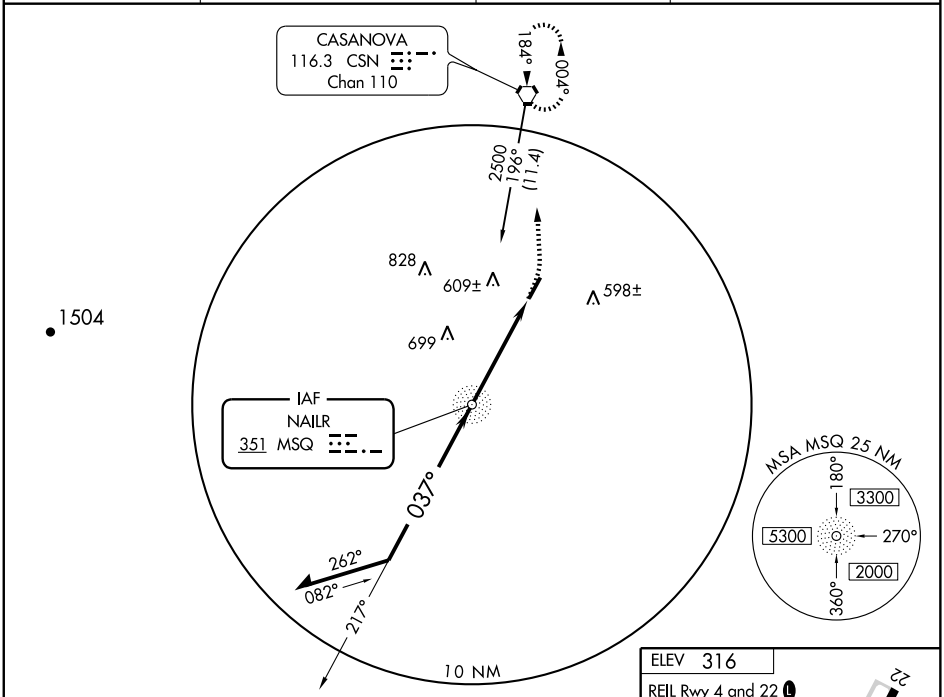
NDB MSQ	APP CRS	Rwy Idg	5000
351	037°	TDZE	316
		Apt Elev	316

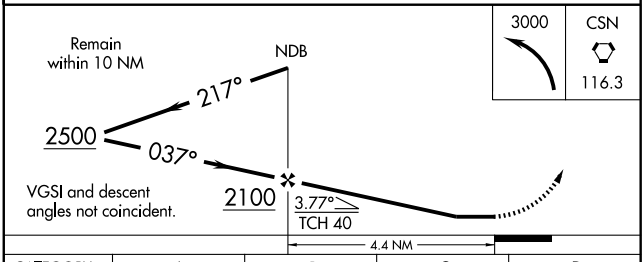
NDB RWY 4

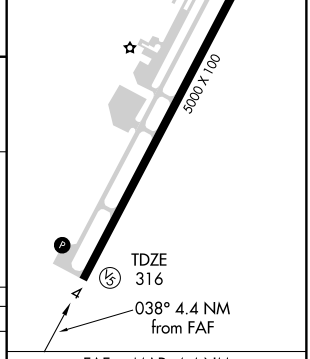
CULPEPER RGNL (CJR)

MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
119.325	124.65 306.925	135.075	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-4	920-1	604 (700-1)	920-1¾ 604 (700-1¾)	NA
CIRCLING	920-1	604 (700-1)	920-1¾ 604 (700-1¾)	NA

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3. 14 JAN 2010 to 11 FEB 2010

CULPEPER, VIRGINIA

AL-5877 (FAA)

WAAS	APP CRS		
CH 77606	038°	Rwy Idg	5000
W04A		TDZE	316
		Apt Elev	316

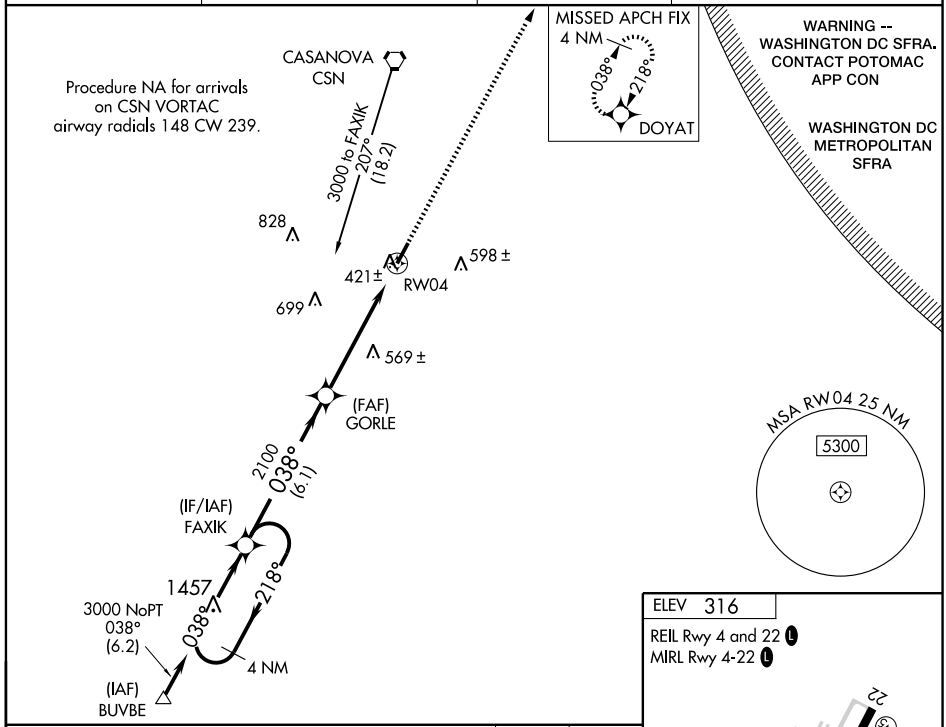
RNAV (GPS) RWY 4

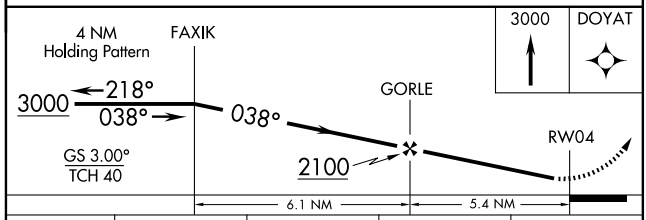
CULPEPER RGNL (CJR)

When VGSI inop, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs 73 feet, all MDAs 80 feet, LPV and LNAV/VNAV Cats visibility ¼ mile, LNAV Cat D and Circling Cats C and D visibility ¼ mile.

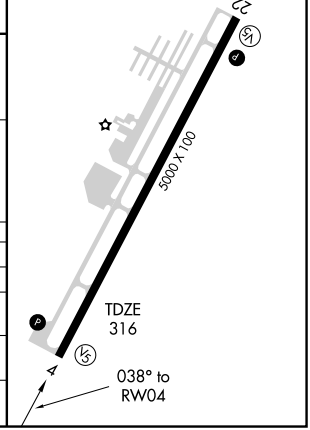
MISSED APPROACH: Climb to 3000 direct DOYAT and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
119.325	124.65 306.925	135.075	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	610-1 294 (300-1)			
LNAV/VNAV DA	833-1¾ 517 (600-1¾)			
LNAV MDA	820-1 504 (600-1)		820-1½ 504 (600-1½)	
CIRCLING	900-1 584 (600-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)



NE-3. 14 JAN 2010 to 11 FEB 2010

CULPEPER, VIRGINIA

AL-5877 (FAA)

RNAV (GPS) RWY 22

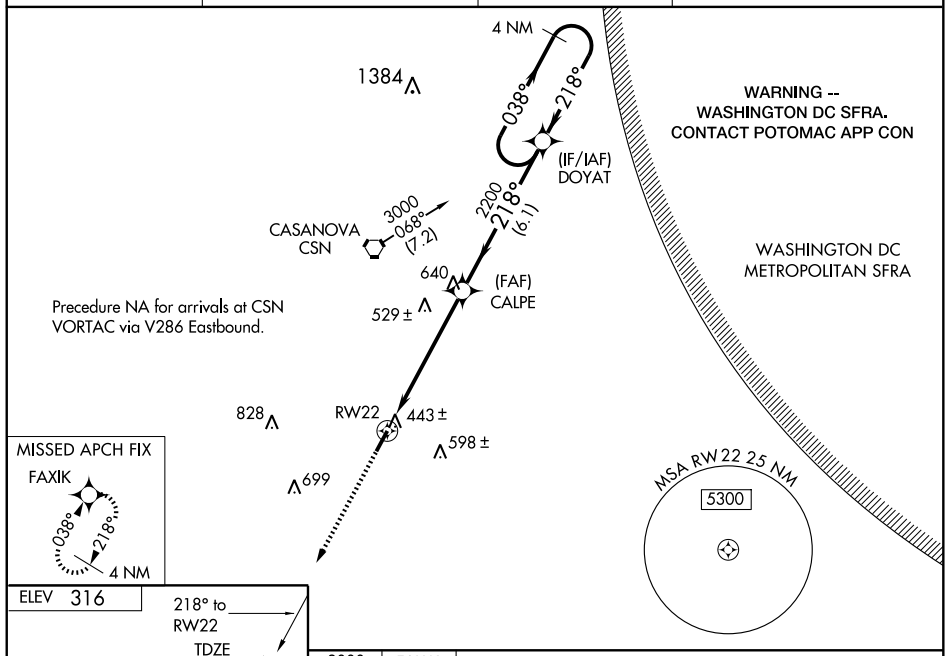
CULPEPER RGNL (CJR)

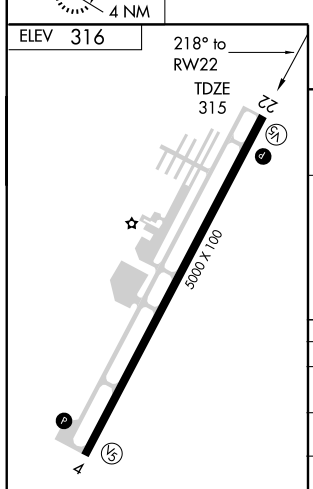
WAAS	APP CRS	Rwy ldg	5000
CH 56306	218°	TDZE	315
W22A		Apt Elev	316

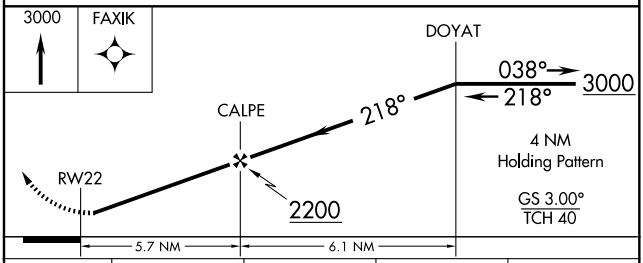
When VGSI inop, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAXIK and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
119.325	124.65 306.925	135.075	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	657-1¼ 342 (400-1¼)			
LNAV/VNAV DA	703-1½ 388 (400-1½)			
LNAV MDA	800-1 485 (500-1)		800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)
CIRCLING	900-1 584 (600-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)

REIL Rwy 4 and 22 L

MIRL Rwy 4-22 L

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC CSN	APP CRS	Rwy Idg	N/A
116.3	184°	TDZE	N/A
Chan 110		Apt Elev	316

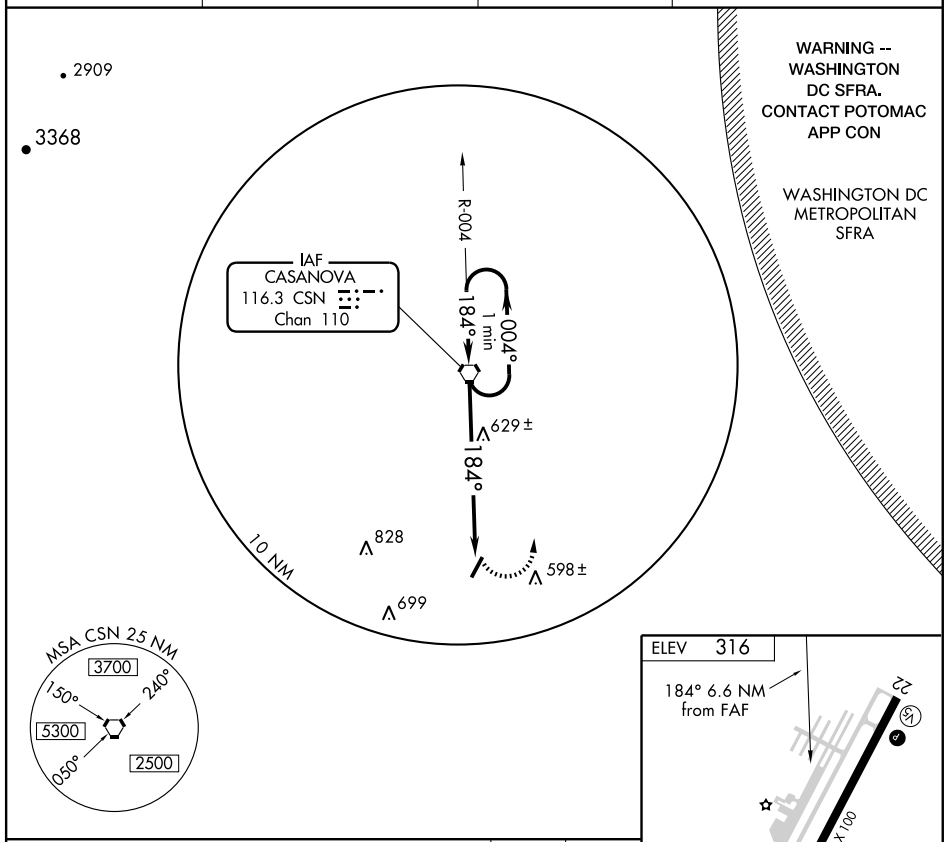
VOR-A

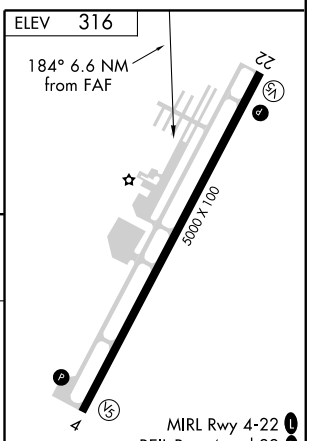
CULPEPER RGNL (CJR)

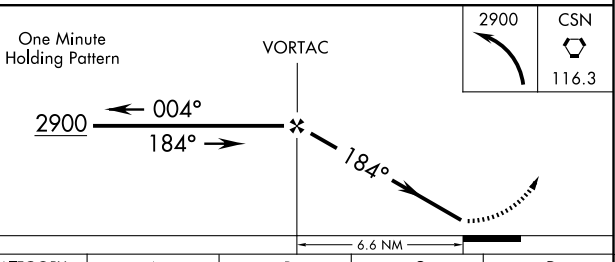
When VGSI inop, procedure NA at night. Visibility reduction by Helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 direct CSN VORTAC and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
119.325	124.65 306.925	135.075	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-1)

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5600
202°	TDZE	568
	Apt Elev	572

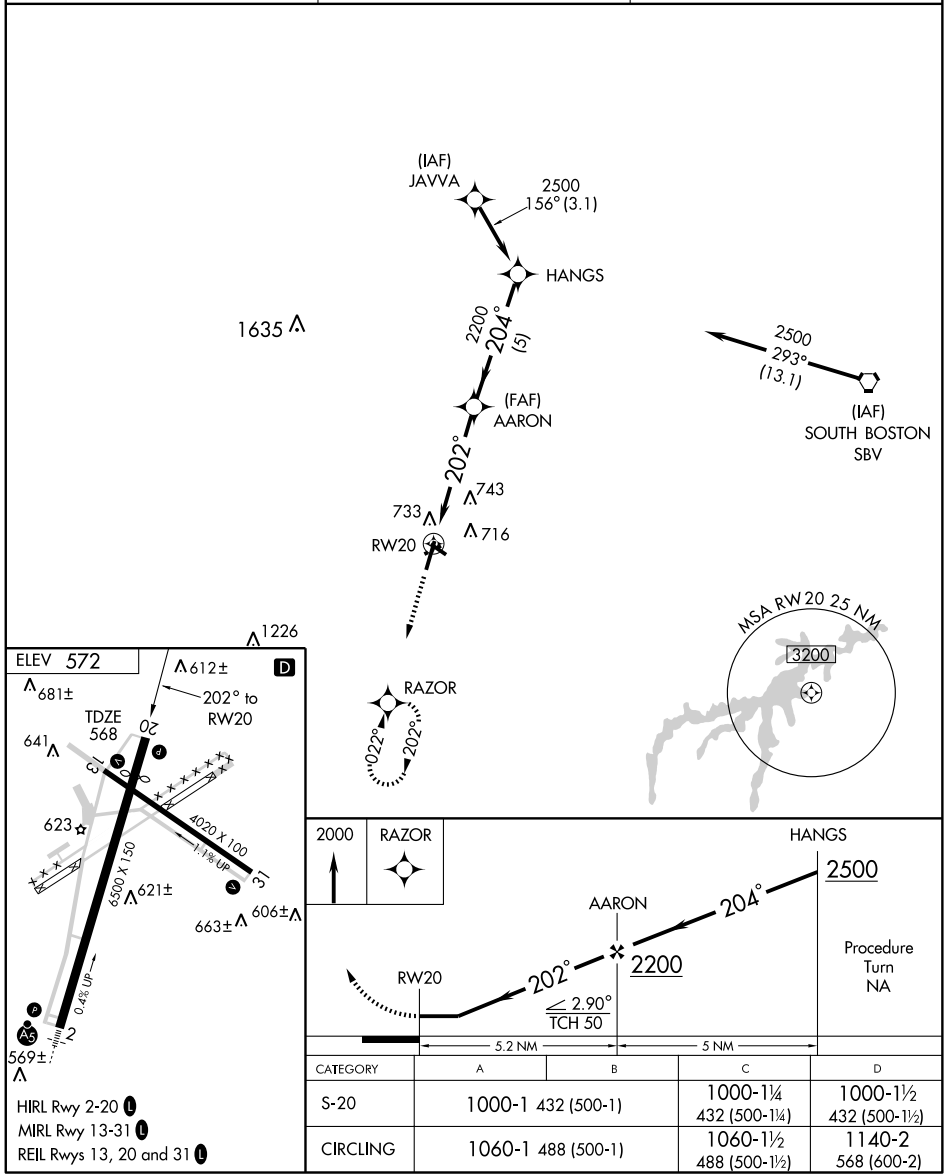
GPS RWY 20
DANVILLE RGNL (DAN)

If local altimeter setting not received, use Greensboro, NC altimeter setting and increase all MDAs 160 feet.

NA

MISSED APPROACH: Climb to 2000 direct RAZOR WP and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-20	1000-1 432 (500-1)		1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1060-1 488 (500-1)		1060-1½ 488 (500-1½)	1140-2 568 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-DAN	APP CRS	Rwy Idg	5600
110.7	022°	TDZE	559
		Apt Elev	572

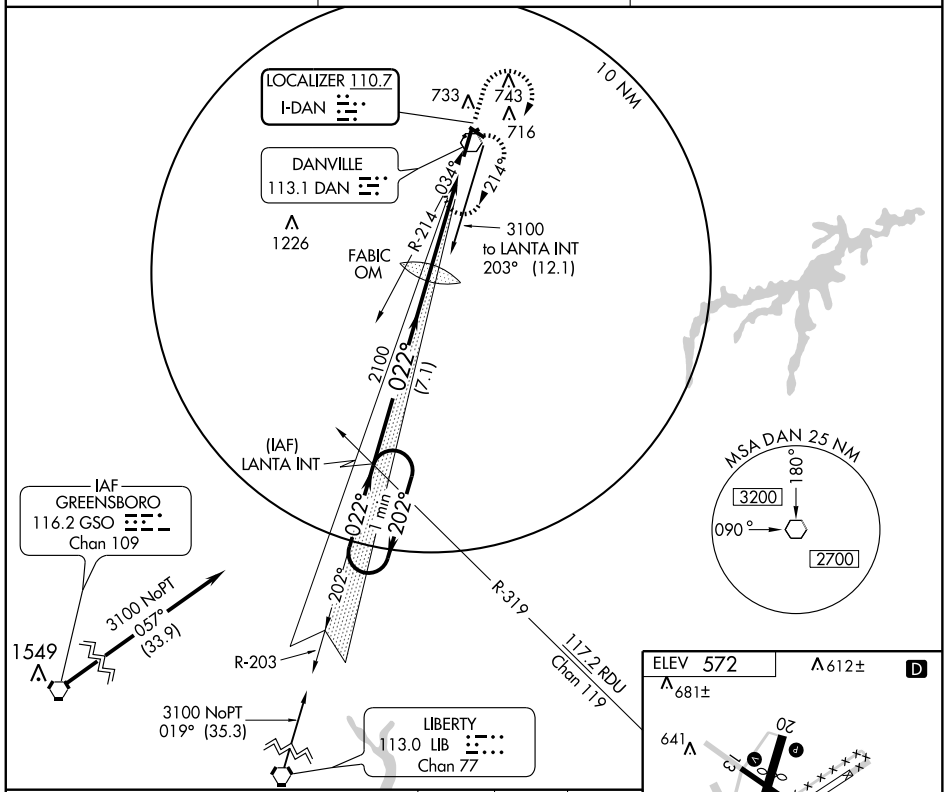
ILS RWY 2
DANVILLE RGNL (DAN)

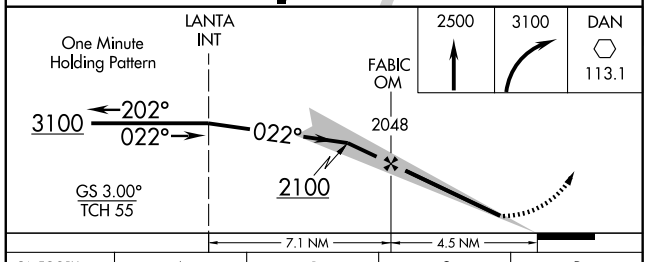
For inoperative MALSR, increase S-LOC 2 Cat D visibility to 1.

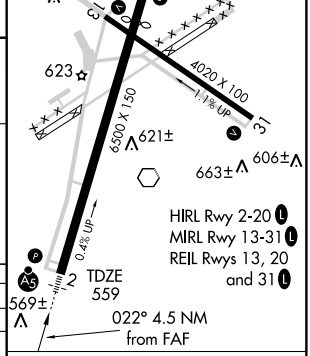
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct DAN VOR and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 2	759-½ 200 (200-½)			
S-LOC 2	900-½ 341 (400-½)			900-¾ 341 (400-¾)
CIRCLING	1060-1 488 (500-1)		1060-1½ 488 (500-1½)	1140-2 568 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3. 14 JAN 2010 to 11 FEB 2010

VOR DAN 113.1	APP CRS 034°	Rwy Idg 5600 TDZE 558 Apt Elev 571

VOR RWY 2
DANVILLE RGNL (DAN)

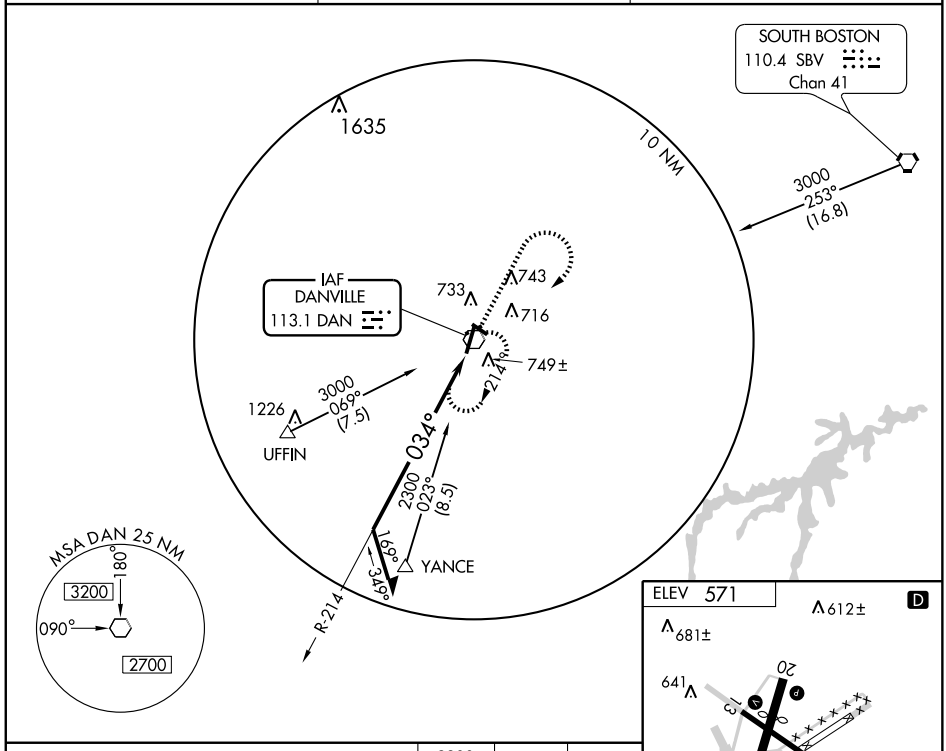
When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 160 feet and Cats B/C/D visibilities ½ mile. Inoperative table does not apply to S-2 Cats C/D. For inoperative MALSR, increase S-2 Cats A/B visibility to 1. When using Piedmont Triad Intl altimeter setting, inoperative table does not apply to Cats B/C/D. For inoperative MALSR, increase S-2 Cat A visibility to 1. Visibility reduction by helicopters NA.

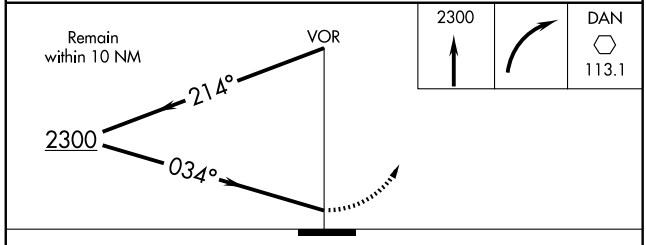
NA

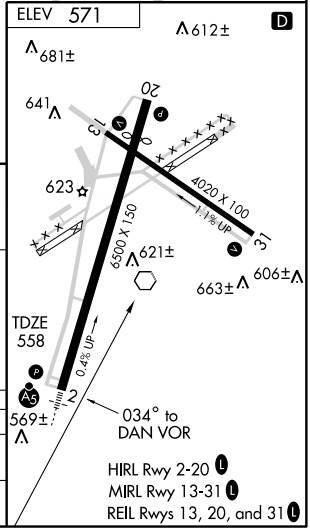
MALSR

MISSED APPROACH: Climb to 2300 then right turn direct DAN VOR and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-2	1160-¾ 602 (600-¾)		1160-1¾ 602 (600-1¾)	1160-2 602 (600-2)
CIRCLING	1160-1 589 (600-1)		1160-1¾ 589 (600-1¾)	1160-2 589 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

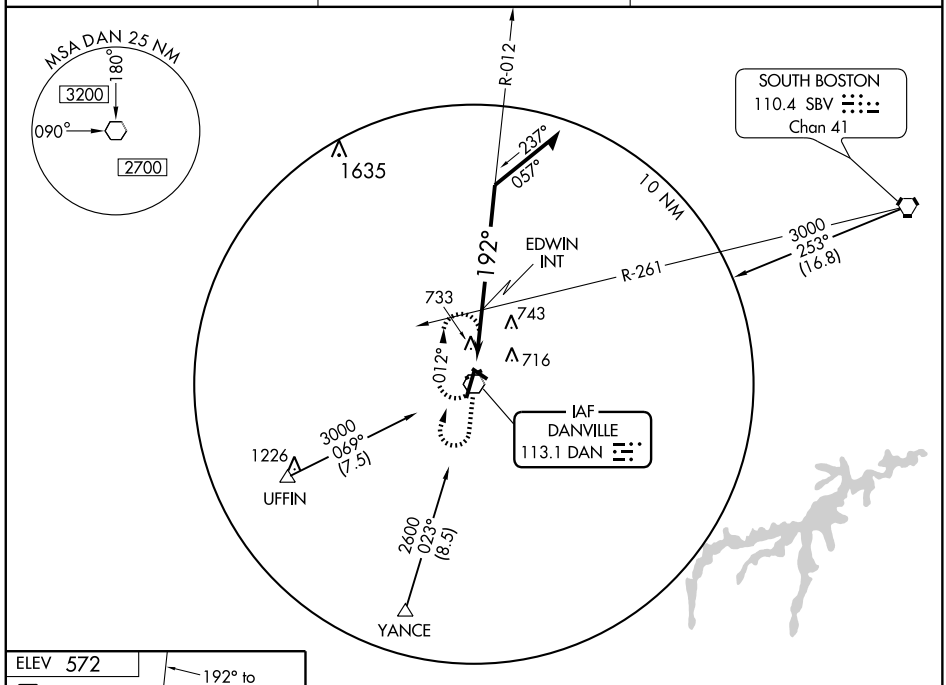
VOR DAN 113.1	APP CRS 192°	Rwy Idg 5600 TDZE 568 Apt Elev 572

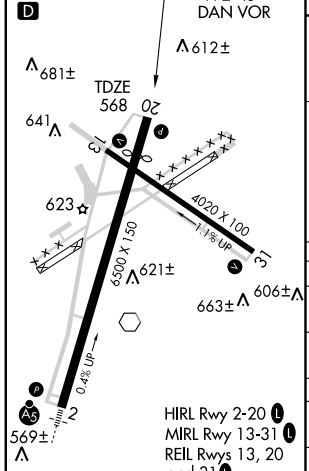
VOR RWY 20
DANVILLE RGNL (DAN)

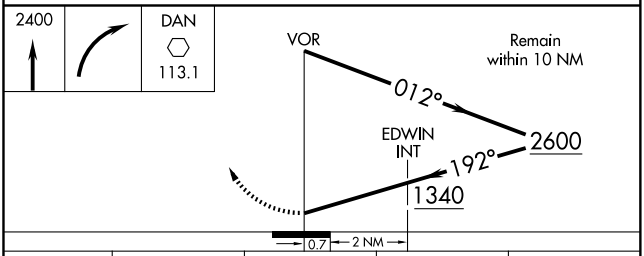
If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climb to 2400 then right turn direct DAN VOR and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-20	1340-1 772 (800-1)	1340-1¼ 772 (800-1¼)	1340-2¼ 772 (800-2¼)	1340-2½ 772 (800-2½)
CIRCLING	1340-1 768 (800-1)	1340-1¼ 768 (800-1¼)	1340-2¼ 768 (800-2¼)	1340-2½ 768 (800-2½)
EDWIN INT MINIMUMS				
S-20	1000-1 432 (500-1)		1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1060-1 488 (500-1)		1060-1½ 488 (500-1½)	1140-2 568 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

DUBLIN, VIRGINIA

AL-5084 (FAA)

LOC I-PSK	APP CRS	Rwy Idg	6201
110.9	058°	TDZE	2105
		Apt Elev	2105

ILS or LOC RWY 6

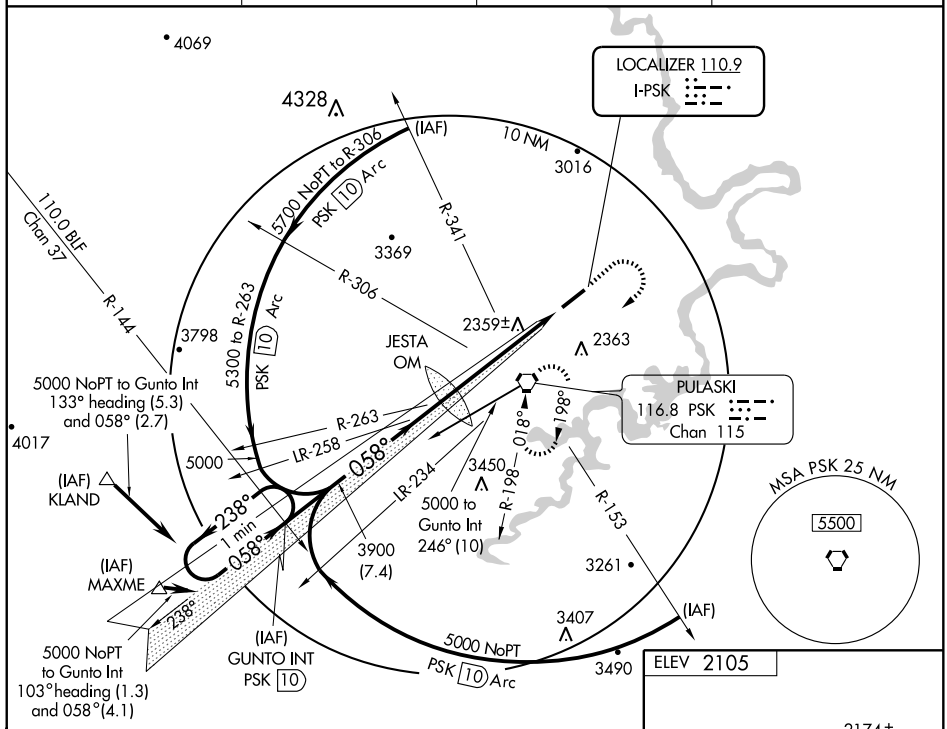
DUBLIN/NEW RIVER VALLEY (PSK)

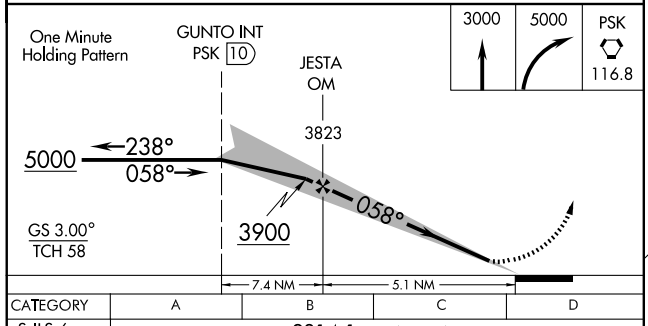
V NA — Inoperative table does not apply to S-ILS. Inoperative table does not apply to S-LOC 6 Cats A and B. Visibility reduction by helicopters NA.

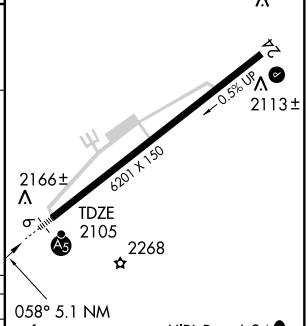
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	2314-1 209 (300-1)			
S-LOC 6	2620-1 515 (600-1)			2620-1¼ 515 (600-1¼)
CIRCLING	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2680-2 575 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6201
Chan 86227	238°	TDZE	2087
W24A		Apt Elev	2105

RNAV (GPS) RWY 24

DUBLIN/ NEW RIVER VALLEY (PSK)

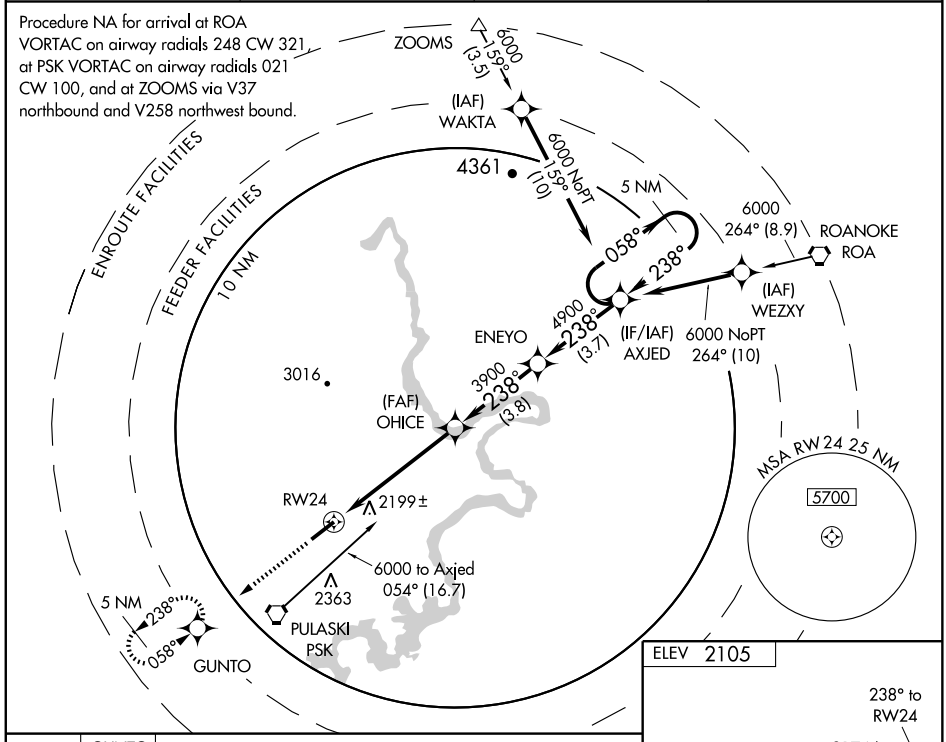
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Virginia Tech/Montgomery Executive altimeter setting. If local altimeter setting not received, use Virginia Tech/ Montgomery Executive altimeter setting and increase all DAs/MDAs 40 feet.

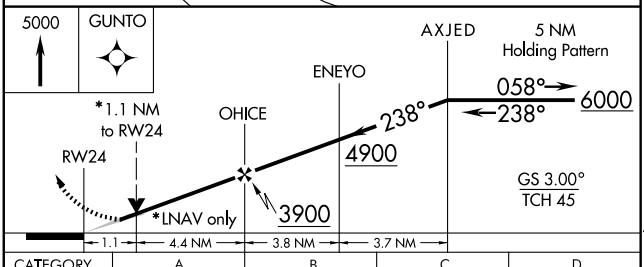
NA

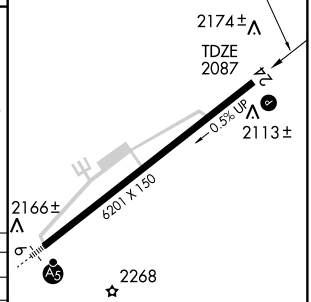
MISSED APPROACH: Climb to 5000 direct GUNTO and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L

Procedure NA for arrival at ROA VORTAC on airway radials 248 CW 321, at PSK VORTAC on airway radials 021 CW 100, and at ZOOMS via V37 northbound and V258 northwest bound.







CATEGORY	A	B	C	D
LPV DA	2337-1 250 (300-1)			
LNAV/ VNAV DA	2346-1 259 (300-1)			
LNAV MDA	2460-1 373 (400-1)			2460-1¼ 373 (400-1¼)
CIRCLING	2620-1 515 (600-1)		2660-1½ 555 (600-1½)	2680-2 575 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC PSK 116.8 Chan 115	APP CRS 031°	Rwy Idg 6201 TDZE 2105 Apt Elev 2105

VOR/DME or GPS RWY 6

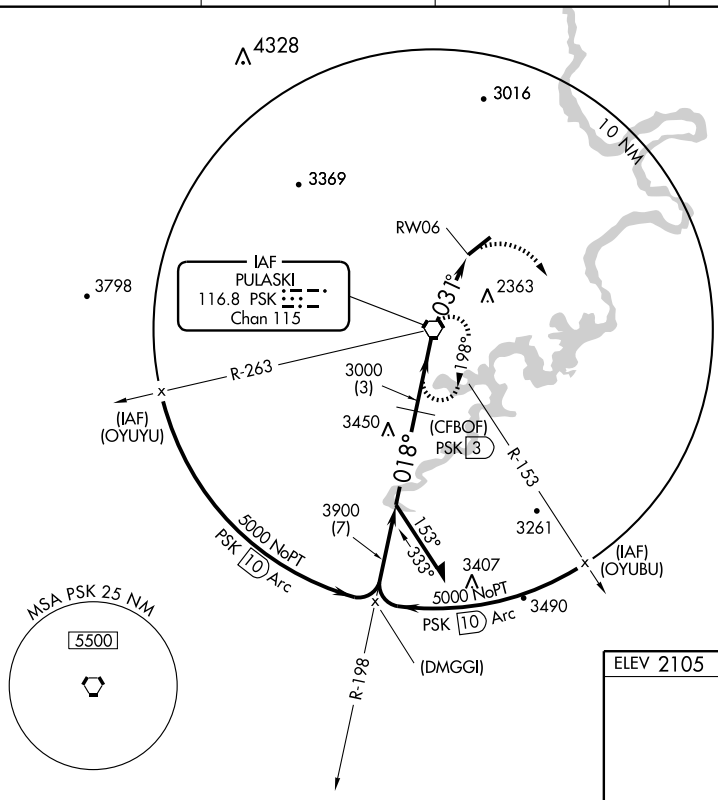
DUBLIN/ NEW RIVER VALLEY (PSK)

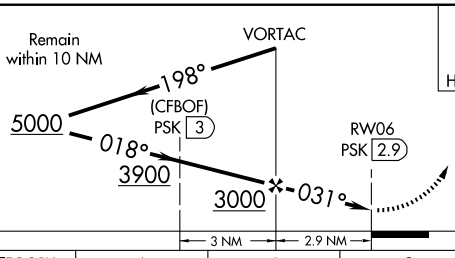
Inoperative table does not apply.

MALSR

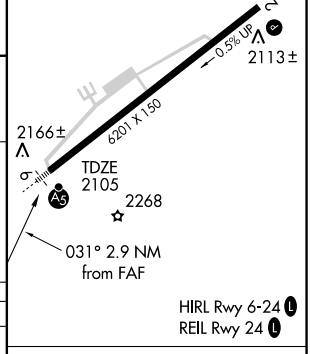
MISSED APPROACH: Climbing right turn to 5000 via heading 120° then direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L





5000	PSK
HDG 120°	116.8



HIRL Rwy 6-24 L
REIL Rwy 24 L

CATEGORY	A	B	C	D
S-6	2620-1	515 (600-1)	2620-1½ 515 (600-1½)	2620-1¾ 515 (600-1¾)
CIRCLING	2620-1	515 (600-1)	2620-1½ 515 (600-1½)	2680-2 575 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC PSK 116.8 Chan 115	APP CRS 031°	Rwy Idg 6201 TDZE N/A Apt Elev 2105

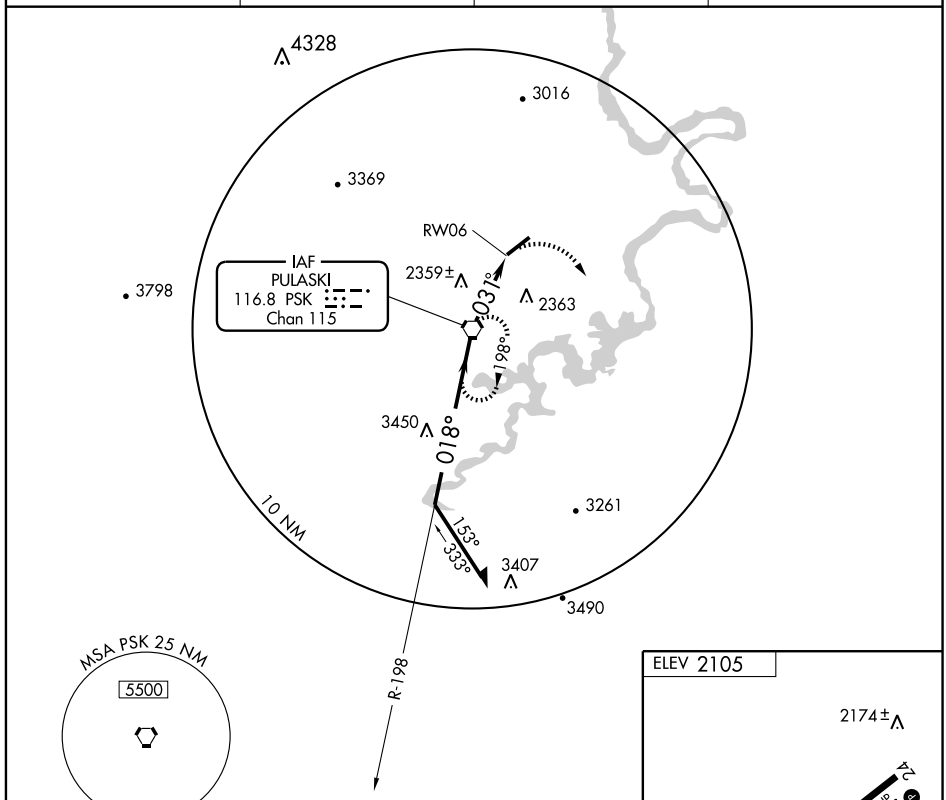
VOR or GPS-A

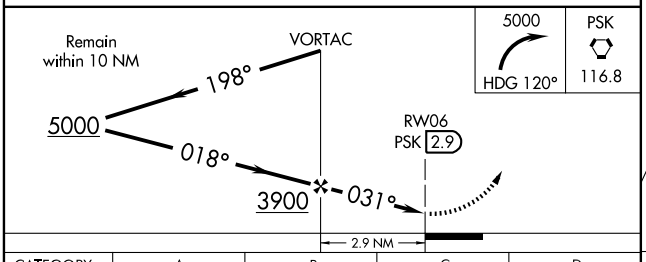
DUBLIN/ NEW RIVER VALLEY (PSK)

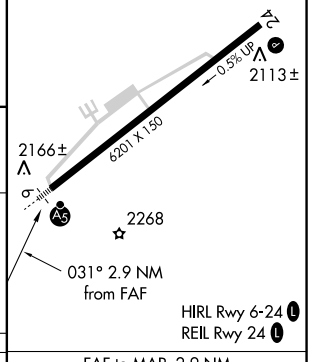
MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 120° then direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2740-1 635 (700-1)		2740-1¾ 635 (700-1¾)	2740-2¼ 635 (700-2¼)

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-EMV	APP CRS	Rwy Idg	5010
108.75	335°	TDZE	121
		Apt Elev	127

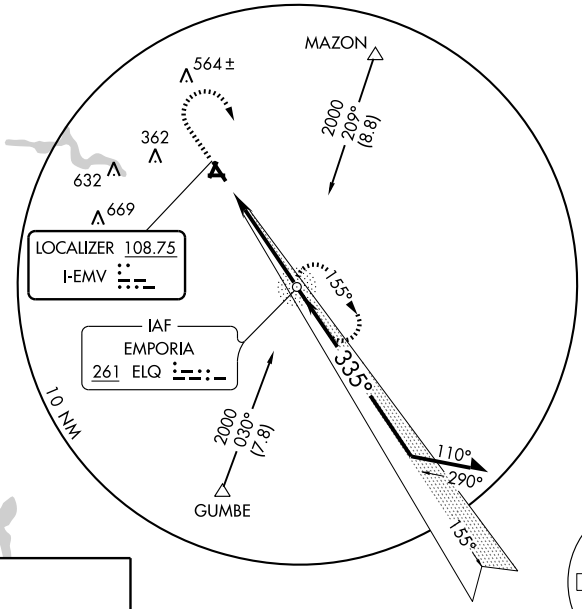
LOC RWY 33

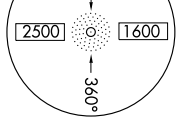
EMPORIA-GREENSVILLE RGNL (EMV)

NA

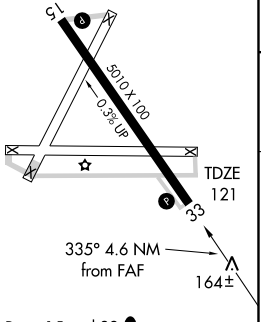
MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct ELQ NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L





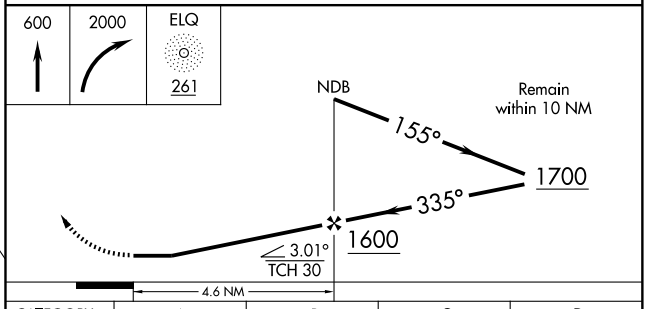
ELEV 127



REIL Rwys 15 and 33 L

MIRL Rwy 15-33 L

ADF REQUIRED



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-LOC 33	420-1 299 (300-1)		NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	

APP CRS	Rwy Idg	5010
155°	TDZE	127
	Apt Elev	127

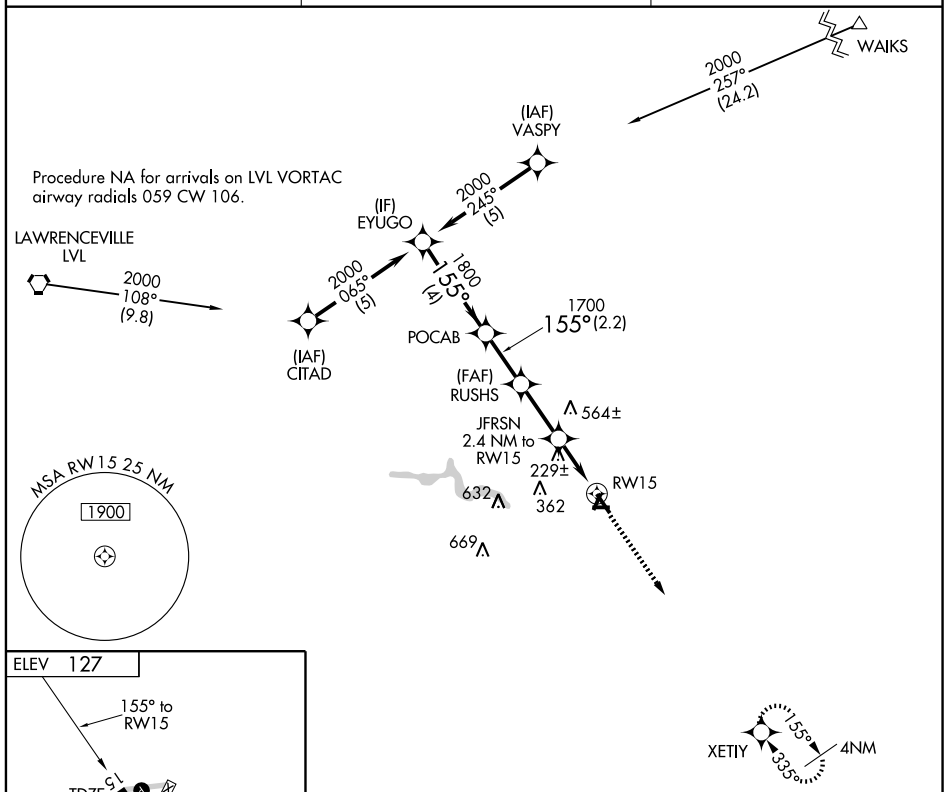
RNAV (GPS) RWY 15

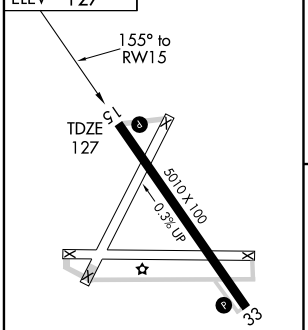
EMPORIA-GREENSVILLE RGNL (EMV)

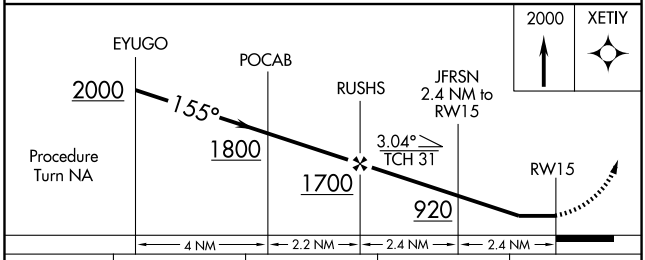
Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 direct XETIY and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1	353 (400-1)	NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5010
335°	TDZE	121
	Apt Elev	127

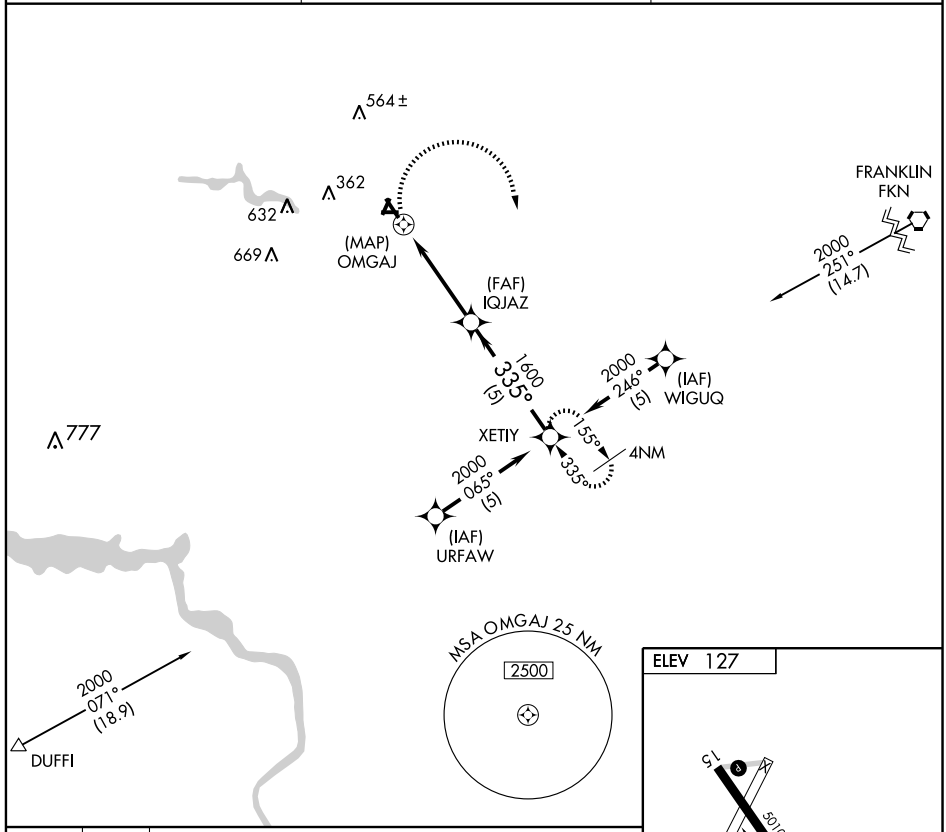
RNAV (GPS) RWY 33

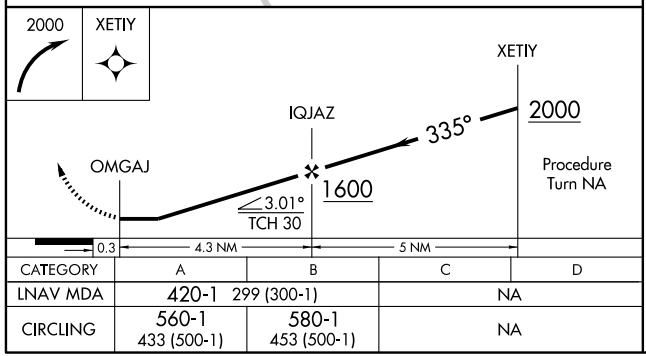
EMPORIA-GREENSVILLE RGNL (EMV)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

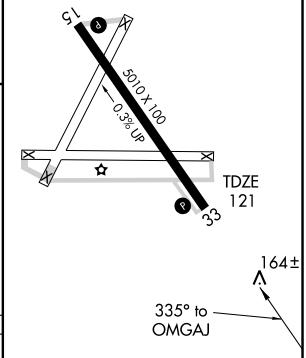
MISSED APPROACH: Climbing right turn to 2000 direct XETIY WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	420-1 299 (300-1)		NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	



REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

NE-3, 14 JAN 2010 to 11 FEB 2010

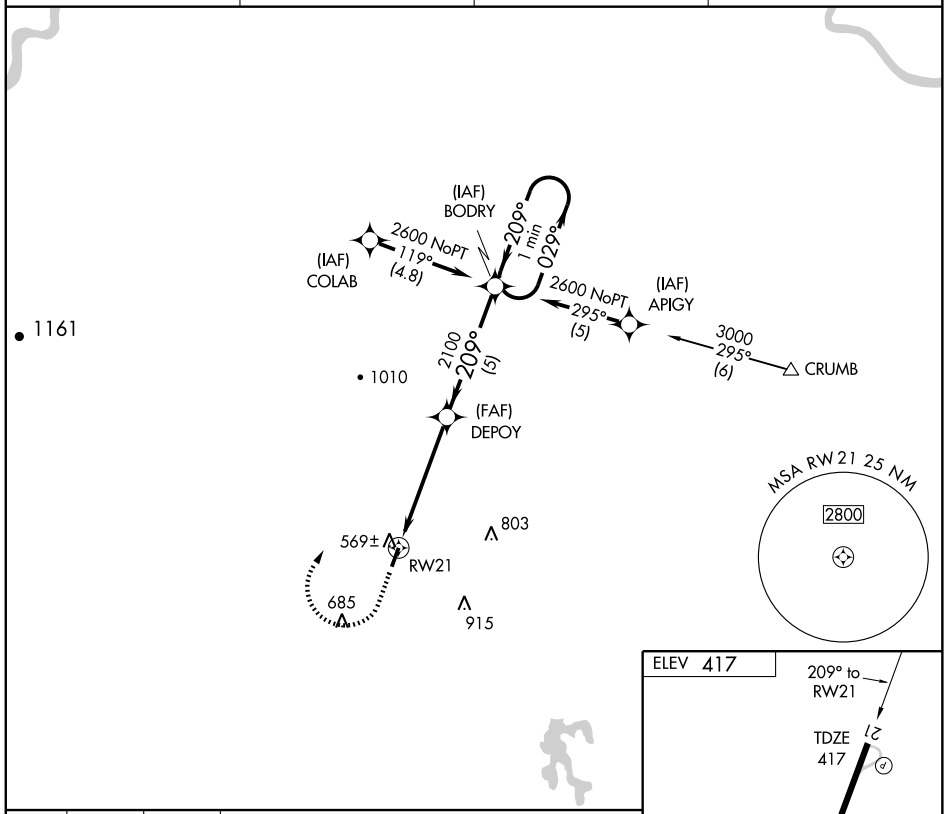
APP CRS	Rwy Idg	4400
209°	TDZE	417
	Apt Elev	417

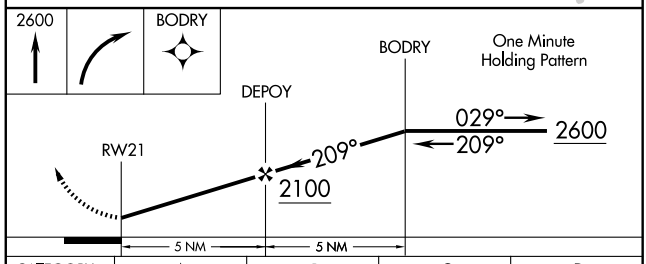
GPS RWY 21
FARMVILLE RGNL (FVX)

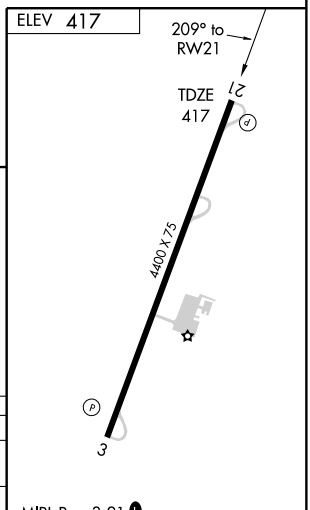
NA

MISSED APPROACH: Climb to 2600 then right turn direct BODRY WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM	GCO
132.725	135.4 263.1	122.8 (CTAF) L	135.075







CATEGORY	A	B	C	D
S-21	820-1	403 (500-1)	820-1¼ 403 (500-1¼)	NA
CIRCLING	900-1	483 (500-1)	920-1½ 503 (600-1½)	NA

MIRL Rwy 3-21 L

NE-3. 14 JAN 2010 to 11 FEB 2010

NDB FVX 367	APP CRS 039°	Rwy Idg 4400 TDZE 410 Apt Elev 417

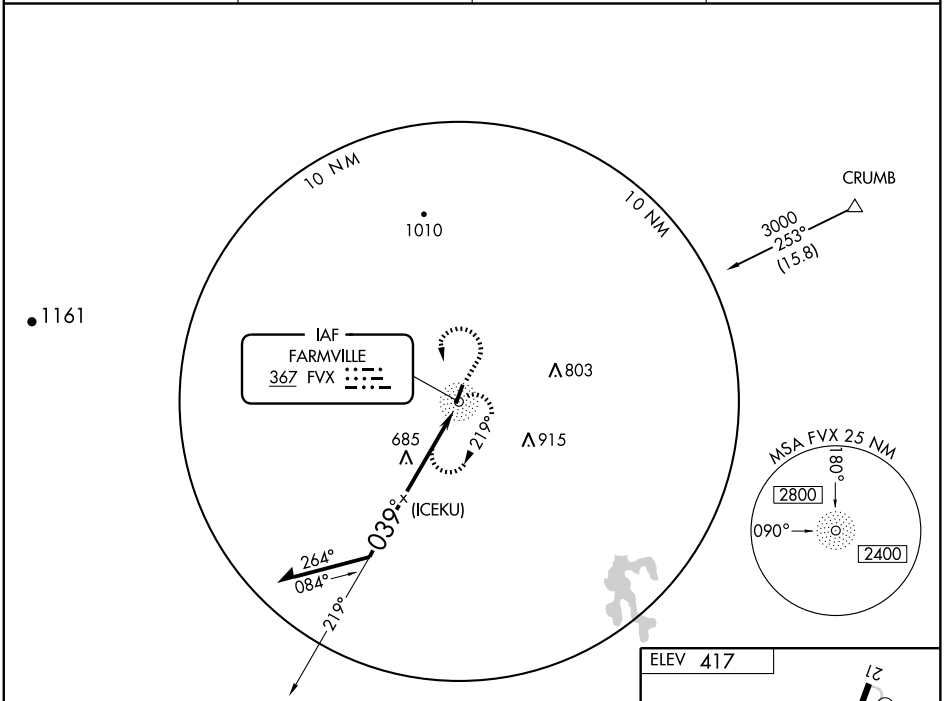
NDB or GPS RWY 3

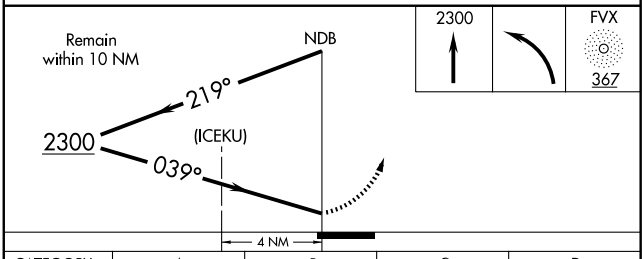
FARMVILLE RGNL (FVX)

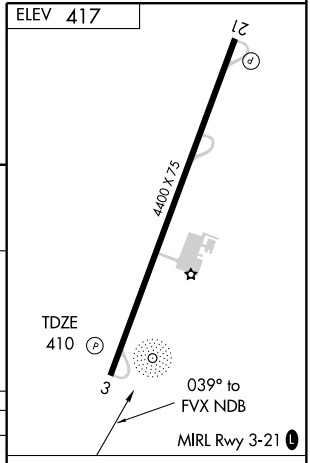
NA

MISSED APPROACH: Climb to 2300, then left turn direct FVX NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM	GCO
132.725	135.4 263.1	122.8 (CTAF) L	135.075



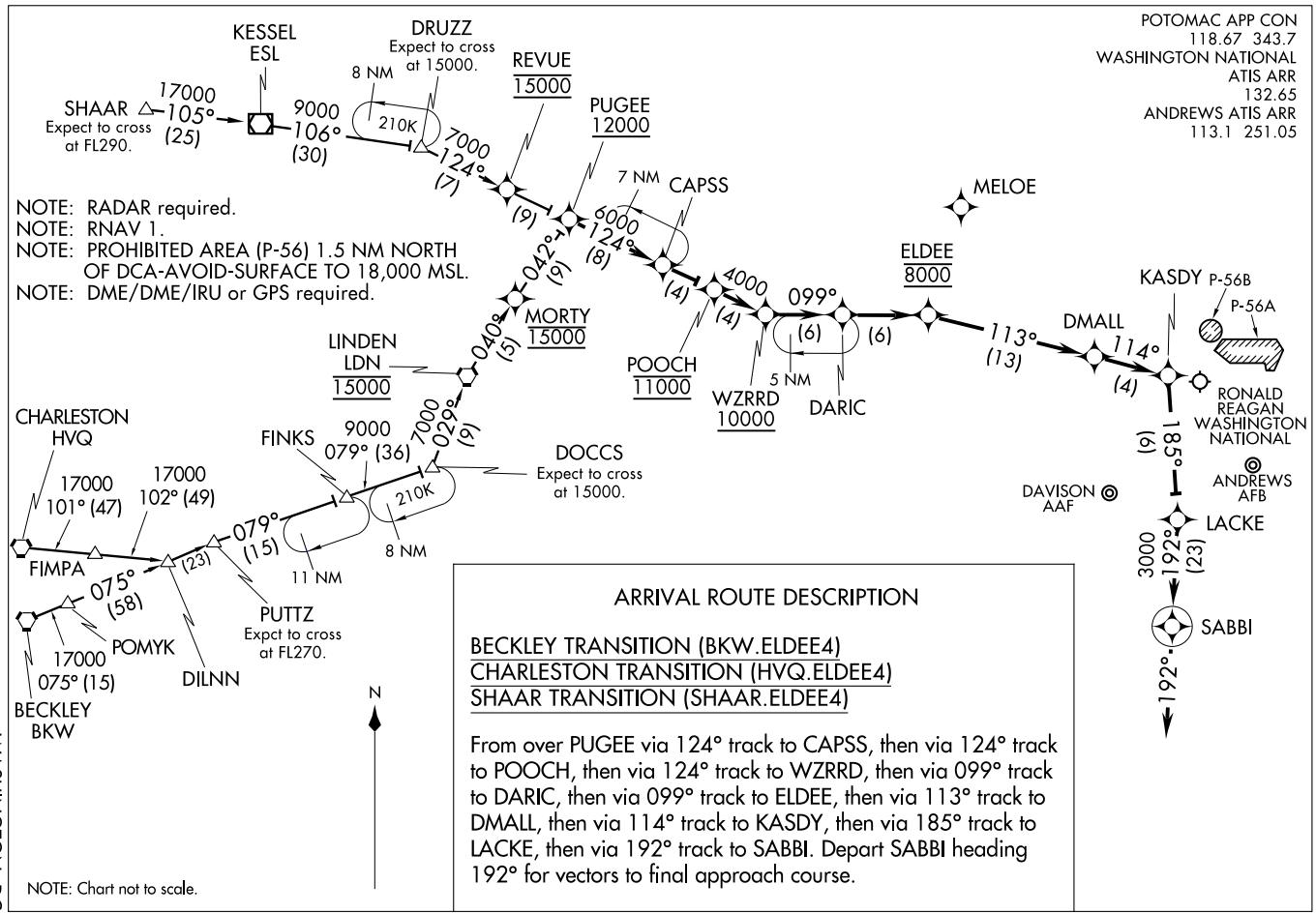




CATEGORY	A	B	C	D
S-3	1220-1 810 (900-1)	1220-1¼ 810 (900-1¼)	1220-2¼ 810 (900-2¼)	NA
CIRCLING	1220-1 803 (900-1)	1220-1¼ 803 (900-1¼)	1220-2¼ 803 (900-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

NE-3. 14 JAN 2010 to 11 FEB 2010



ELDEE FOUR ARRIVAL (RNAV)

(ELDEE.ELDEE4) 09015

ST-443 (FAA)

WASHINGTON, DC

ILS or LOC RWY 32

LOC I-DAA	APCH CRS	Rwy ldg	4727
108.9	322°	TDZE	68
		Arpt Elev	73

AL-5504 [USA]

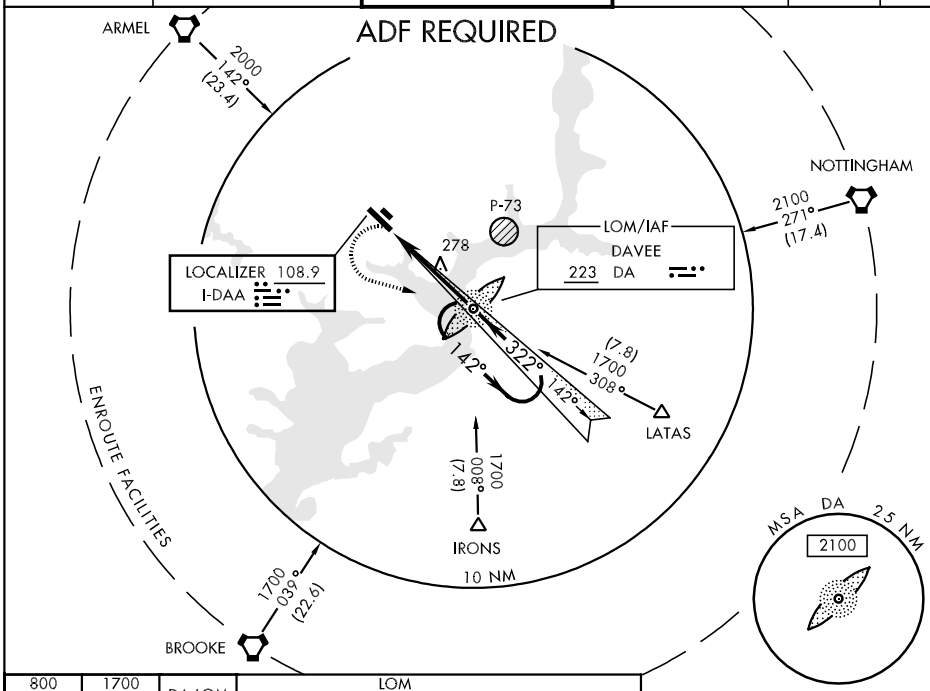
DAVISON AAF (KDAA)

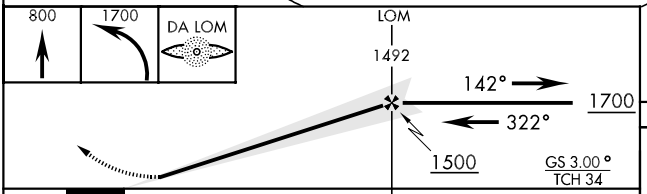
* For inoperative MALSF, increase S-LOC 32 CAT D visibility to 1½ miles.
** If local altimeter setting not received, use Washington National altimeter setting.

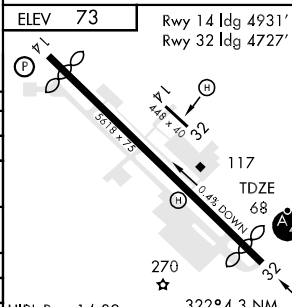
MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 1700 direct to DA LOM and hold.

ATIS	POTOMAC APP CON	DAVISON TOWER *	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) 229.4	121.9 245.2	245.2	







CATEGORY	A	B	C	D
S-ILS 32	337/50 269 (300-1)			
S-LOC 32 *	540/40 472 (500-¾)		540/50 472 (500-1)	540/60 472 (500-1¼)
CIRCLING	740-1 667 (700-1)		740-1 ¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
S-PAR 32	333/40 265 (300-¾) GS 3.00°			
** WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-ILS 32	351/50 283 (300- 1)			
S-LOC 32 *	580/40 512 (600-¾)		580/60 512 (600-1¼)	580-1½ 512 (600-1½)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NDB RWY 32

DA LOM	APCH CRS	Rwy ldg	4727
223	323°	TDZE	68
		Arpt Elev	73

AL-5504 [USA]

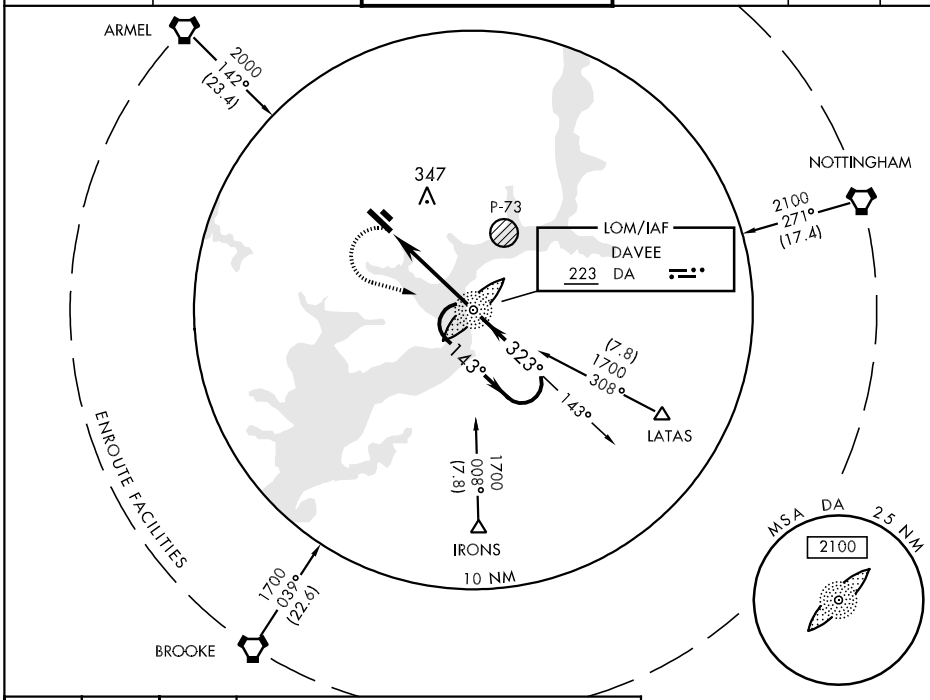
DAVISON AAF (KDAA)

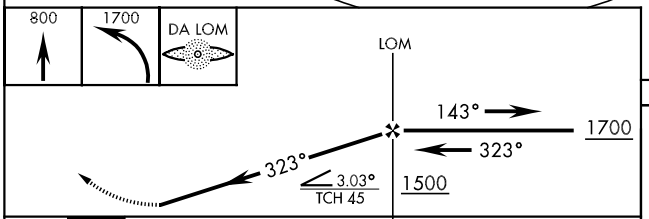
* For inop MALSF, increase S-32 CAT D vis to 2¼ miles.
** If local altimeter setting not received, use Washington National altimeter setting.

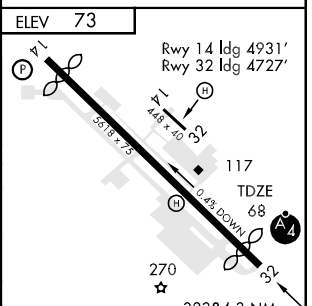
MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 1700 direct DA LOM and hold.

ATIS	POTOMAC APP CON	DAVISON TOWER ★	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) 229.4	121.9 245.2	245.2	







CATEGORY	A	B	C	D
S-32 *	740/40 672 (700-¾)		740-1¾ 672 (700-1¾)	740-2 672 (700-2)
CIRCLING	740-1 667 (700-1)		740-1 ¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
S-PAR 32	333/40 265 (300-¾) GS 3.00°			
** WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-32 *	780/40 712 (800-¾)		780-1¾ 712 (800-1¾)	780-2 712 (800-2)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	4931
142°	TDZE	60
	Arpt Elev	73

AL-5504 [USA]

DAVISON AAF (KDAA)

▼ * If local altimeter setting not received, use Washington
▲ N/A National altimeter setting.

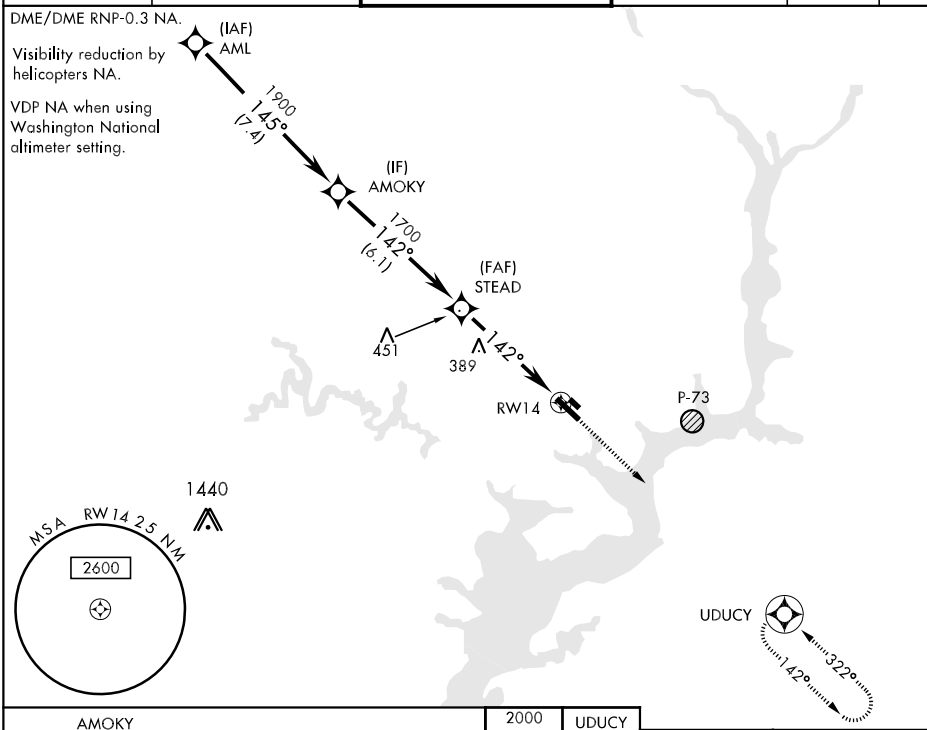
MISSED APPROACH: Climb to 2000 direct UDUCY and hold.

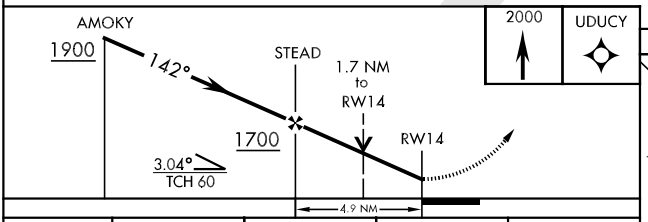
ATIS	POTOMAC APP CON	DAVISON TOWER *	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) L 229.4	121.9 245.2	245.2	

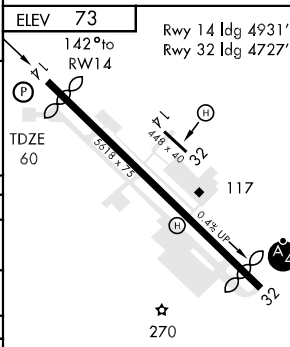
DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA.

VDP NA when using Washington National altimeter setting.







CATEGORY	A	B	C	D
LNAV MDA	660-1 600 (600-1)		660-1½ 600 (600-1½)	660-1¾ 600 (600-1¾)
CIRCLING	740-1 667 (700-1)		740-1¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
S-PAR 14	635-2 575 (600-2) GS 3.00°			
* WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	680-1 620 (700-1)		680-1¾ 620 (700-1¾)	680-2 620 (700-2)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)

HIRL Rwy 14-32
REIL Rwy 32

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 32

APCH CRS	Rwy ldg	4727
323°	TDZE	68
	Arpt Elev	73

AL-5504 [USA]

DAVISON AAF (KDAA)

* For inop MALSF, increase CAT D vis to 1½ miles.
** If local altimeter setting not received, use Washington National altimeter setting.

MALSF

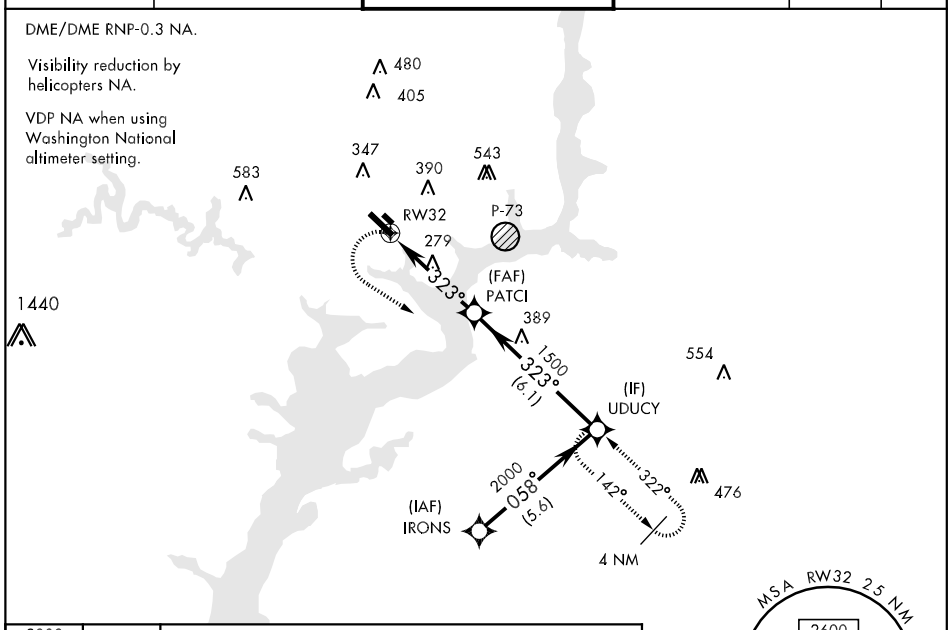
MISSED APPROACH: Climbing left turn to 2000 direct UDUCY and hold.

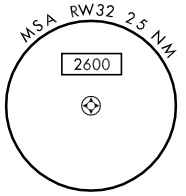
ATIS	POTOMAC APP CON	DAVISON TOWER ★	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) L 229.4	121.9 245.2	245.2	

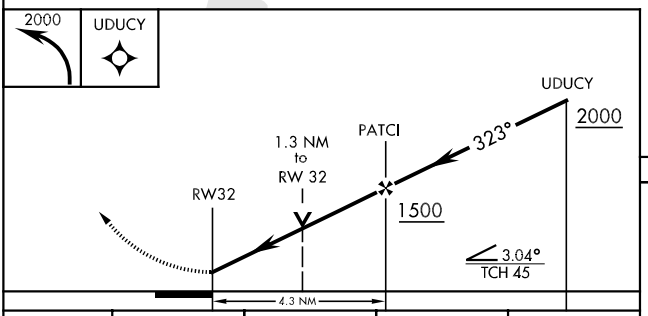
DME/DME RNP-0.3 NA.

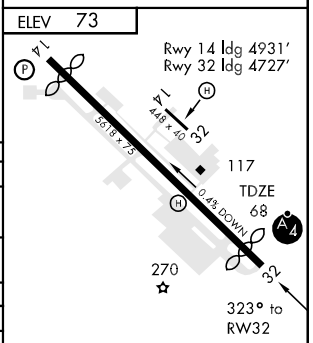
Visibility reduction by helicopters NA.

VDP NA when using Washington National altimeter setting.







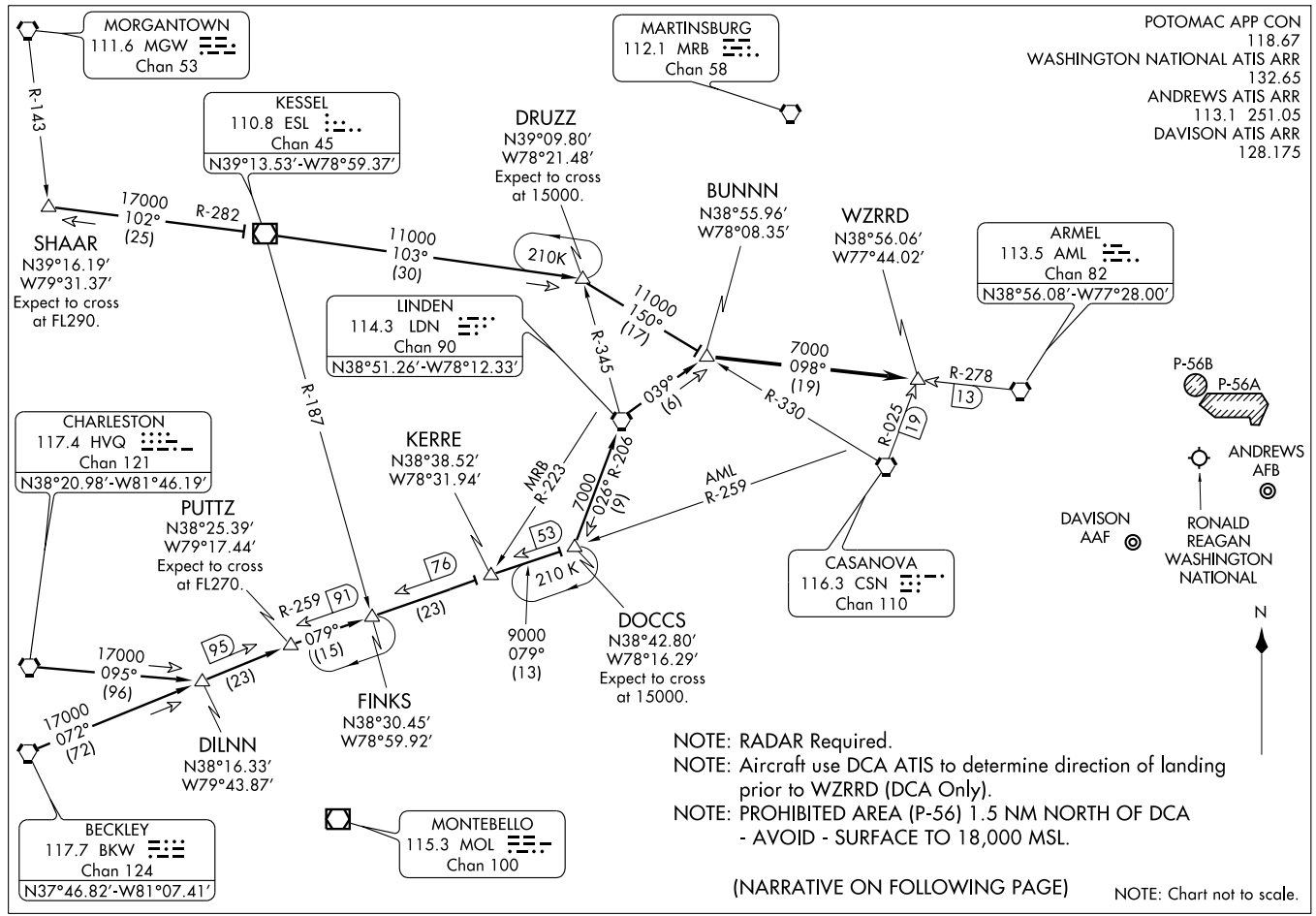


CATEGORY	A	B	C	D
LNAV MDA *	540/40 472 (500-¾)		540/50 472 (500-1)	540/60 472 (500-1¼)
CIRCLING	740-1 667 (700-1)		740-1¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
S-PAR 32 *	333/40 265 (300-¾) GS 3.00°			
** WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA *	580/40 512 (600-¾)		580/60 512 (600-1¼)	580-1½ 512 (600-1½)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)

HIRL Rwy 14-32
REIL Rwy 32

NE-3, 14 JAN 2010 to 11 FEB 2010

WZRRD TWO ARRIVAL



NOTE: RADAR Required.

NOTE: Aircraft use DCA ATIS to determine direction of landing prior to WZRRD (DCA Only).

NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA - AVOID - SURFACE TO 18,000 MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WZRRD TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 14 JAN 2010 to 11 FEB 2010

COPTER NDB RWY 14

NDB FAF	APCH CRS	Rwy ldg	3020
226	139°	TDZE	11
		Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

When local altimeter setting not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 FT.

ODALS

MISSED APPROACH: Climbing left turn to 1600 in FAF NDB holding pattern.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4

NOT FOR CIVIL USE

HOPEWELL
112.0 HPW
Chan 57

HARCUM
108.8 HCM
Chan 25

FRANKLIN
110.6 FKN
Chan 43

2000
174°
(19.1)

2000
121°
(26.4)

2000
046°
(31.7)

319°

184°

004°

Limit final and missed approach airspeed to 90 KIAS.

139°

319°

139°

366

230

334

IAF
FELKER
226 FAF

5 NM

ENROUTE FACILITIES

MSA FAF 25 NM
1600
090°
270°
2300

ELEV 11

139° 0.4 NM from NDB

TDZE 11

TWR 122

3020 x 75

133

32

HIRL Rwy 14-32 L

Remain within 5 NM

NDB

319°

1600

139°

1600

FAF

CATEGORY	COPTER
H-14	540-¾ 529 (600-¾)

COPTER RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	3020
139°	TDZE	11
	Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase MDA 20 feet. VDP NA when using Newport News/Williamsburg Intl altimeter setting. DME/DME RNP-0.3 NA

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct OGTOE and hold.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4

NOT FOR CIVIL USE

HARCUM

2000 183° (12.9)

(IAF) VARUC

2000 229° (3.0)

HOPEWELL

2000 131° (20.3)

RACOL

2000 049° (3.0)

1600 139° (3.0)

(FAF) WAVRA

Limit Final and Missed Approach airspeed to 90 KIAS.

229° 049°

(IAF) OGTOE

230

139°

RW14

124

2000 036° (29.4)

MSA RW14 25 NM

2300

FRANKLIN

ELEV 11

139° to RW14

TDZE 11

TWR 122

3020 x 75

133

32

VGSI and descent angles not coincident.

2000 OGTOE

RACOL

2000

139°

WAVRA

1600

1.2 NM to RW14

RW14

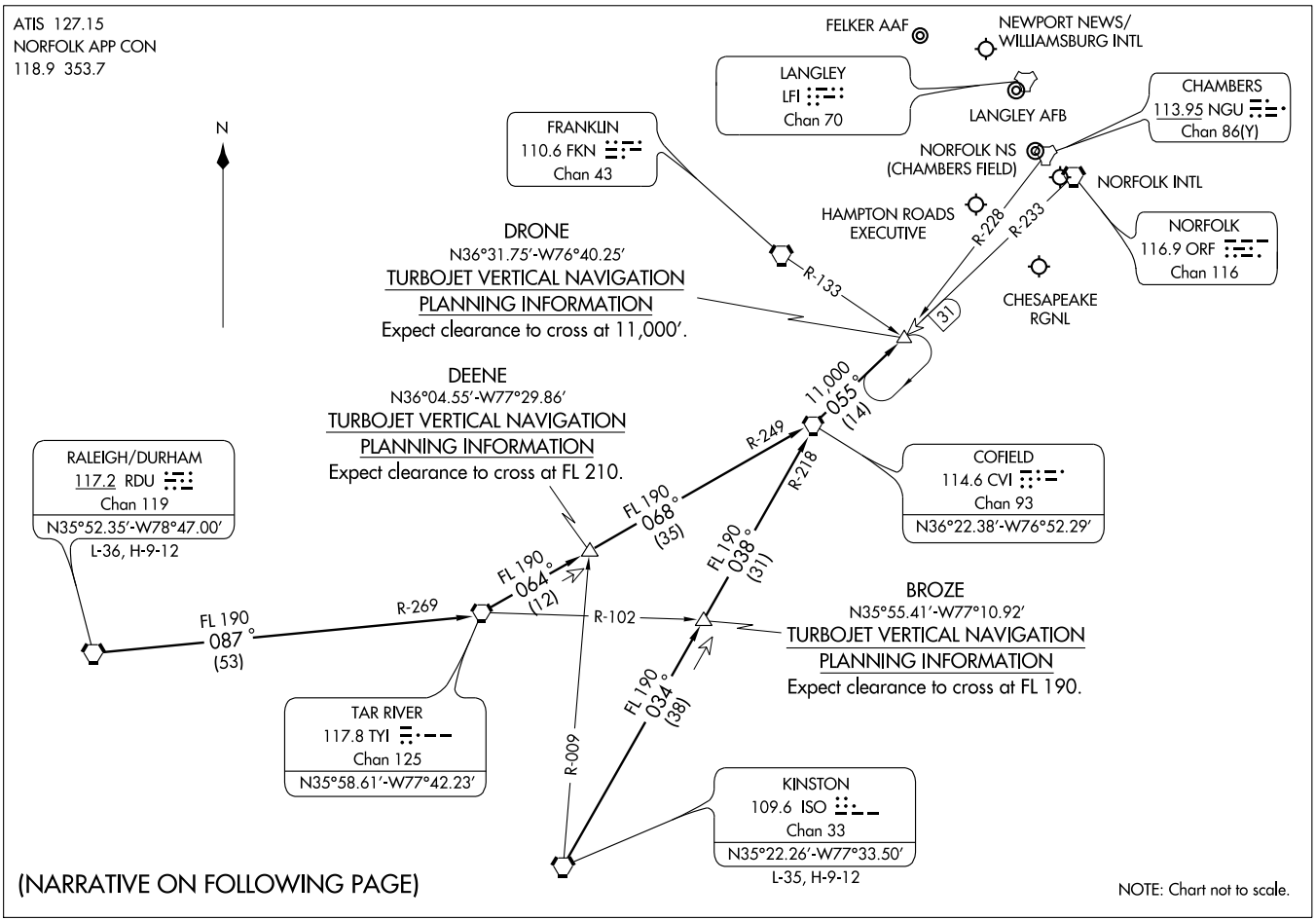
3.70° MDA

3.0 NM

CATEGORY	COPTER		
LNAV MDA	420-¾	409	(500-¾)

HIRL Rwy 14-32 L

NE-3, 14 JAN 2010 to 11 FEB 2010


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
FL 190
034°
(38)
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

NDB RWY 14

NDB FAF	APCH CRS	Rwy Idg	3020
226	129°	TDZE	11
		Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 FT.

ODALS

MISSED APPROACH: Climbing left turn to 2000 in FAF NDB holding pattern.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4

NOT FOR CIVIL USE

HOPEWELL
112.0 HPW
Chan 57

HARCUM
108.8 HCM
Chan 25

FRANKLIN
110.6 FKN
Chan 43

2000
174°
(19.1)

2000
121°
(26.4)

2000
046°
(31.7)

ENROUTE FACILITIES

10 NM

309°
354°
174°
129°
230

530
366
437
370

IAF
FELKER
226 FAF

MSA FAF 2.5 NM
1600
090° 270°
2300

ELEV 11

2000
309°
129°
NDB
Remain within 10 NM

2000
FAF

129° 0.4 NM from NDB

TDZE 11

TWR 122

3020 x 75

133

32

HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	540-¾	529 (600-¾)	NA	
CIRCLING	540-1	529 (600-1)		

NE-3, 14 JAN 2010 to 11 FEB 2010

FORT EUSTIS, VIRGINIA

RNAV (GPS) RWY 14

APCH CRS	Rwy Idg	3020
139°	TDZE	11
	Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

⚠ When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 FT. VDP NA when using Newport News/Williamsburg Intl for altimeter setting. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct HUMAL and hold.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) Ⓛ 269.25	121.35 229.4

DME/DME RNP -0.3 NA.

IAF HOPEWELL 112.0 HPW Chan 57

IAF HARCUM 108.8 HCM Chan 25

PAKSE

(IAF) HUMAL

(FAF) CATAS

RW14

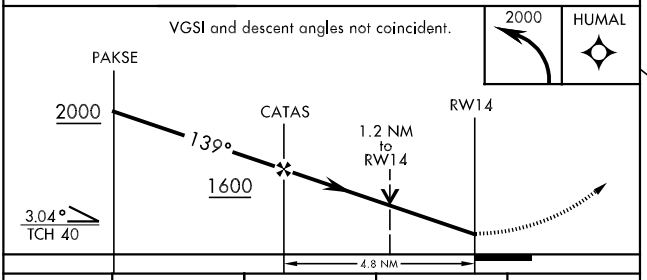
FRANKLIN

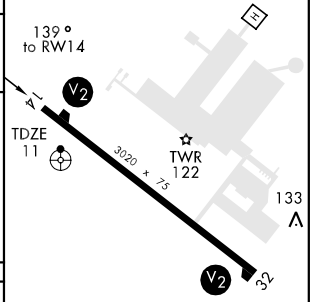
NOT FOR CIVIL USE

MSA RW 14 2.5 NM 2300

ELEV 11

VGSI and descent angles not coincident.





CATEGORY	A	B	C	D
LNAV MDA	420 - ¾ 409 (500-¾)		NA	
CIRCLING	440 - 1 429 (500-1)	480 - 1 469 (500- 1)	NA	

HIRL Rwy 14-32 Ⓛ

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC HPW 112.0 Chan 57	APCH CRS 262°	Rwy Idg N/A TDZE N/A Arpt Elev 100

AL-2437 [USA]

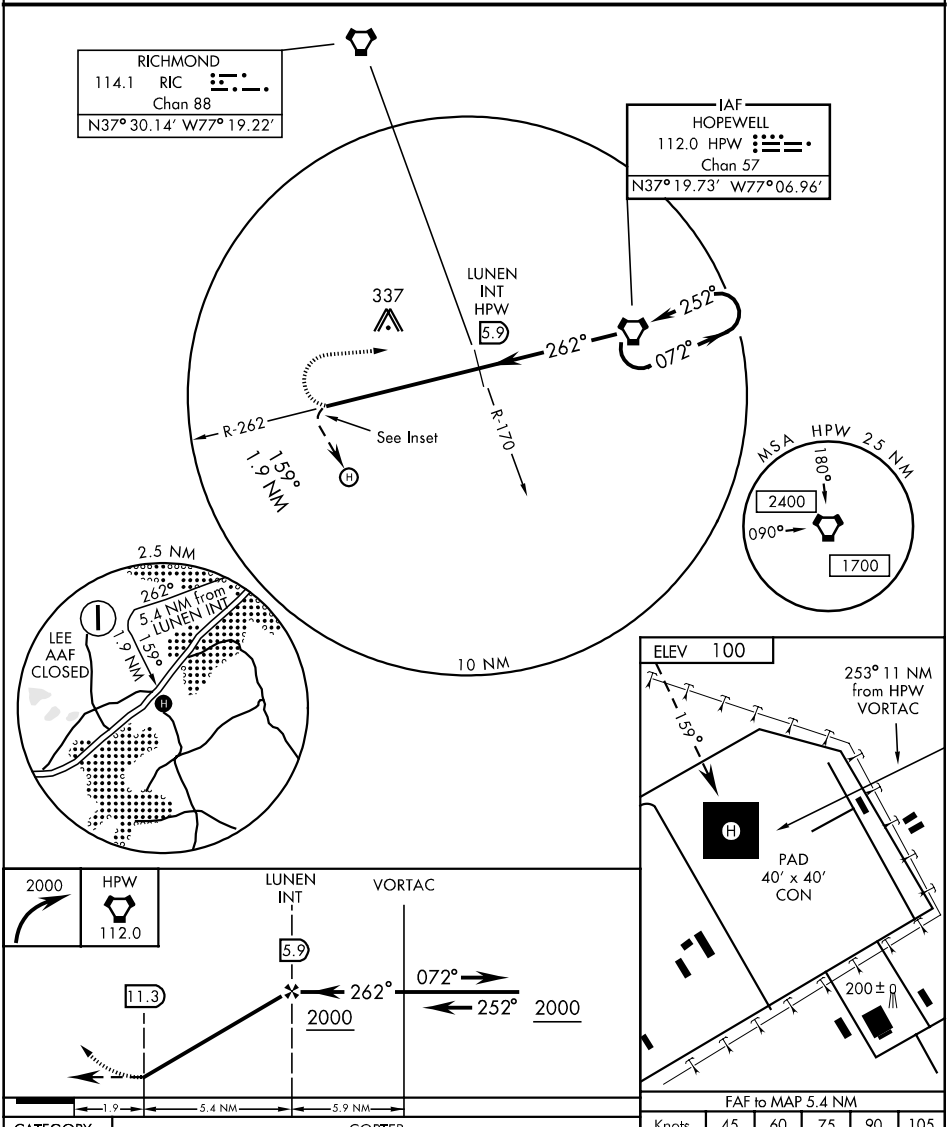
COPTER VOR 262°

FORT LEE HELIPAD NR. 3, VA (VA39)

NA Use Richmond altimeter setting.
Procedure not authorized at night.
Activate Helipad lights and make advsy on 126.2.
Proceed visually from MAP to landing area or conduct the specified missed approach.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

RICHMOND APP CON
126.4 319.8



CATEGORY	COPTER
H- 262°	680- ¾ 560 (600- ¾)

FAF to MAP 5.4 NM					
Knots	45	60	75	90	105
Min:Sec	7:12	5:24	4:19	3:36	3:05

NE-3, 14 JAN 2010 to 11 FEB 2010

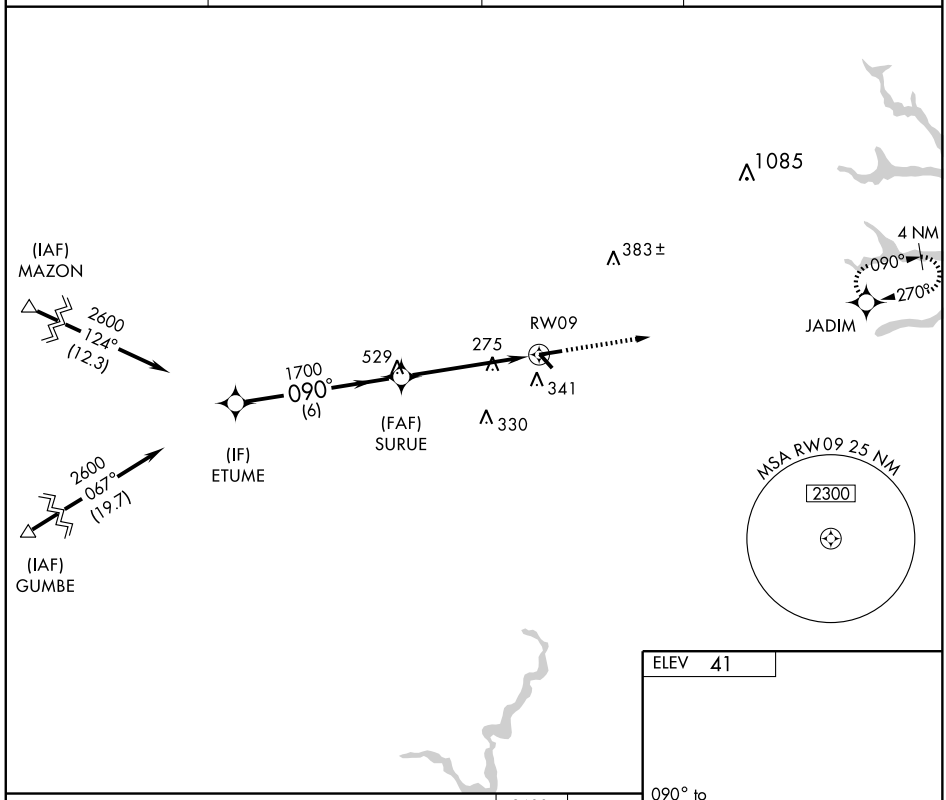
APP CRS	Rwy Idg	4977
090°	TDZE	35
	Apt Elev	41

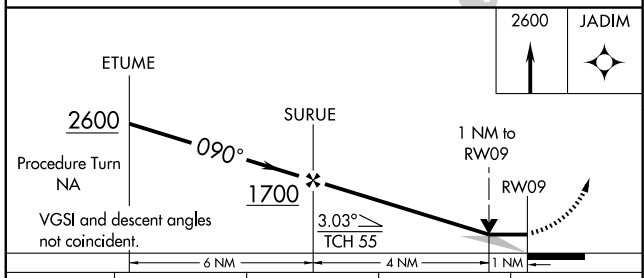
RNAV (GPS) RWY 9

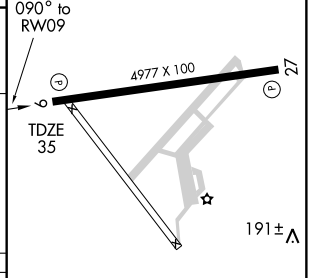
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

▼ GPS or RNP-0.3 required. ▲ NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct JADIM WP and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580 - 1	545 (600-1)	580 - 1½ 545 (600-1½)	580 - 1¾ 545 (600-1¾)
CIRCLING	700 - 1	659 (700-1)	700 - 1¾ 659 (700-1¾)	700 - 2 659 (700-2)

MIRL Rwy 9-27 L

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4977
270°	TDZE	41
	Apt Elev	41

RNAV (GPS) RWY 27

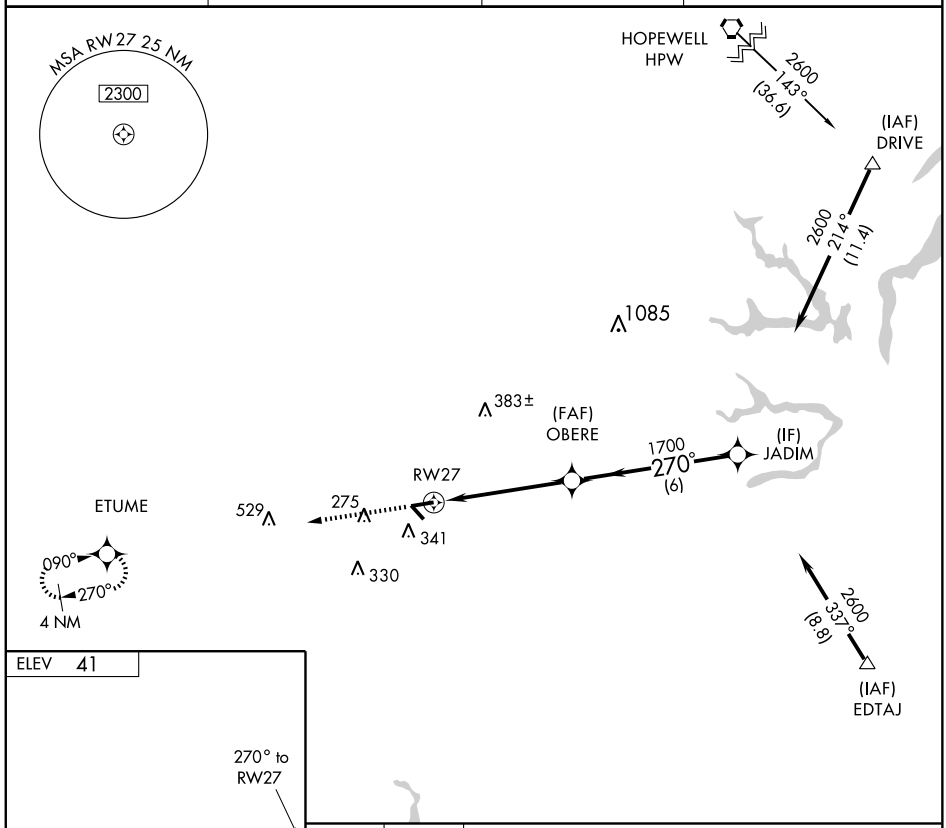
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

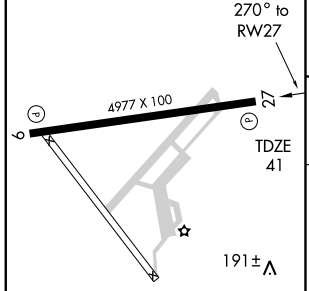
Inoperative table does not apply to LNAV Cat. C.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

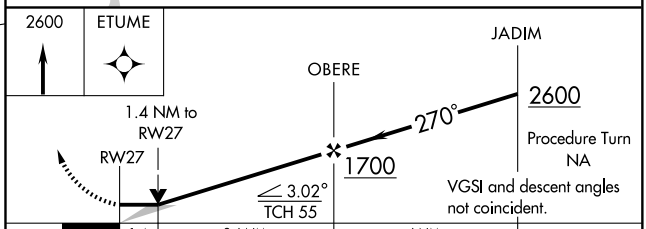
NA

MISSED APPROACH: Climb to 2600 direct ETUME WP and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-¾ 419 (500-¾)		460-1¼ 419 (500-1¼)	
CIRCLING	700-1 659 (700-1)		700-1¾ 659 (700-1¾)	700-2 659 (700-2)

MIRL Rwy 9-27 L

NE-3. 14 JAN 2010 to 11 FEB 2010

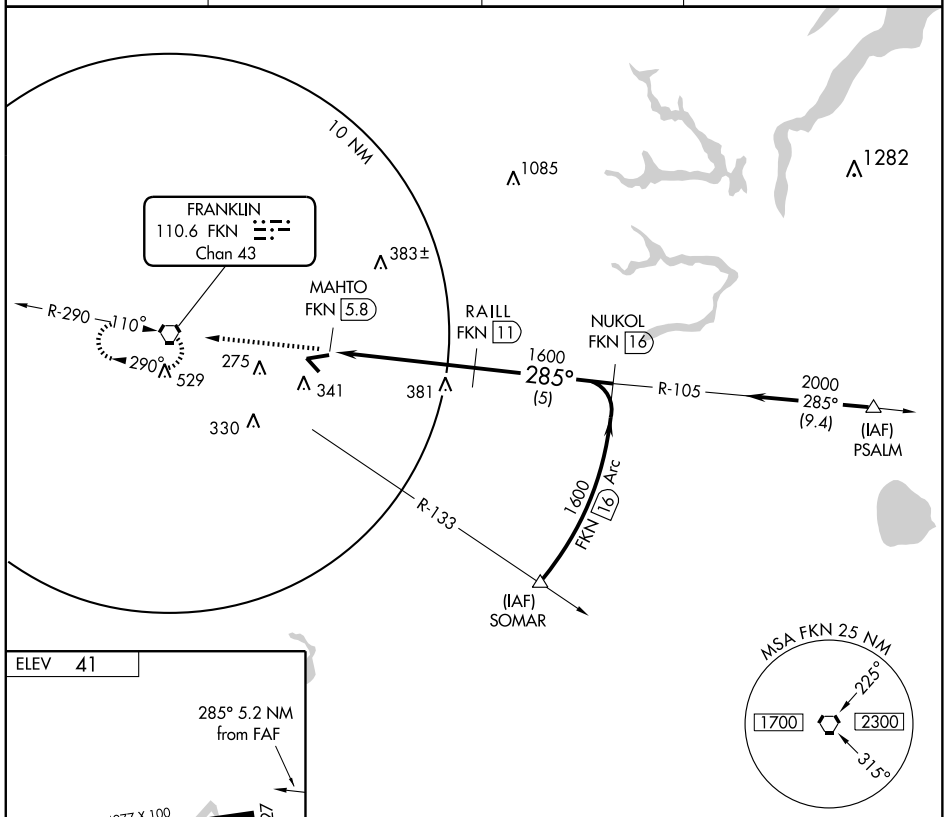
VORTAC FKN 110.6 Chan 43	APP CRS 285°	Rwy Idg 4977 TDZE 41 Apt Elev 41

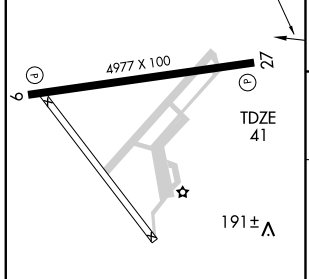
VOR/DME RWY 27

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

▼ NA — Inoperative table does not apply to CAT C.	MISSED APPROACH: Climb to 1600 direct to FKN VORTAC and hold.

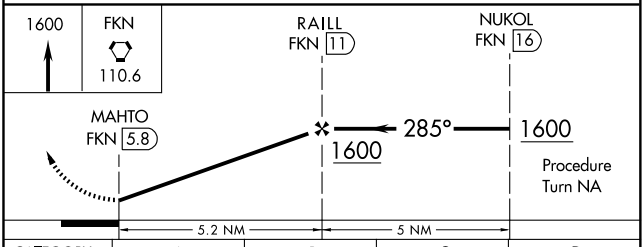
AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF) L





MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	640-¾ 599 (600-¾)		640-1½ 599 (600-1½)	640-1¾ 599 (600-1¾)
CIRCLING	700-1 659 (700-1)		700-1¾ 659 (700-1¾)	700-2 659 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC FKN	APP CRS	Rwy Idg	4977
110.6	110°	TDZE	35
Chan 43		Apt Elev	41

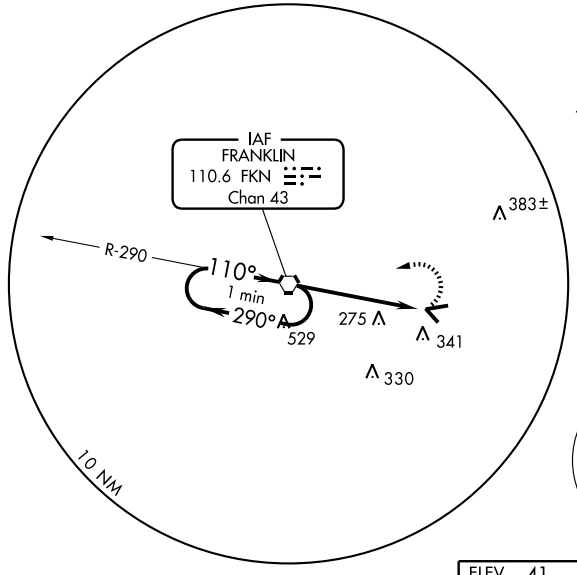
VOR RWY 9

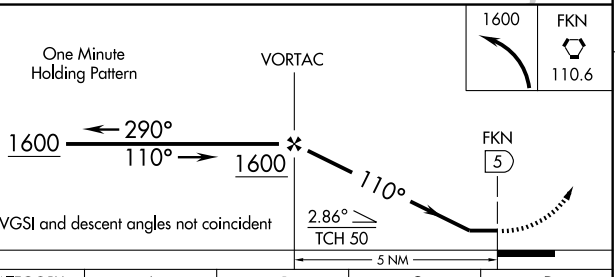
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

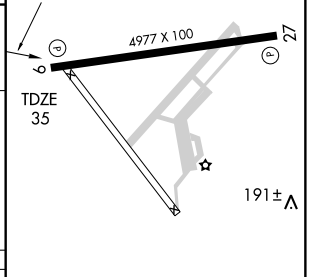
NA

MISSED APPROACH: Climbing left turn to 1600 direct FKN VORTAC and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF)







CATEGORY	A	B	C	D
S-9	580-1	545 (600-1)	580-1½ 545 (600-1½)	580-1¾ 545 (600-1¾)
CIRCLING	700-1	659 (700-1)	700-1¾ 659 (700-1¾)	700-2 659 (700-2)

MIRL Rwy 9-27

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2964
235°	TDZE	85
	Apt Elev	85

GPS RWY 24

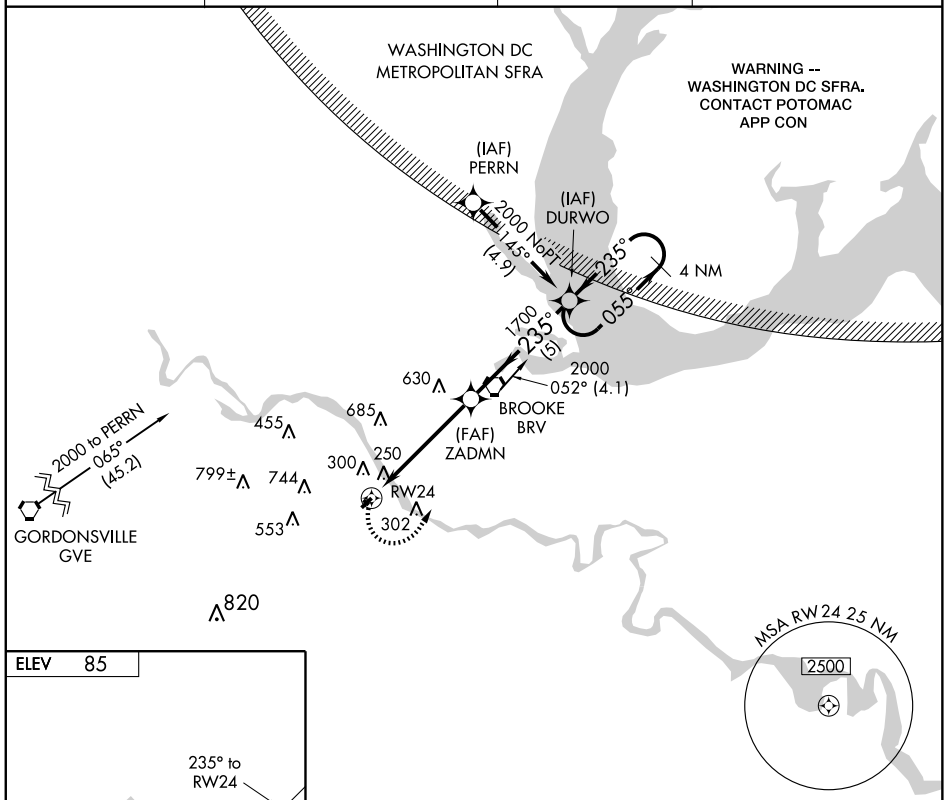
FREDERICKSBURG / SHANNON (EZF)

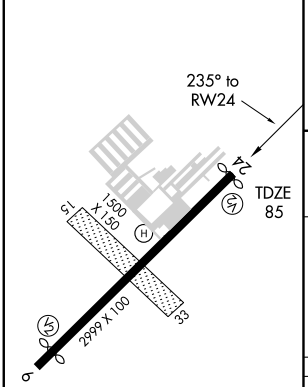
Visibility reduction by helicopters NA.

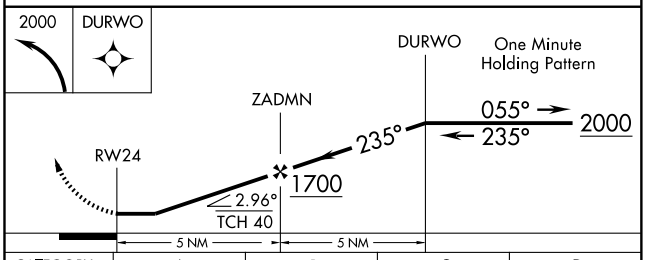
NA

MISSED APPROACH: Climbing left turn to 2000 direct DURWO WP and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
128.125	124.65 306.925	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-24	600-1 515 (600-1)		600-1 ½ 515 (600-1½)	NA
CIRCLING	640-1 555 (600-1)	660-1 575 (600-1)	660-1½ 575 (600-1½)	NA

MIRL Rwy 6-24 L

NE-3, 14 JAN 2010 to 11 FEB 2010

NDB EZF 237	APP CRS 237°	Rwy Idg 2964 TDZE 85 Apt Elev 85

NDB RWY 24

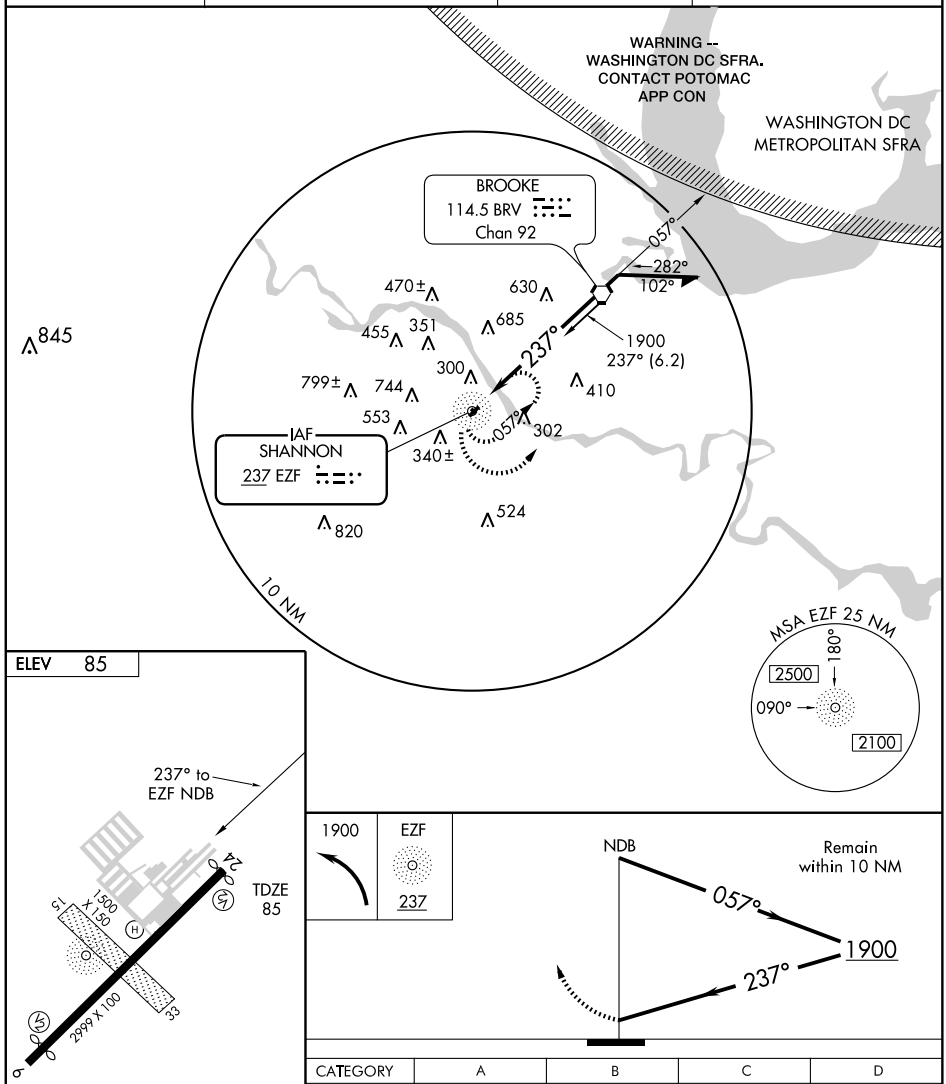
FREDERICKSBURG / SHANNON (EZF)

Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 1900 in EZF NDB holding pattern.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
128.125	124.65 306.925	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1100-1¼ 1015 (1100-1¼)	1100-1½ 1015 (1100-1½)	1100-3 1015 (1100-3)	NA
CIRCLING	1100-1¼ 1015 (1100-1¼)	1100-1½ 1015 (1100-1½)	1100-3 1015 (1100-3)	NA

MIRL Rwy 6-24 L

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	704

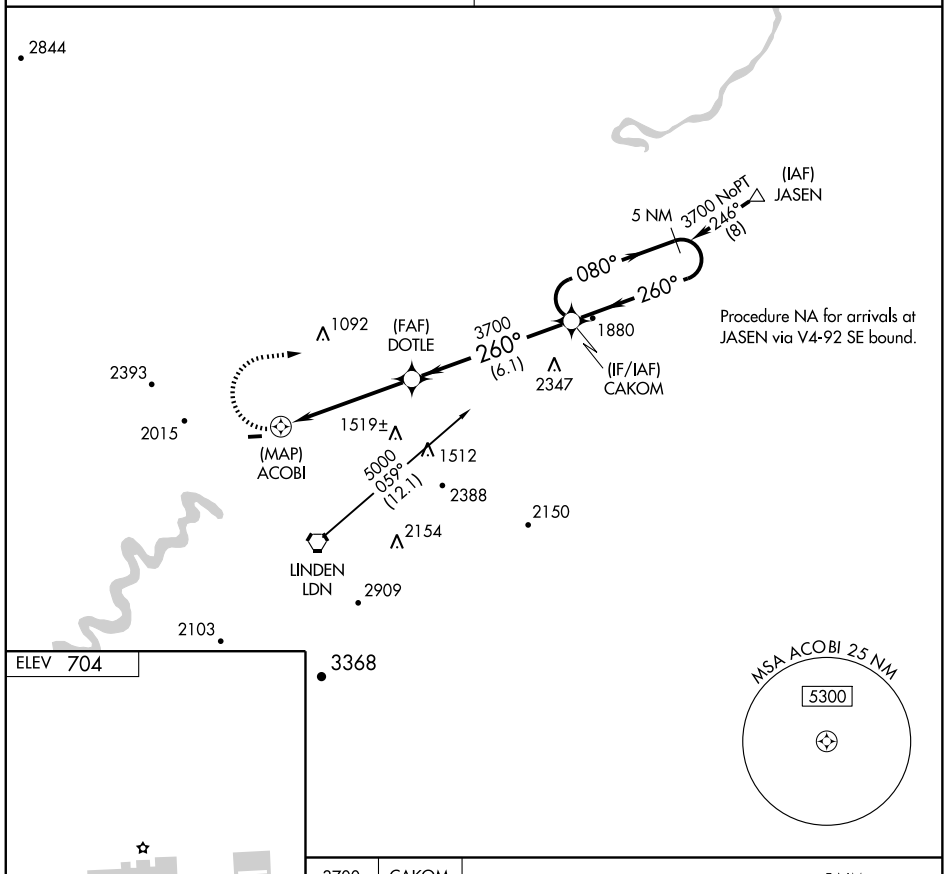
RNAV (GPS) -A

FRONT ROYAL-WARREN COUNTY (FRR)

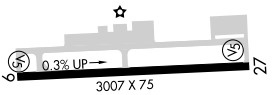
Use Winchester Rgnl altimeter setting; If not received use Eastern WV Rgnl/Shepherd Field altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

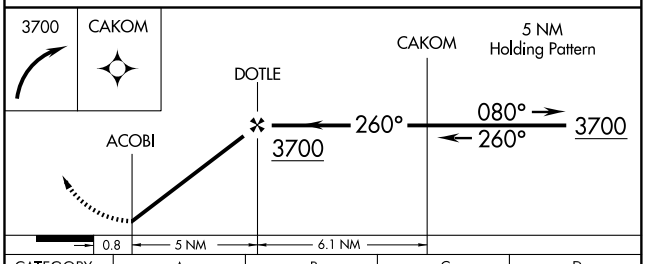
MISSED APPROACH: Climbing right turn to 3700 direct CAKOM and hold.

POTOMAC APP CON	UNICOM
120.45	123.0 (CTAF) L



ELEV 704





CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1116 (1200-1¼)	1820-1½ 1116 (1200-1½)	NA	

MIRL Rwy 9-27 L

NE-3, 14 JAN 2010 to 11 FEB 2010

NDB HLX 269	APP CRS 252°	Rwy Idg N/A TDZE N/A Apt Elev 2693

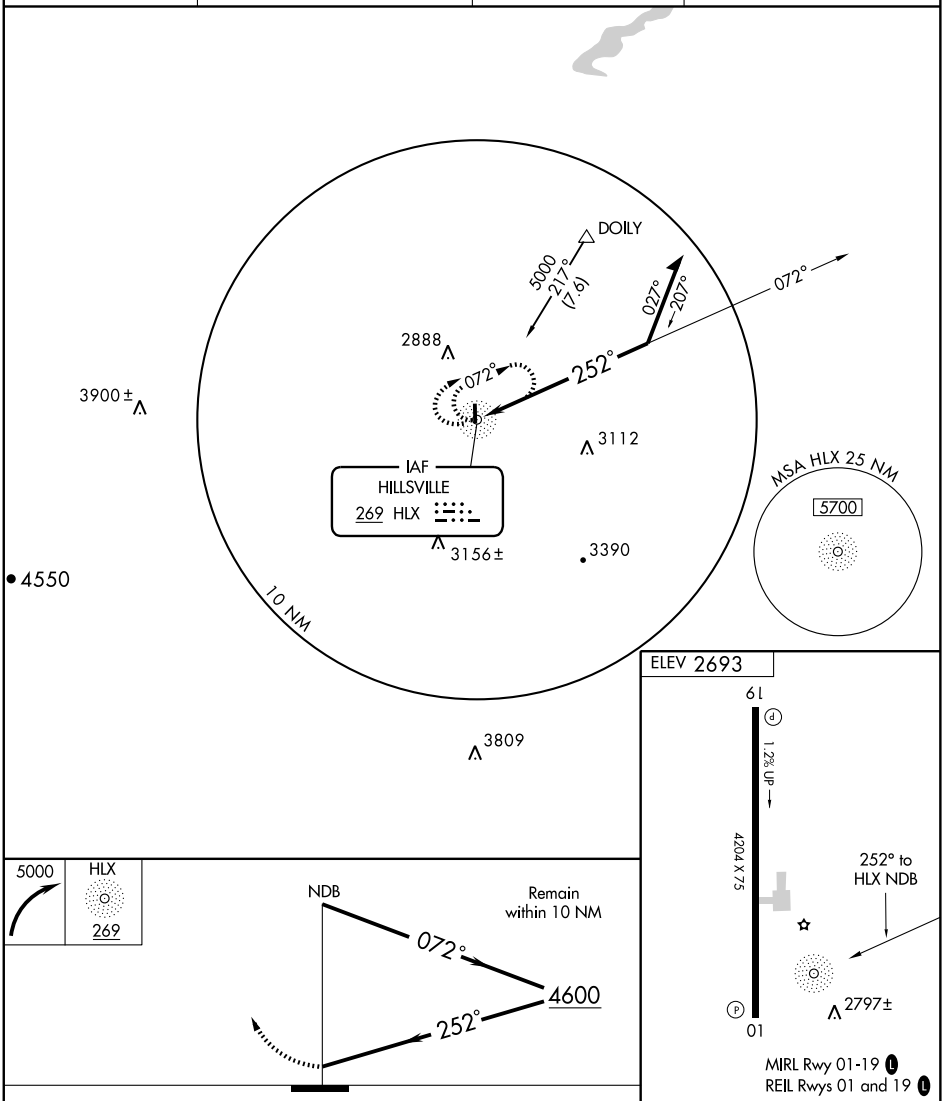
NDB-A

GALAX / TWIN COUNTY (HLX)

NA

MISSED APPROACH: Climbing right turn to 5000 in HLX NDB holding pattern.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
118.375	126.0 339.8	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3480-1 787 (800-1)	3480-1¼ 787 (800-1¼)	3480-2¼ 787 (800-2¼)	3480-2½ 787 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4204
005°	TDZE	2693
	Apt Elev	2693

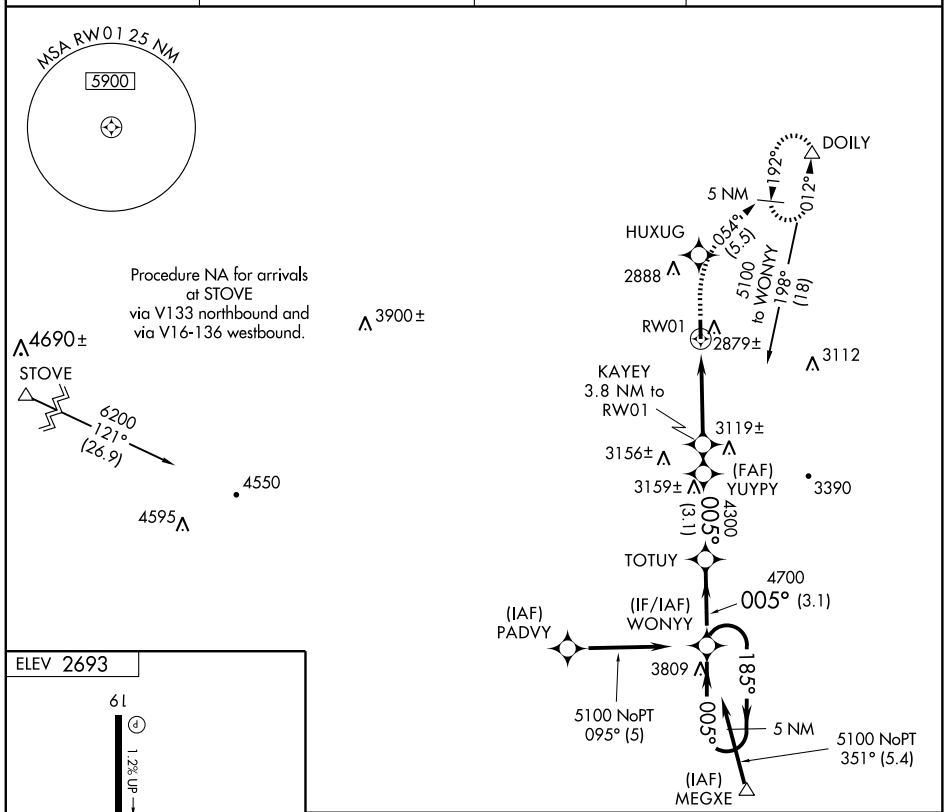
RNAV (GPS) RWY 1

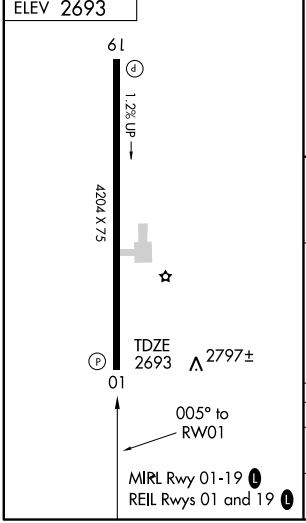
GALAX / TWIN COUNTY (HLX)

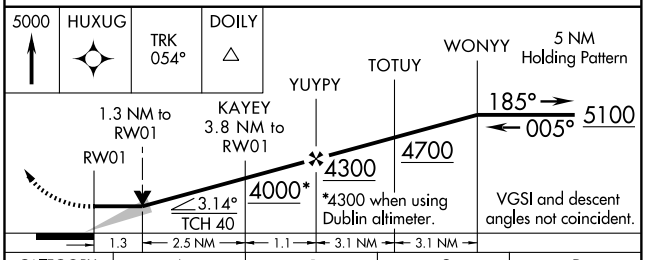
If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP and straight-in minimums NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct HUXUG and via 054° track to DOILY and hold, continue climb-in-hold to 5000.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
118.375	126.0 339.8	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3140-1 447 (500-1)		3140-1¼ 447 (500-1¼)	3140-1½ 447 (500-1½)
CIRCLING	3200-1 507 (600-1)		3200-1½ 507 (600-1½)	3260-2 567 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS		
185°	Rwy Idg	4204
	TDZE	2686
	Apt Elev	2693

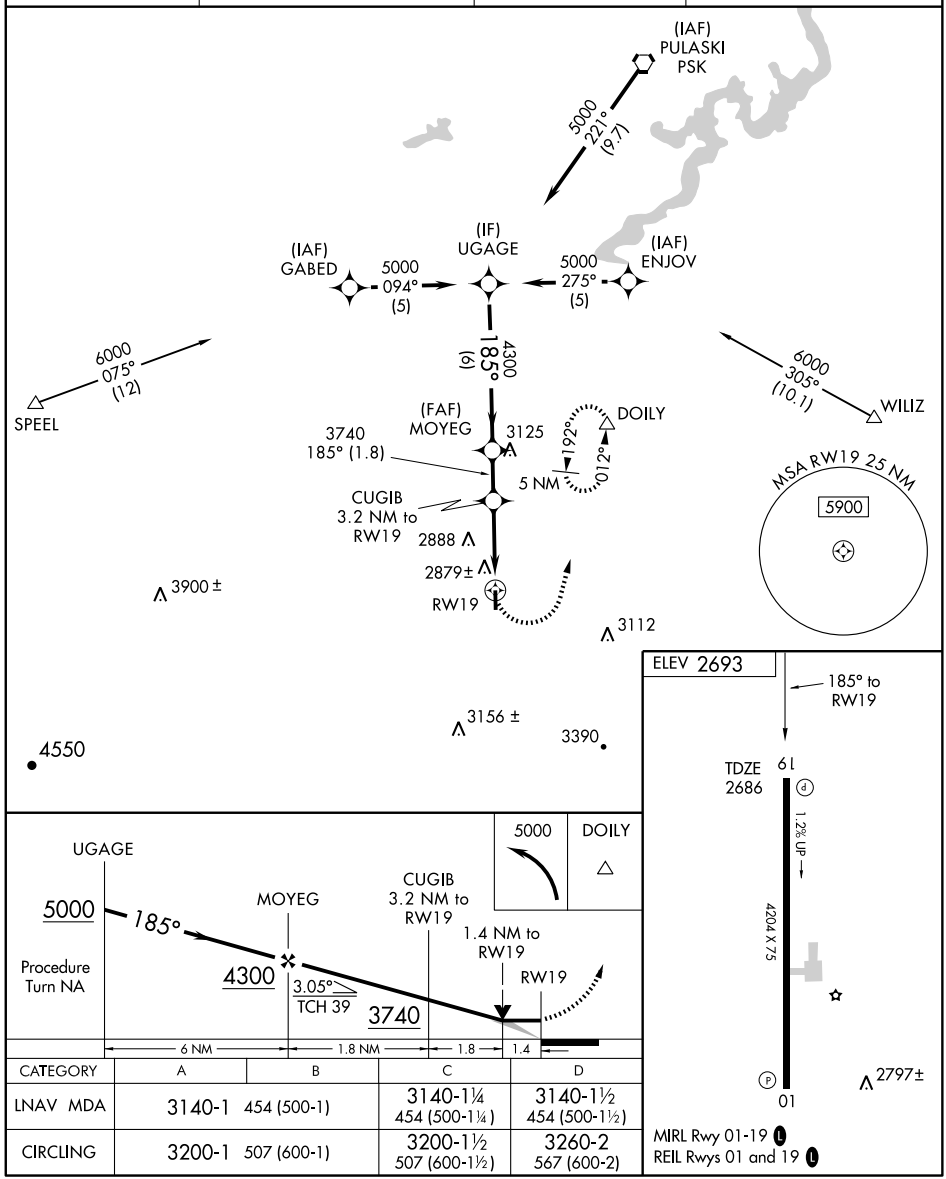
RNAV (GPS) RWY 19

GALAX / TWIN COUNTY (HLX)

If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct DOILY and hold.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
118.375	126.0 339.8	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3140-1	454 (500-1)	3140-1¼ 454 (500-1¼)	3140-1½ 454 (500-1½)
CIRCLING	3200-1	507 (600-1)	3200-1½ 507 (600-1½)	3260-2 567 (600-2)

MIRL Rwy 01-19 L
REIL Rwys 01 and 19 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2256
224°	TDZE	2304
	Apt Elev	2304

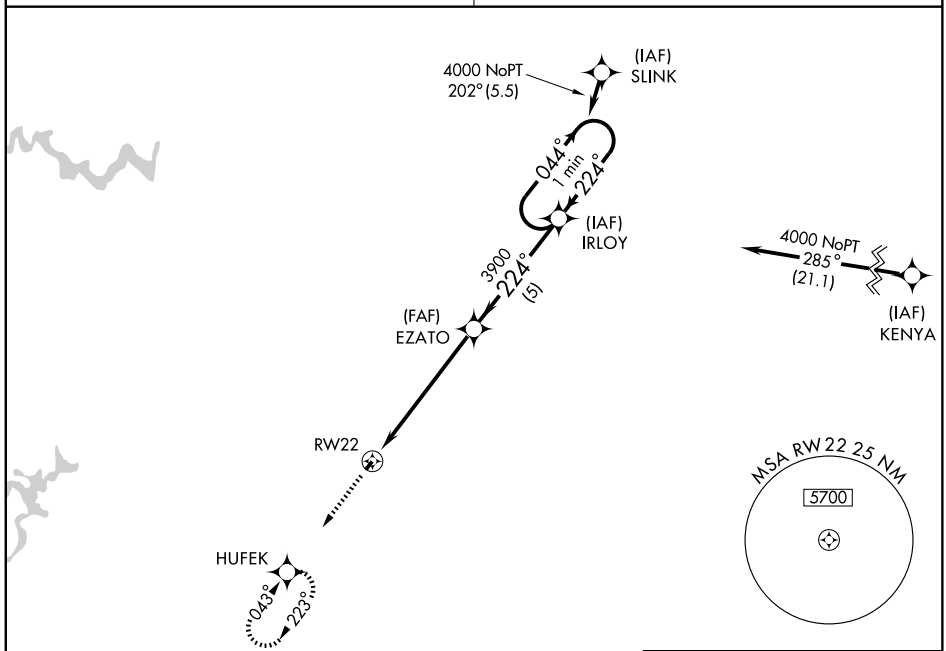
GPS RWY 22
GRUNDY MUNI (GDY)

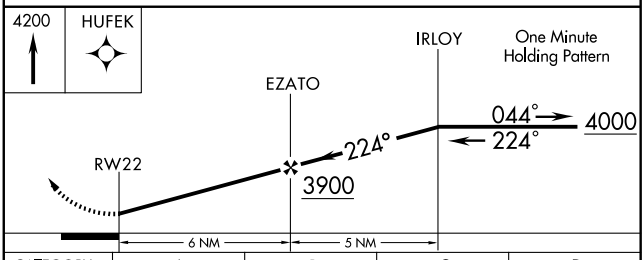
NA

Obtain local altimeter setting on CTAF, if not received, use Lonesome Pine altimeter setting and increase all MDAs 120 feet. Procedure not authorized at night.

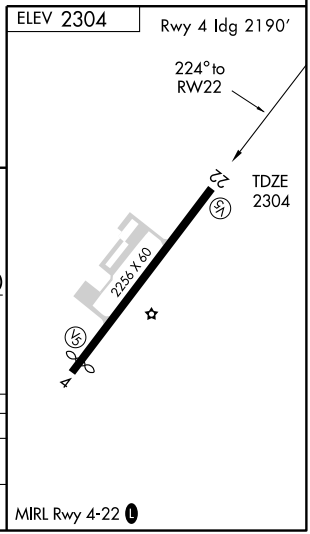
MISSED APPROACH: Climb to 4200 direct HUFEK WP and hold.

INDIANAPOLIS CENTER	UNICOM
126.575 257.85	123.0 (CTAF) L

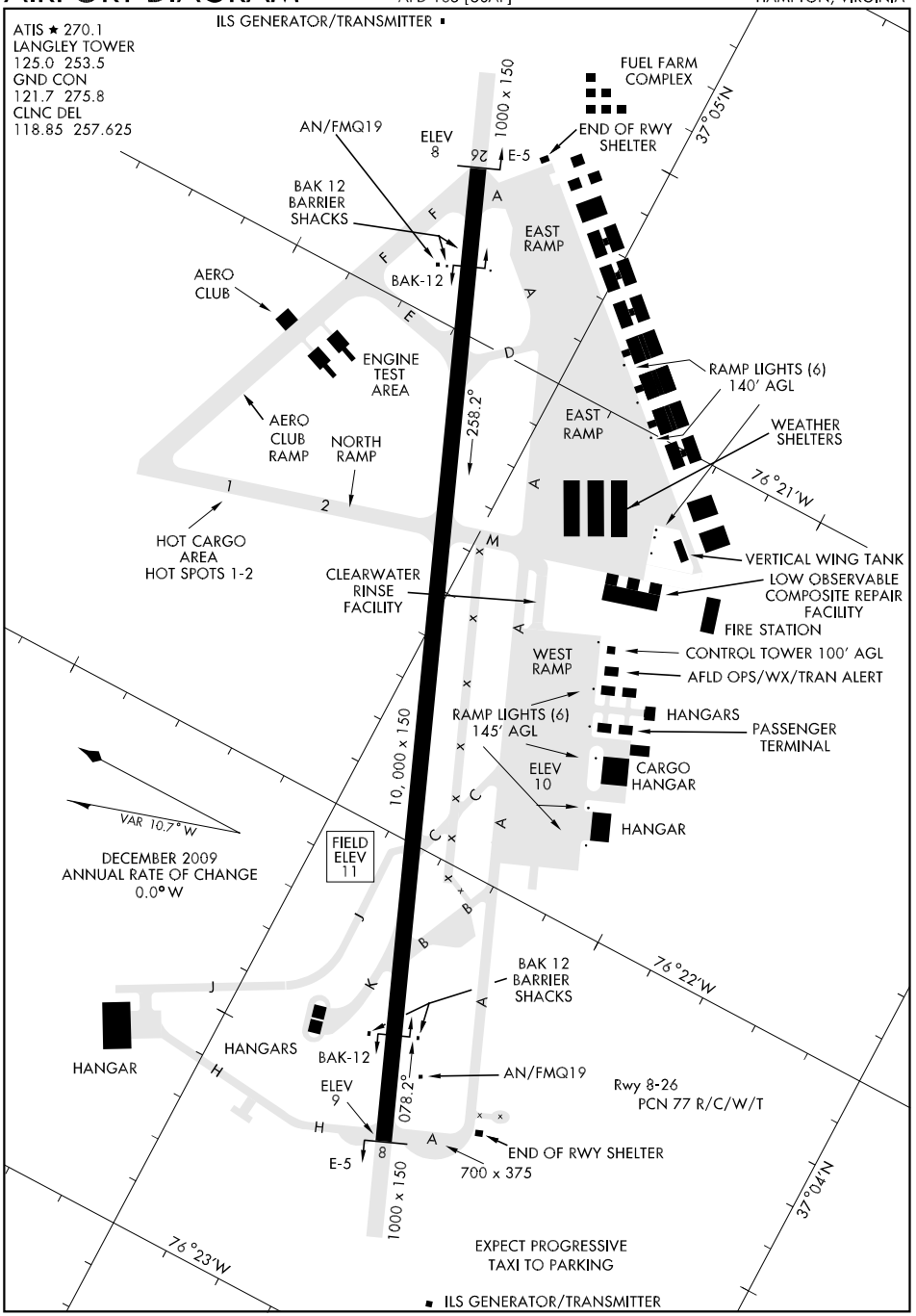




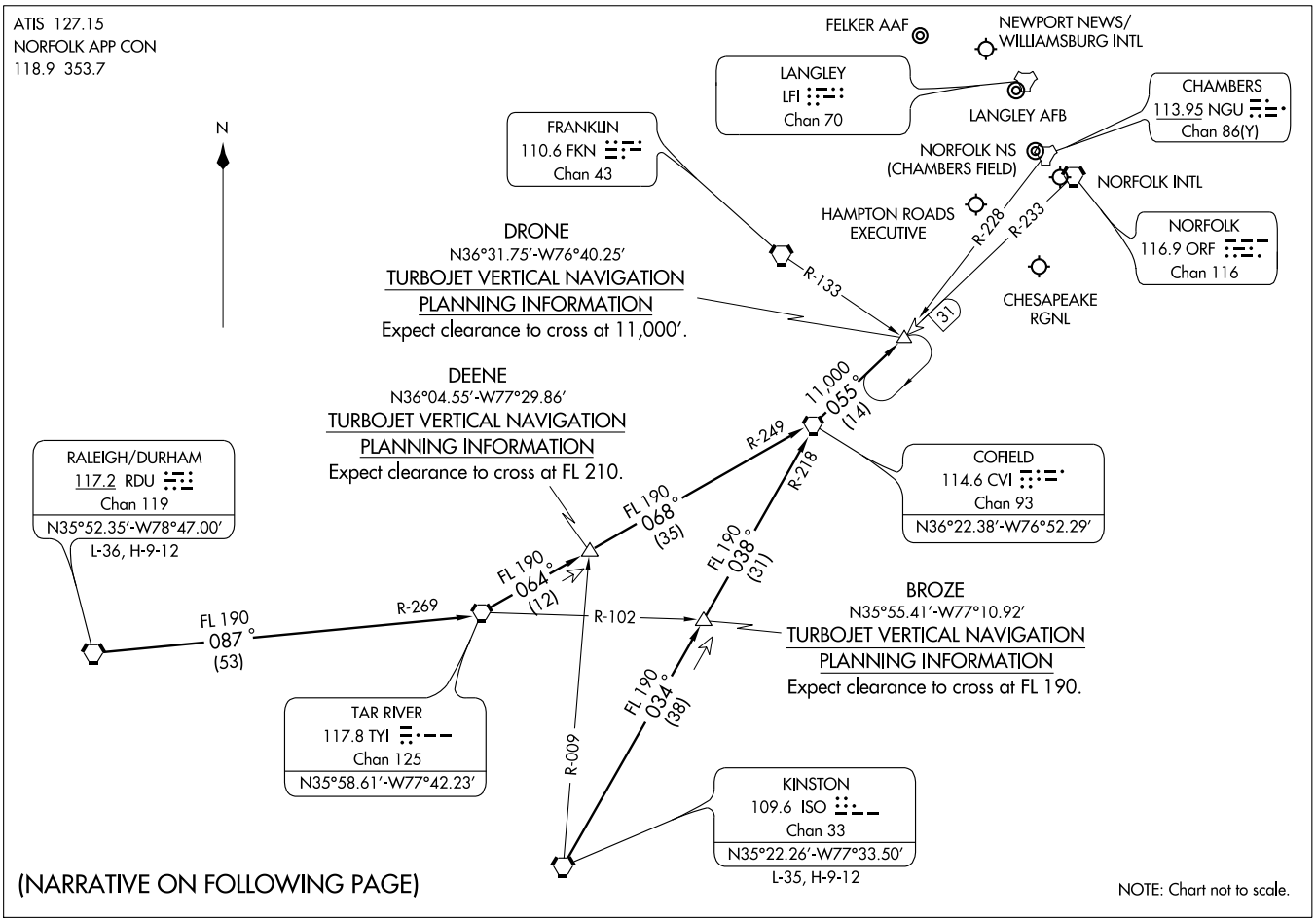
CATEGORY	A	B	C	D
S-22	2720-1	416 (500-1)	NA	
CIRCLING	2860-1	556 (600-1)	NA	



NE-3. 14 JAN 2010 to 11 FEB 2010



NE-3, 14 JAN 2010 to 11 FEB 2010


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
FL 190
034°
(38)
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

HI-ILS RWY 8

LANGLEY AFB (KLFI)

LOC I-LFI	APCH CRS	Rwy ldg 10,000 TDZE 9 Arpt Elev 11
109.9	078°	

JAL-185 [USAF]

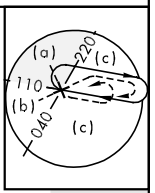
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

*** Circling S of Rwy 8-26 not authorized.



RADAR or DME REQUIRED

LANGLEY Chan 70 LFI

JRAYE LFI 20

757

R-073

529

ZORUP LFI 18

430 207 343

R-277

277°

290°

128

LFI 38

110°

290°

R-110

(IAF) TURET LFI 28

RADAR required when holding at TURET.

LR-264

R-257

078°

18 Arc

LFI 18

LFI 6 BIMBLE

258°

510

211

530

507

WETOV LFI 8

LFI 12 WUBUT

319

LFI 18 WOPAT

480

537

LOCALIZER 109.9 I-LFI

1271

20 NM

Glideslope unusable for coupled approach below 750′ MSL.

Expect radar vectors to IAF or Final Approach course.

MSA LFI 25 NM

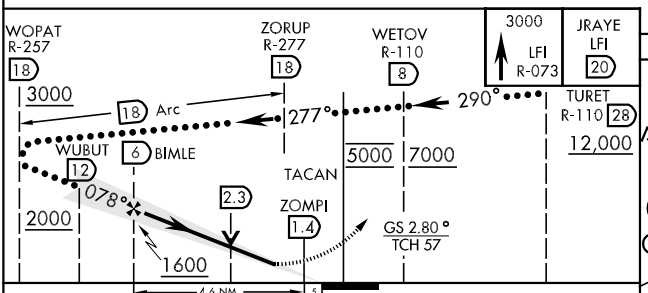
1900

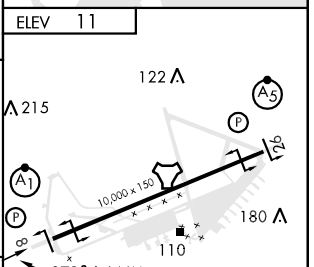
090°

2300

360°

EMERG SAFE ALT 100 NM 2700





CATEGORY	C	D	E
S-ILS 8 *	209/24	200	(200-½)
S-LOC 8 **	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING ***	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.6 NM

Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

HI-ILS RWY 26

LOC I-ABM	APCH CRS	Rwy ldg 10,000 / TDZE 10 / Arpt Elev 11
109.9	258°	

JAL-185 [USAF]

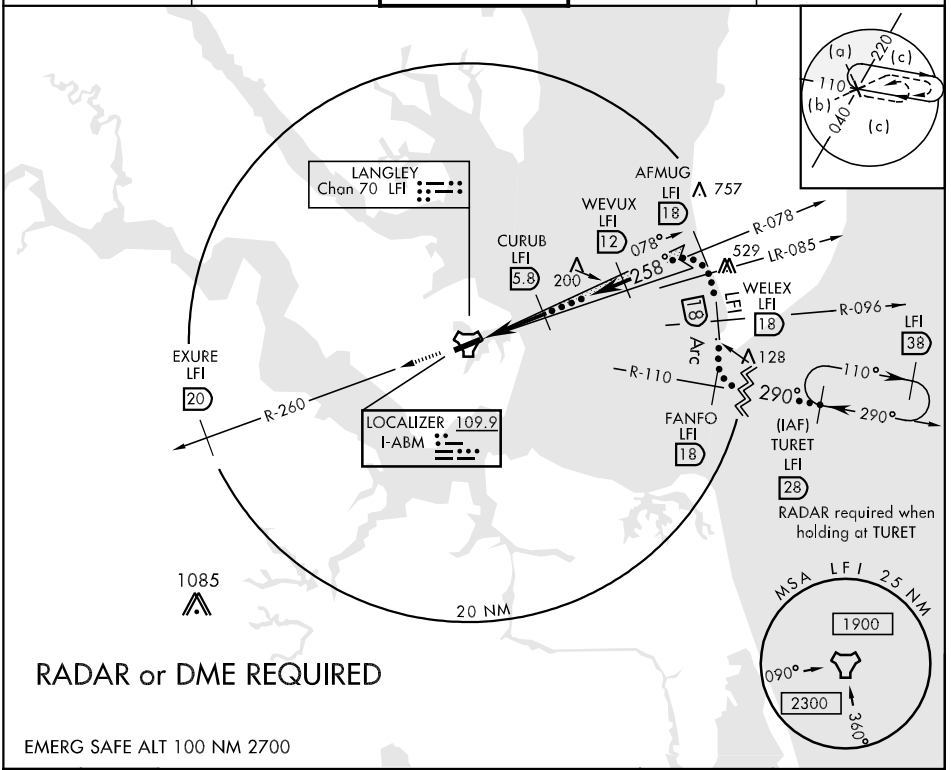
LANGLEY AFB (KLFI)

▼ * When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling S of Rwy 8-26 not authorized.

MALSR (A5)

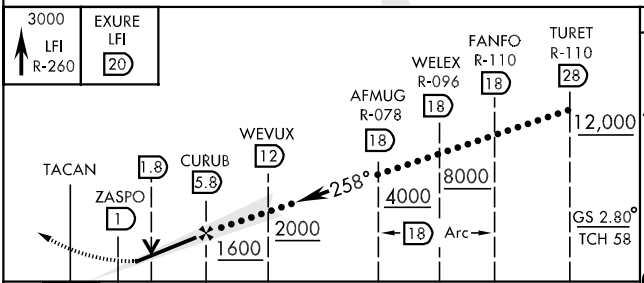
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

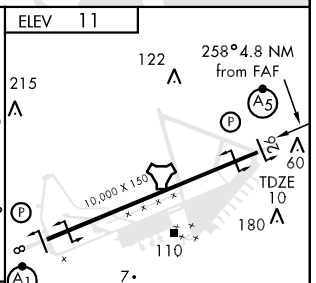
ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 2700





CATEGORY	C	D	E
S-ILS 26	210/40	200	(200-¾)
S-LOC 26*	400/40	390	(400-¾)
CIRCLING**	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.8 NM

Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

HI-TACAN RWY 8

TACAN LFI Chan 70	APCH CRS 073°	Rwy ldg 10,000 TDZE 9 Arpt Elev 11	JAL-185 [USAF]	LANGLEY AFB (KLFI)

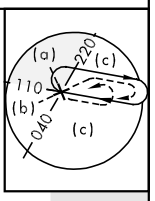
▼ *When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ , CAT E vis to 1¾.
** Circling S of Rwy 8-26 not authorized.

ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

Expect radar vectors to IAF or Final Approach course.



JRAYE LFI 20

LANGLEY Chan 70 LFI

757

R-073

527

529

128

343

430

211

207

ZORUP 18

R-277

277°

290°

110°

290°

R-110

38

LFI 18 Arc

073°

ZANKI 6

428 510 530 507

WETOV 8

319

537

SUBRE 12

ZUPEL 18

480

LR-260

R-253

(IAF) TURET 28

RADAR required when holding at TURET

1271

20 NM

MSA LFI 25 NM

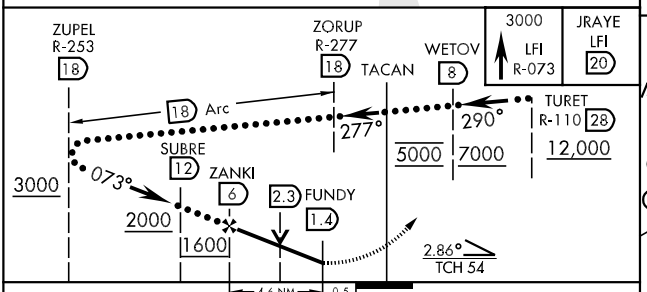
1900

090°

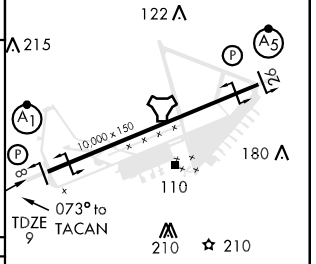
2300

360°

EMERG SAFE ALT 100 NM 2700



ELEV 11



CATEGORY	C	D	E
S-8*	480/40 471 (500- ¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING**	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

NE-3, 14 JAN 2010 to 11 FEB 2010

HI-TACAN RWY 26

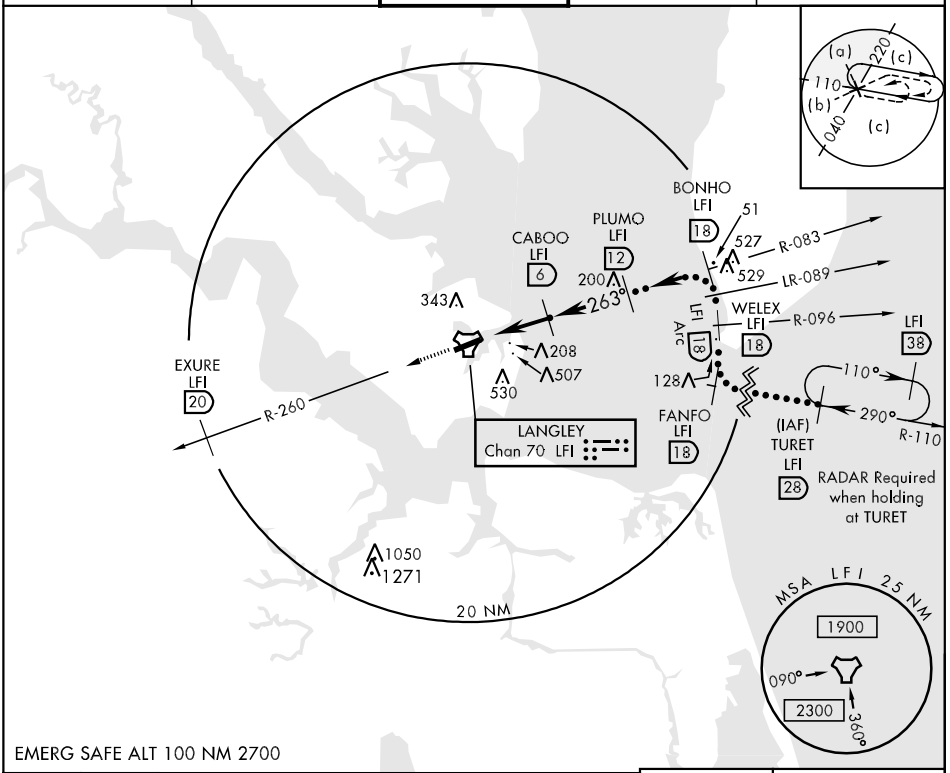
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-185 [USAF]	LANGLEY AFB (KLFI)
LFI Chan 70	263°	10,000 / 10 / 11		

▼ * When ALS inop, increase CAT C RVR to 60 and vis to1¼ miles, CAT DE vis to 1½ miles.
** Circling S of Rwy 8-26 not authorized.

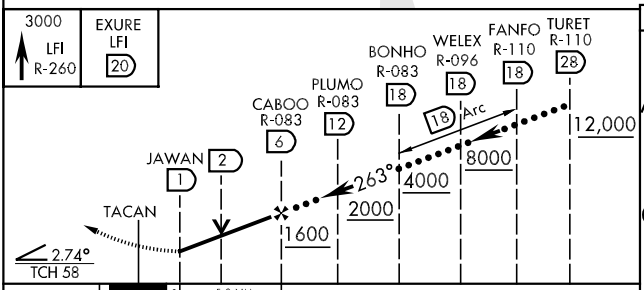
MALSR

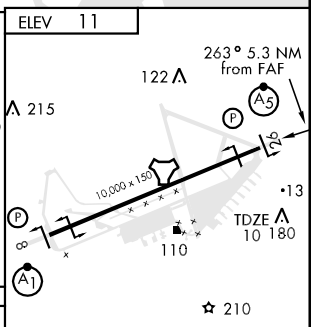
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



EMERG SAFE ALT 100 NM 2700





CATEGORY	C	D	E
S-26 *	440/40 430 (500-¾)	440/50 430 (500-1)	
CIRCLING **	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

ILS RWY 8

LANGLEY AFB (KLFI)

LOC I-LFI	APCH CRS	Rwy ldg 10,000 / TDZE 9 / Arpt Elev 11
109.9	078°	AL-185 [USAF]

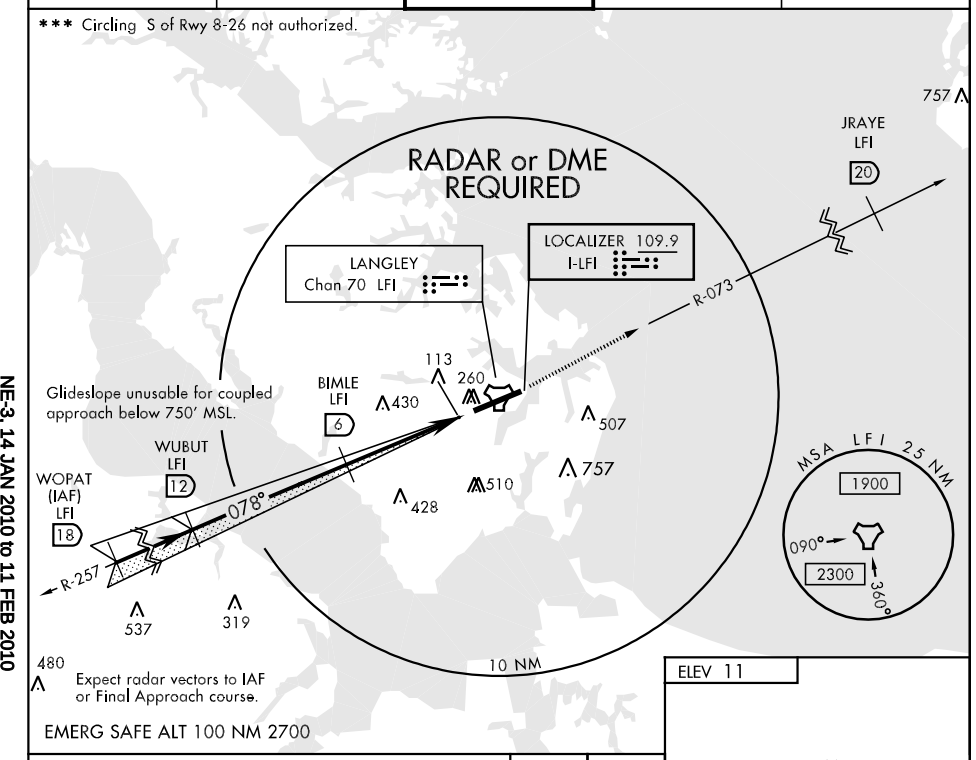
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

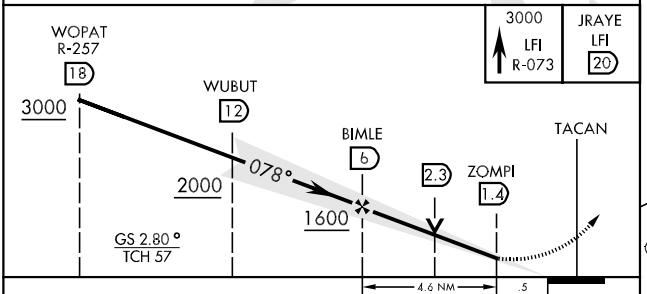
ALSF-1

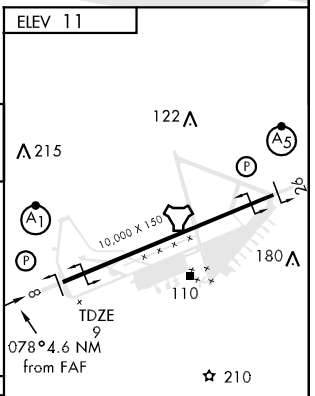
MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

*** Circling S of Rwy 8-26 not authorized.







CATEGORY	A	B	C	D	E
S-ILS 8 *	209/24		200	(200-½)	
S-LOC 8 **	480/24	471 (500-½)	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING***	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-3, 14 JAN 2010 to 11 FEB 2010

ILS RWY 26

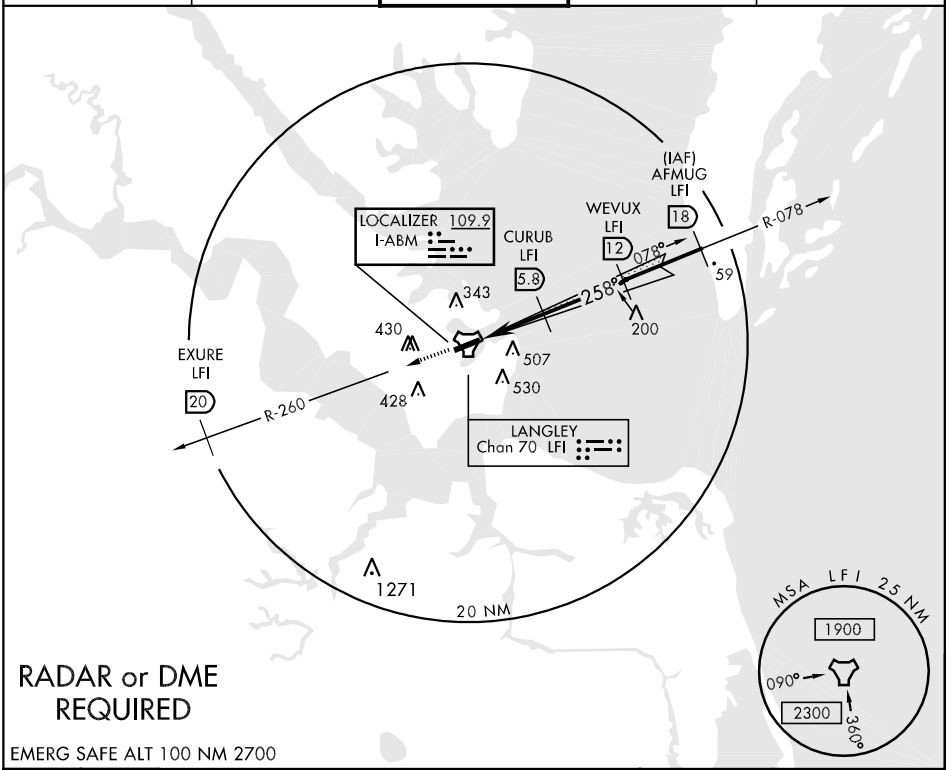
LOC I-ABM	APCH CRS	Rwy ldg 10,000 TDZE 10 Arpt Elev 11	JAL-185 [USAF]	LANGLEY AFB (KLFI)
109.9	258°			

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling S of Rwy 8-26 not authorized.

MALSR (A5)

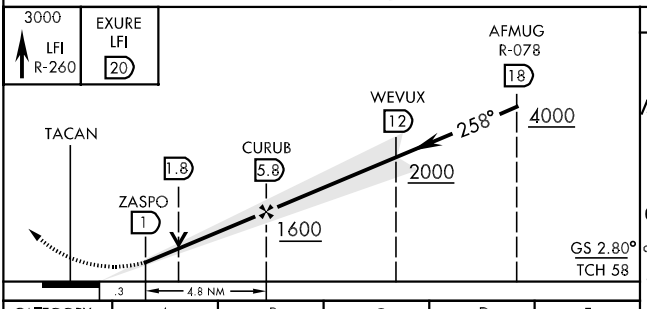
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

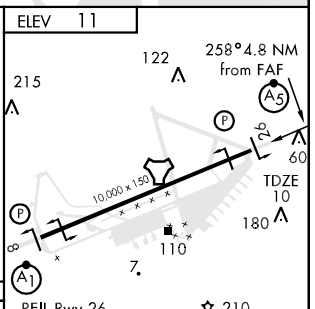
ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 2700





CATEGORY	A	B	C	D	E
S-ILS 26	210/40		200		(200-¾)
S-LOC 26 *	400/40		390		(400-¾)
CIRCLING **	540-1 529 (600-1)		580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

RNAV (GPS) RWY 26

APCH CRS	Rwy ldg	10,000
258°	TDZE	10
	Arpt Elev	11

AL-185 [USAF]

LANGLEY AFB (KLFI)

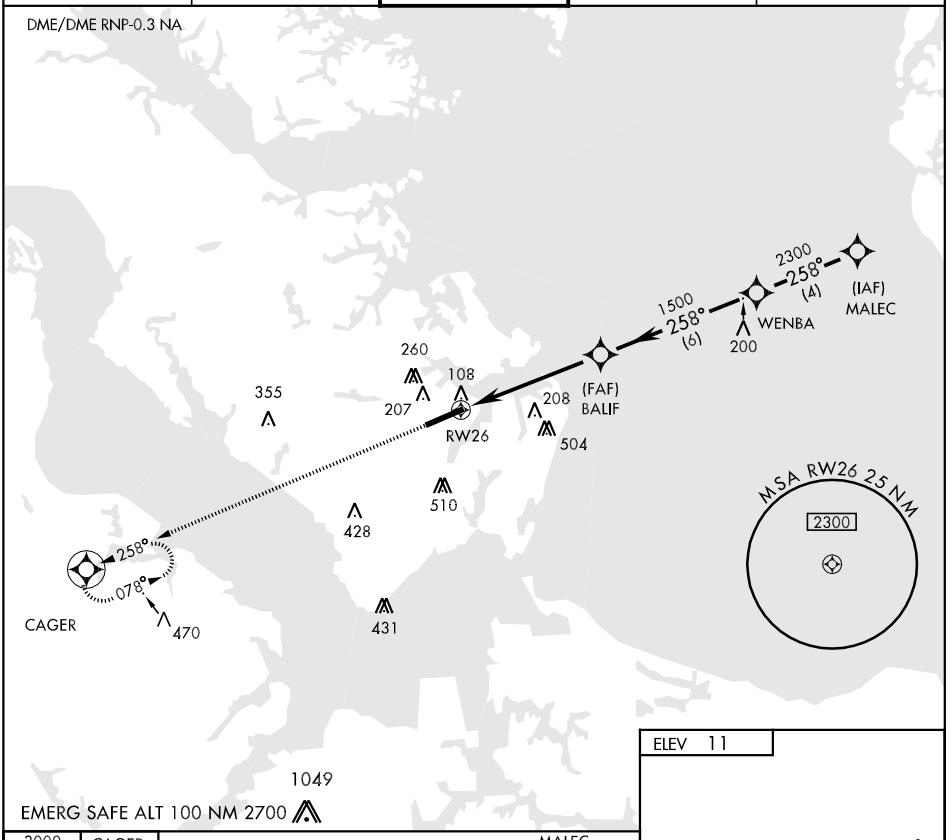
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling S of Rwy 8-26 not authorized for CAT E acft.

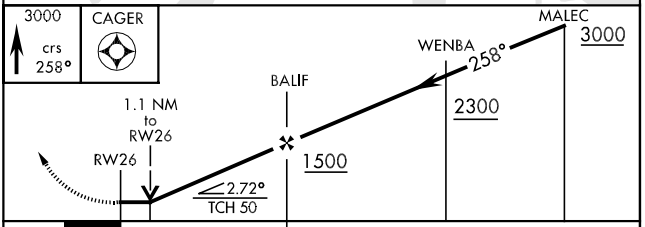
MALSR

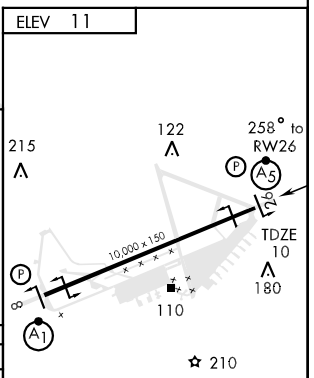
MISSED APPROACH: Climb to 3000 on course 258° to CAGER WPT and hold.

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

DME/DME RNP-0.3 NA







CATEGORY	A	B	C	D	E
LNAV MDA *	520/40	510 (600-¾)	520/50	510 (600-1)	520/60 510 (600-1¼)
CIRCLING **	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749(800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

NE-3, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 8

TACAN LFI Chan 70	APCH CRS 073°	Rwy ldg 10,000 TDZE 9 Arpt Elev 11	AL-185 [USAF]	LANGLEY AFB (KLFI)

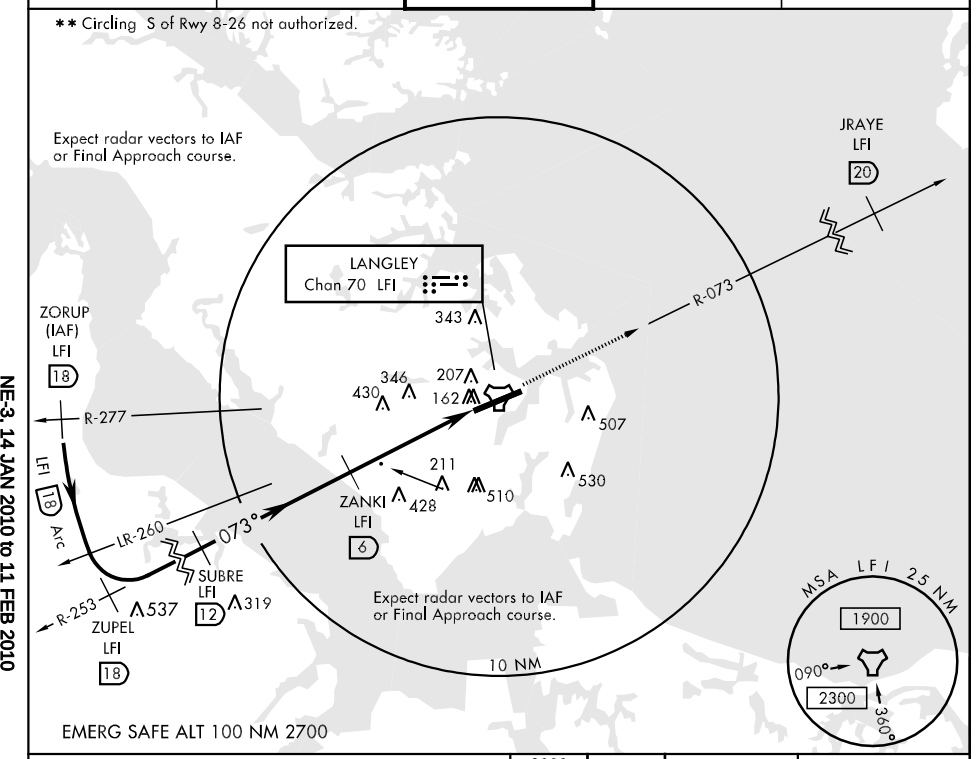
*When ALS inop, increase CAT AB RVR to 50 and vis to1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

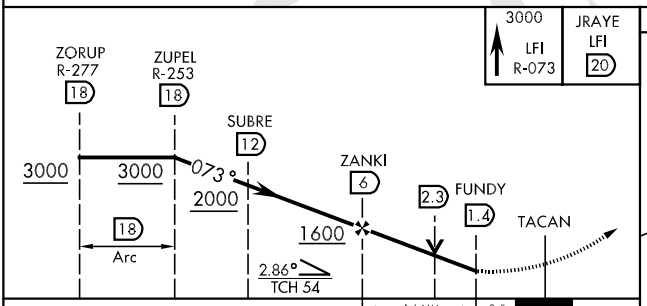
ALSF-1

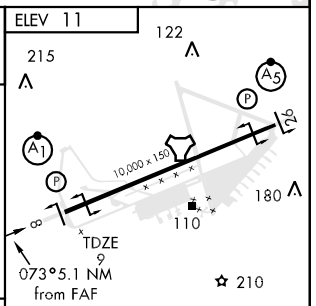
MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

** Circling S of Rwy 8-26 not authorized.







CATEGORY	A	B	C	D	E
TAC 8 *	480/24 471 (500-½)		480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING **	540-1 529 (600-1)		580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

NE-3, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 26

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LFI Chan 70	263°	10,000	10	11

AL-185 [USAF]

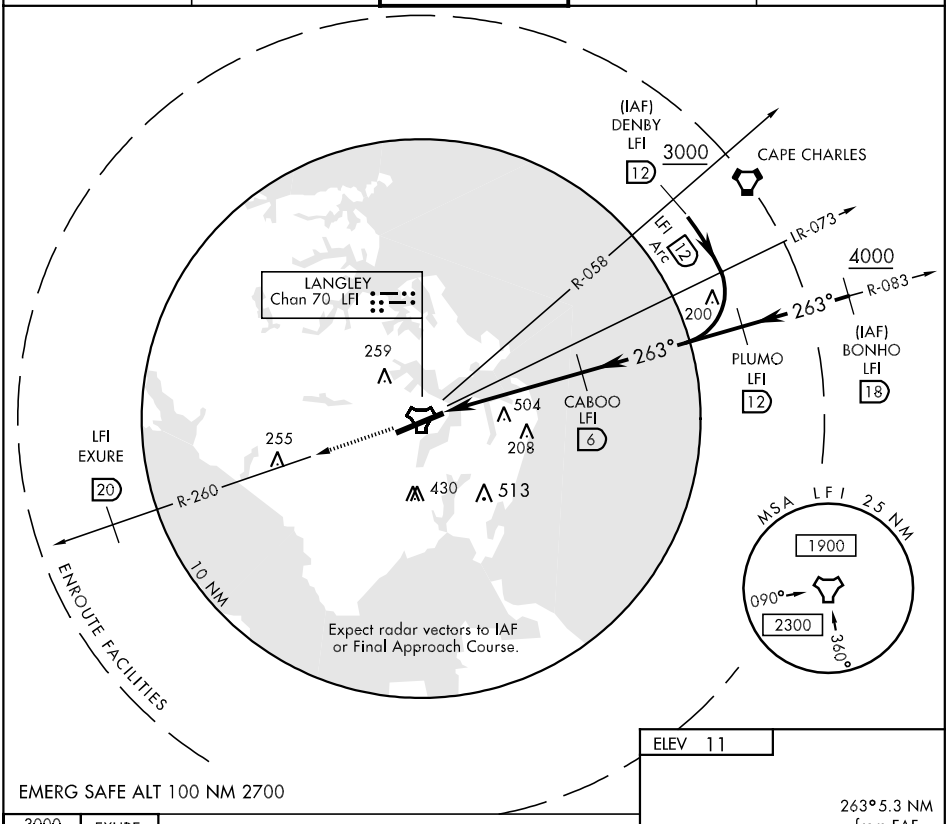
LANGLEY AFB (KLFI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling S of Rwy 8-26 not authorized.

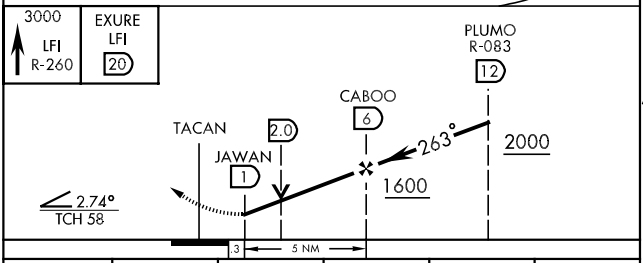
MALSR

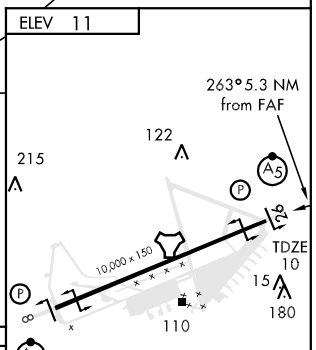
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



EMERG SAFE ALT 100 NM 2700





CATEGORY	A	B	C	D	E
S- 26 *	440/40	430	(500-¾)	440/50	430 (500-1)
CIRCLING **	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

NE-3, 14 JAN 2010 to 11 FEB 2010

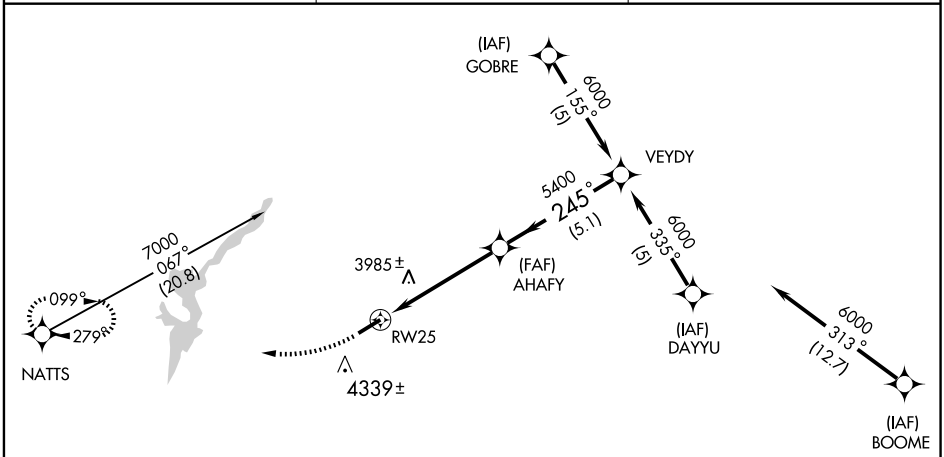
APP CRS	Rwy Idg	5600
245°	TDZE	3772
	Apt Elev	3792

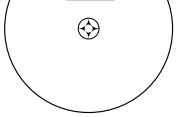
GPS RWY 25

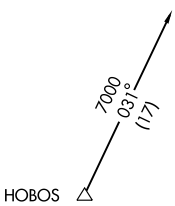
HOT SPRINGS/INGALLS FIELD (HSP)

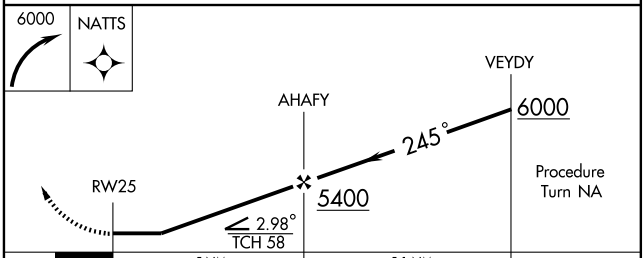
NA — Circling NA SE of Rwy 7-25.	MISSED APPROACH: Climbing right turn to 6000 direct NATTS WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L

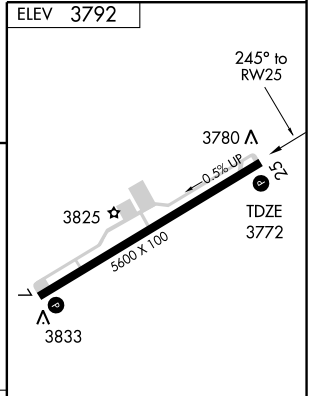








CATEGORY	A	B	C	D
S-25	4440-1 668 (700-1)		4440-1¾ 668 (700-1¾)	4440-2 668 (700-2)
CIRCLING	4840-1¼ 1048 (1100-1¼)	4840-1½ 1048 (1100-1½)	4840-3 1048 (1100-3)	



REIL Rwy 25 L
HIRL Rwy 7-25 L

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-HSP	APP CRS	Rwy Idg	5600
108.7	247°	TDZE	3773
		Apt Elev	3793

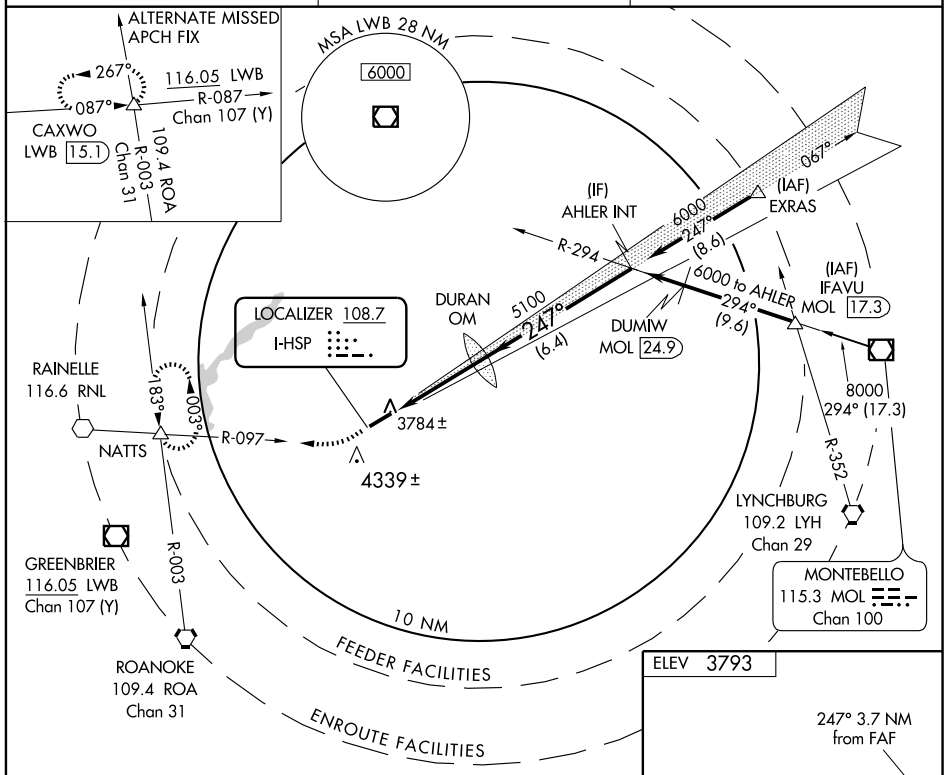
ILS or LOC RWY 25

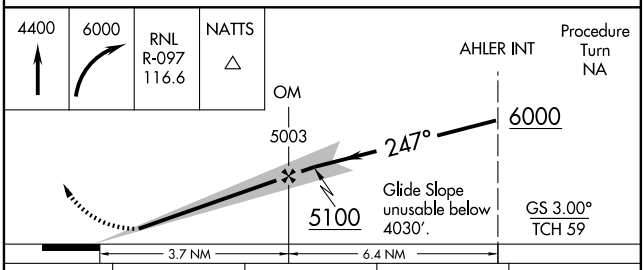
HOT SPRINGS/INGALLS FIELD (HSP)

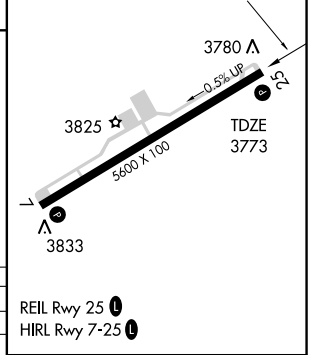
T
A NA — Circling NA southeast of Rwy 7-25. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 4400 then climbing right turn to 6000 via RNL VOR R-097 to NATTS INT and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 25	4088-1 315 (300-1)			
S-LOC 25	4240-1 467 (500-1)		4240-1¼ 467 (500-1¼)	4240-1½ 467 (500-1½)
CIRCLING	4440-1 647 (700-1)		4480-2 687 (700-2)	4480-2¼ 687 (700-2¼)

REIL Rwy 25 L
HIRL Rwy 7-25 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5600
CH 86813	067°	TDZE	3793
W07A		Apt Elev	3793

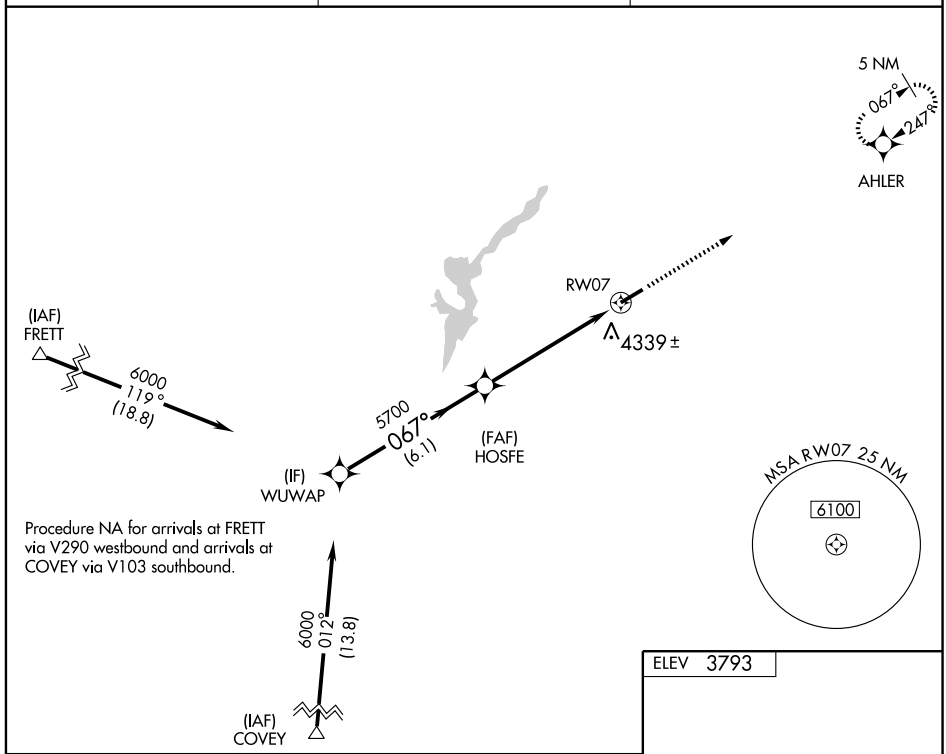
RNAV (GPS) RWY 7

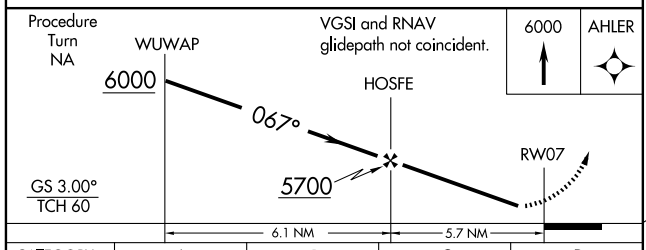
HOT SPRINGS/INGALLS FIELD (HSP)

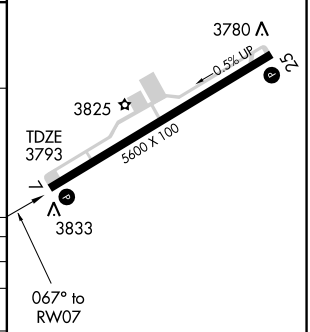
Circling NA southeast of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct AHLER and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4143-1¼ 350 (400-1¼)			
LNAV/VNAV DA	4619-3 826 (900-3)			
LNAV MDA	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)
CIRCLING	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)

REIL Rwy 25 L
HIRL Rwy 7-25 L

NE-3. 14 JAN 2010 to 11 FEB 2010

JONESVILLE, VIRGINIA AL-9373 (FAA)

APP CRS	Rwy Idg	5000
066°	TDZE	1403
	Apt Elev	1411

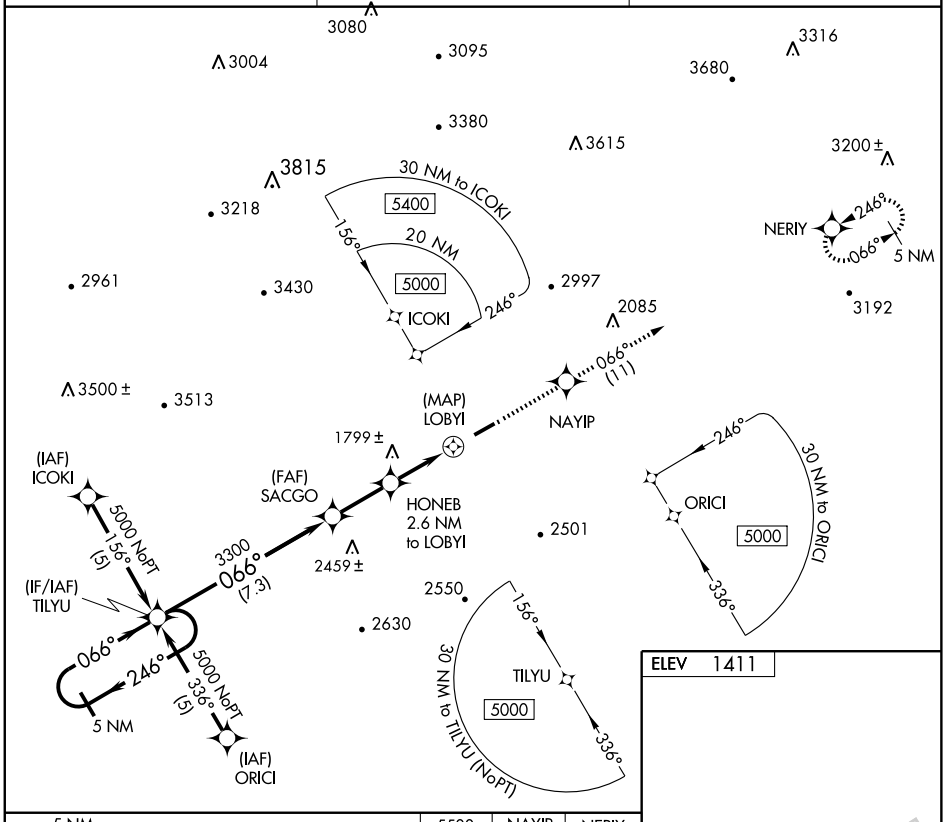
RNAV (GPS) RWY 7

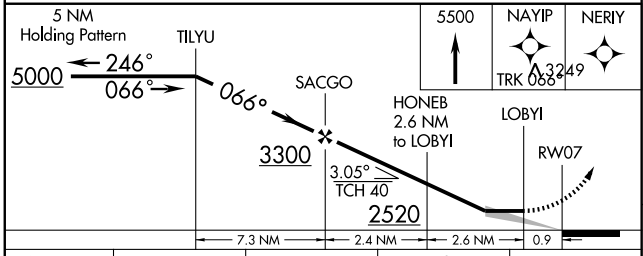
JONESVILLE / LEE COUNTY (ØVG)

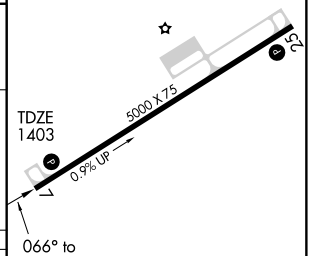
Use Morristown, TN altimeter setting; if not received, use Middlesboro, KY altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5500 direct NAYIP and via 066° track to NERIY and hold, continue climb-in-hold to 5500.

MORRISTOWN AWOS-3	ATLANTA CENTER	CTAF
126.725	127.85 371.85	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	2140-1 737 (800-1)		2140-2 737 (800-2)	2140-2¼ 737 (800-2¼)
CIRCLING	2200-1 789 (800-1)	2200-1¼ 789 (800-1¼)	2200-2¼ 789 (800-2¼)	2280-2¾ 869 (900-2¾)

MIRL Rwy 7-25 (L)
REIL Rwys 7 and 25 (L)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
246°	TDZE	1411
	Apt Elev	1411

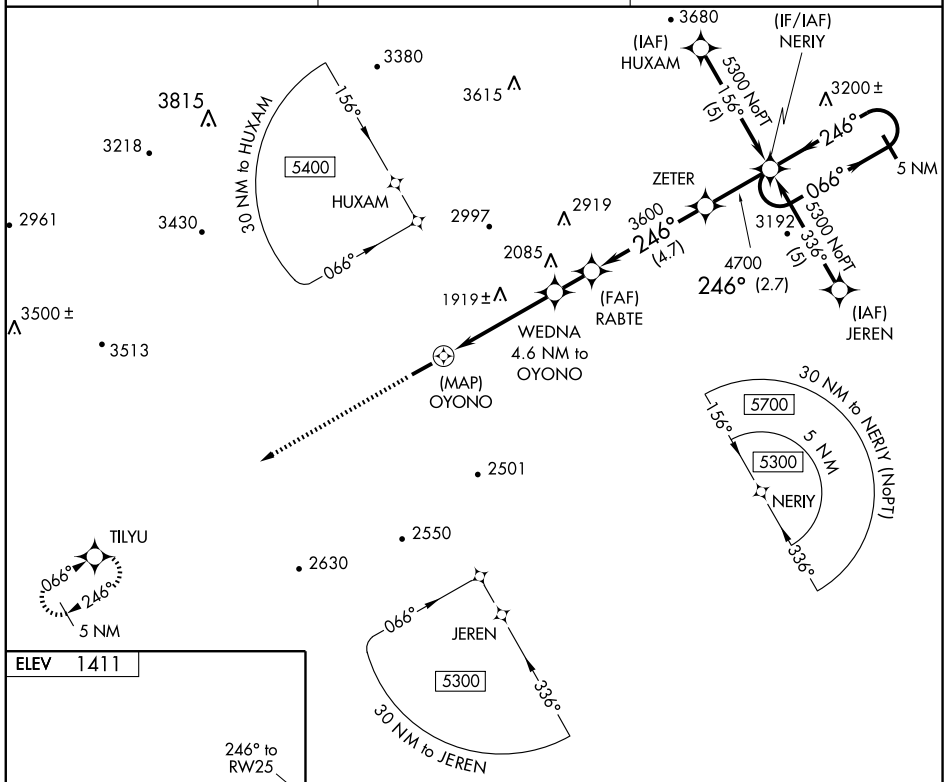
RNAV (GPS) RWY 25

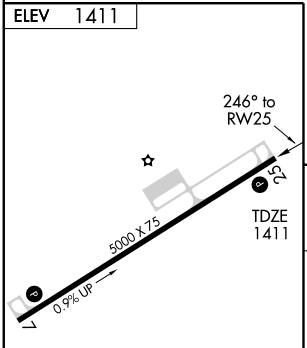
JONESVILLE / LEE COUNTY (ØVG)

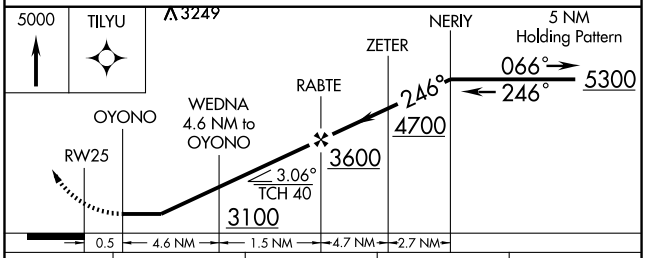
DME/DME RNP-0.3 NA. Use Morristown, TN altimeter setting; if not received, use Middlesboro, KY altimeter setting and increase all MDAs 20 feet. Visibilty reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct TILYU and hold.

MORRISTOWN AWOS-3	ATLANTA CENTER	CTAF
126.725	127.85 371.85	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	2260-1 849 (900-1)	2260-1¼ 849 (900-1¼)	2260-2½ 849 (900-2½)	2260-2¾ 849 (900-2¾)
CIRCLING	2260-1 849 (900-1)	2260-1¼ 849 (900-1¼)	2260-2½ 849 (900-2½)	2280-2¾ 869 (900-2¾)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3020
181°	TDZE	329
	Apt Elev	329

RNAV (GPS) RWY 18

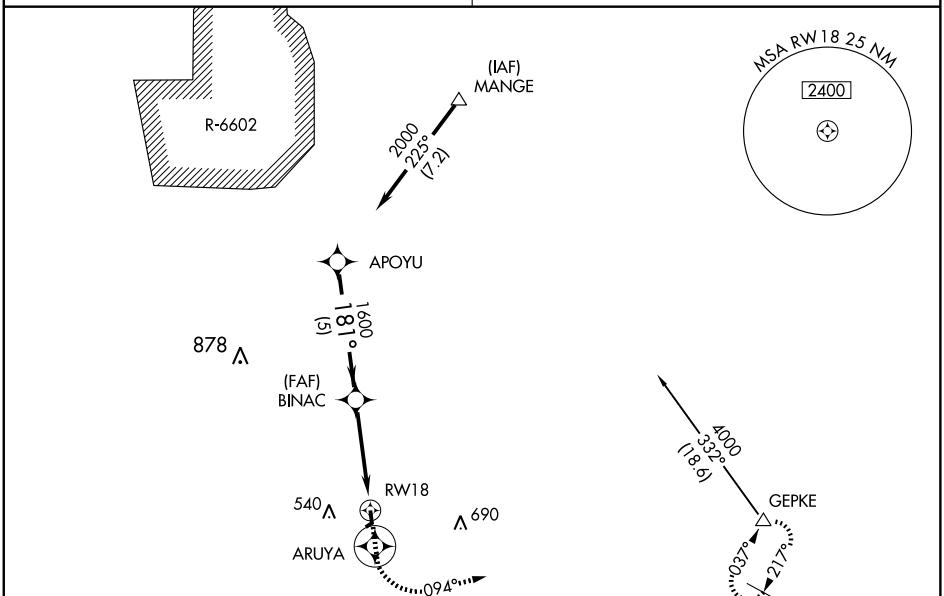
LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

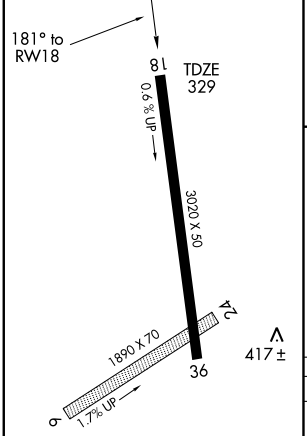
Use Mecklenburg/Brunswick altimeter setting.
DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.
Circling NA to Rwy 6/24.

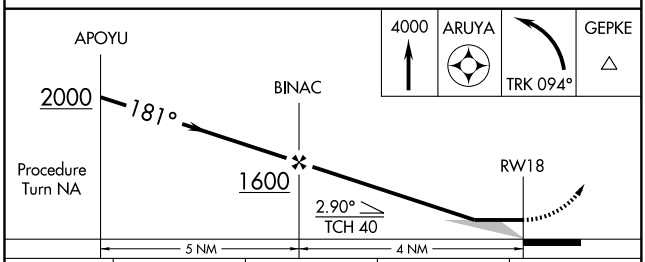
NA

MISSED APPROACH: Climb to 4000 direct ARUYA WP and left turn via 094° track to GEPKE WP and hold.

WASHINGTON APP CON	UNICOM
118.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1	511 (600-1)	NA	
CIRCLING	940-1	611 (700-1)	NA	

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3020
001°	TDZE	327
	Apt Elev	329

RNAV (GPS) RWY 36

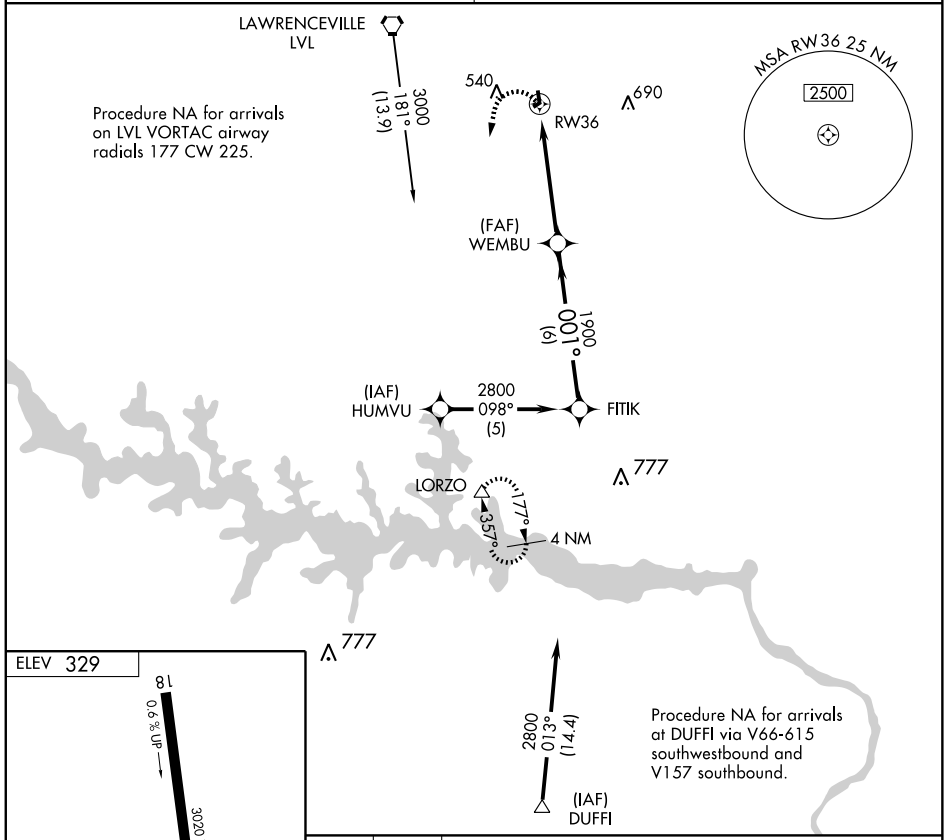
LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

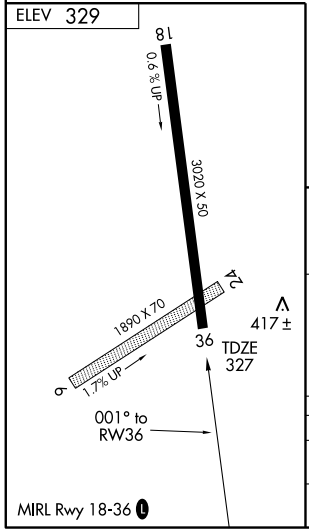
Use Mecklenburg/Brunswick altimeter setting.
DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.
Circling NA to Rwy 6/24.

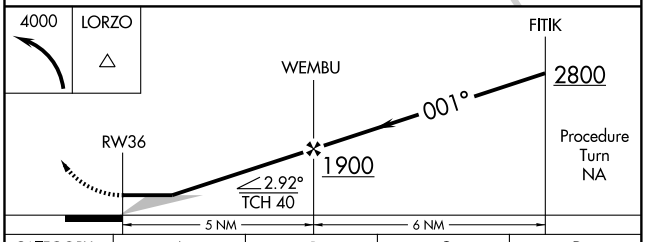
NA

MISSED APPROACH: Climbing left turn to 4000 direct LORZO WP and hold.

WASHINGTON APP CON	UNICOM
118.75 377.1	122.8 (CTAF) L





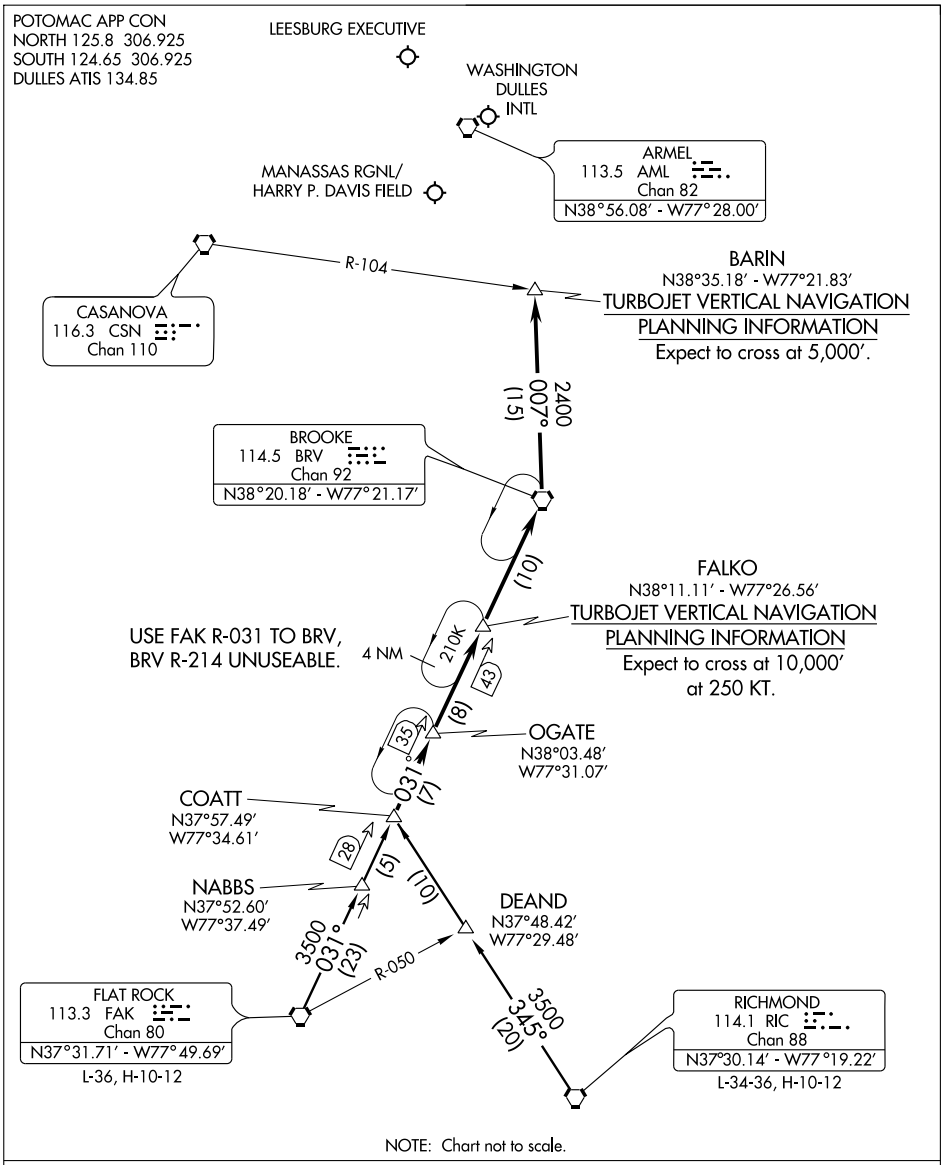


CATEGORY	A	B	C	D
LNAV MDA	760-1	433 (500-1)	NA	
CIRCLING	940-1	611 (700-1)	NA	

NE-3, 14 JAN 2010 to 11 FEB 2010

COATT FOUR ARRIVAL

WASHINGTON, DC



NOTE: Chart not to scale.

FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-JYO	APP CRS	Rwy Idg	5500
111.75	171°	TDZE	382
Chan 54 (Y)		Apt Elev	389

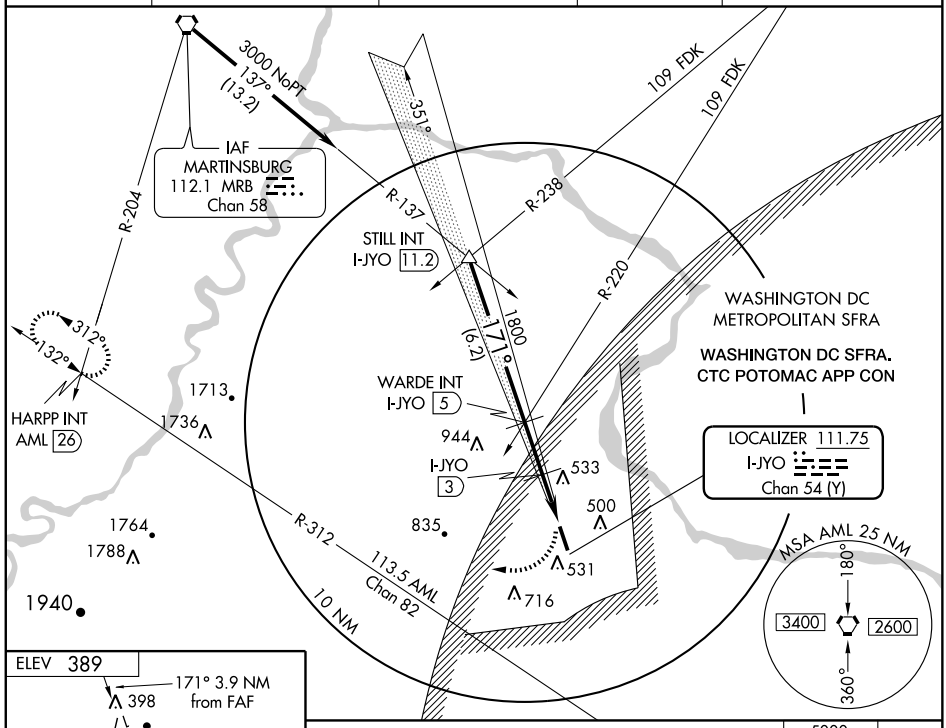
LOC RWY 17

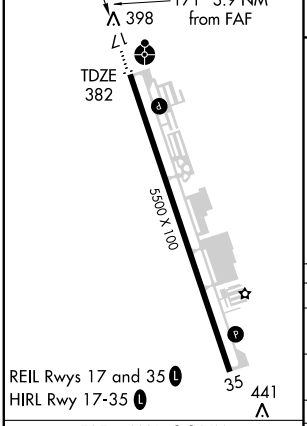
LEESBURG EXECUTIVE (JYO)

ODALS

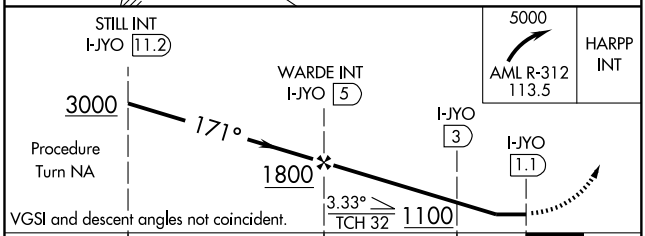
MISSED APPROACH: Climbing right turn to 5000 via AML R-312 to HARPP Int AML 26 DME and hold.

AWOS-3	POTOMAC APP CON	LEESBURG RADIO	CLNC DEL	UNICOM
125.225	126.1 338.25	122.6	118.55	122.975 (CTAF)





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-17	1100-1 718 (800-1)		1100-2 718 (800-2)	1100-2¼ 718 (800-2¼)
CIRCLING	1100-1 711 (800-1)		1100-2 711 (800-2)	1100-2¼ 711 (800-2¼)
DME MINIMUMS				
S-17	720-1 338 (400-1)			
CIRCLING	840-1 451 (500-1)		900-1½ 511 (600-1½)	1040-2 651 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 60902 W17A	APP CRS 171°	Rwy Idg 5500 TDZE 382 Apt Elev 389

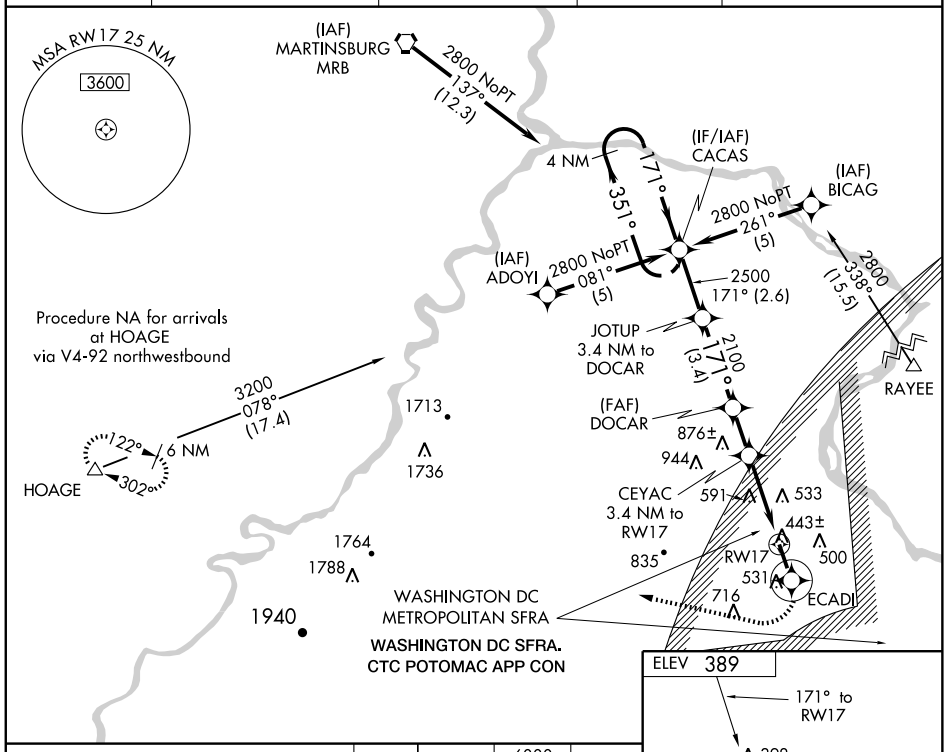
RNAV (GPS) RWY 17
LEESBURG EXECUTIVE (JYO)

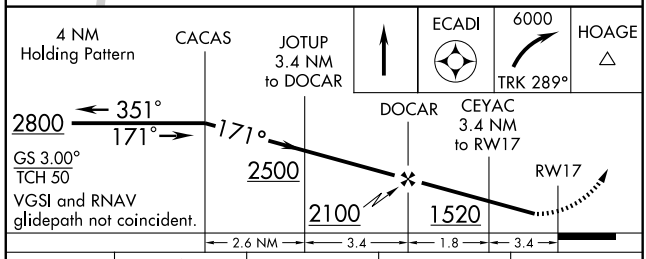
Inoperative table does not apply to ODALS Rwy 17. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night.

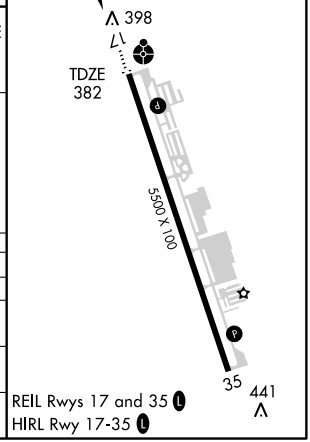
ODALS

MISSED APPROACH: Climb direct ECADI then climbing right turn to 6000 via 289° track to HOAGE and hold.

AWOS-3	POTOMAC APP CON	LEESBURG RADIO	CLNC DEL	UNICOM
125.225	126.1 338.25	122.6	118.55	122.975 (CTAF) L

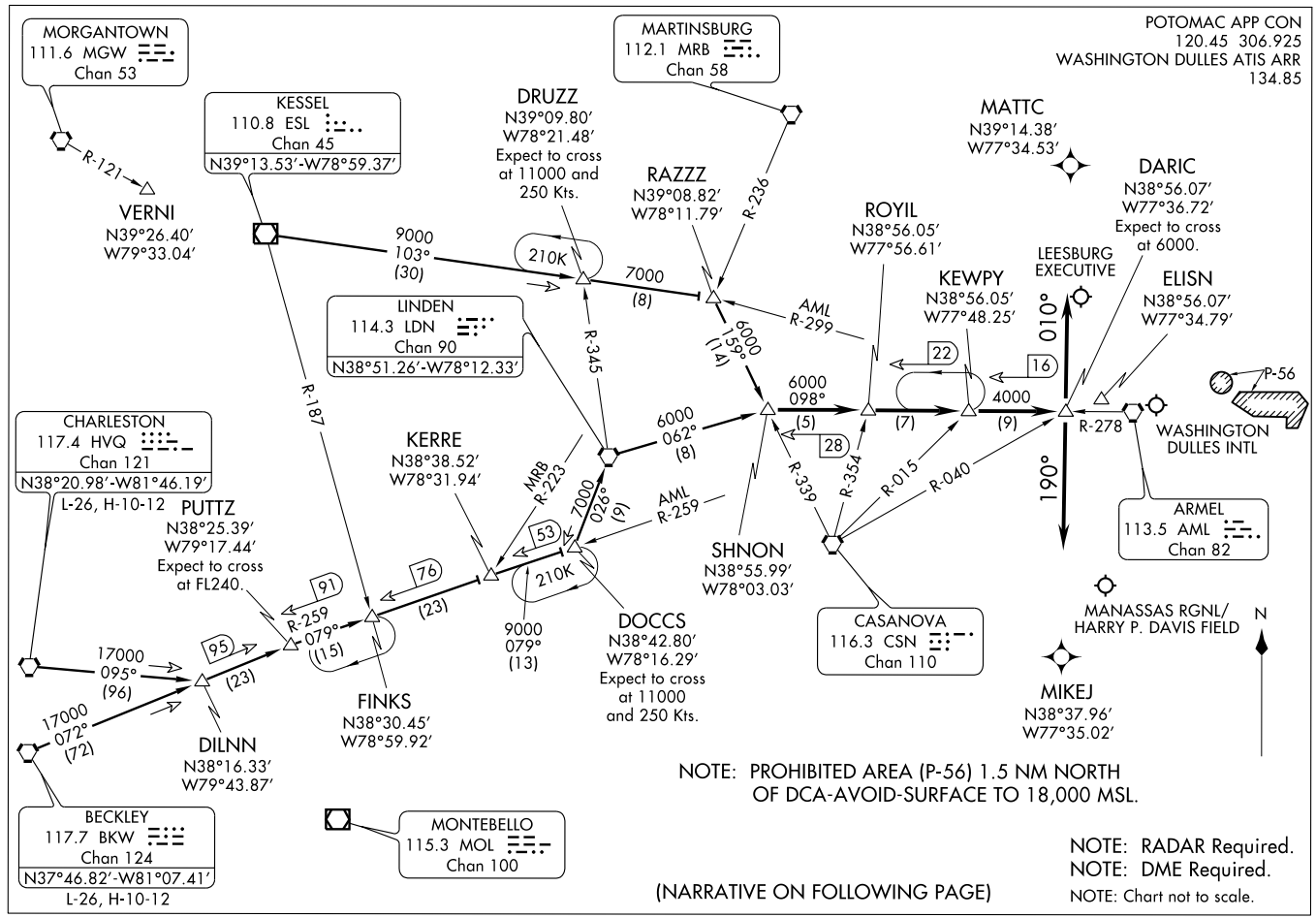






CATEGORY	A	B	C	D
LPV DA	640-1 258 (300-1)			
LNAV/VNAV DA	740-1¼ 358 (400-1¼)			
LNAV MDA	860-1 478 (500-1)		860-1¼ 478 (500-1¼)	860-1½ 478 (500-1½)
CIRCLING	860-1¼ 471 (500-1¼)		860-1½ 471 (500-1½)	1020-2 631 (700-2)

NE-3. 14 JAN 2010 to 11 FEB 2010



ROYIL TWO ARRIVAL

(ROYIL.ROYIL2) 09183

ST-5100 (FAA)

WASHINGTON, DC

ROYIL TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

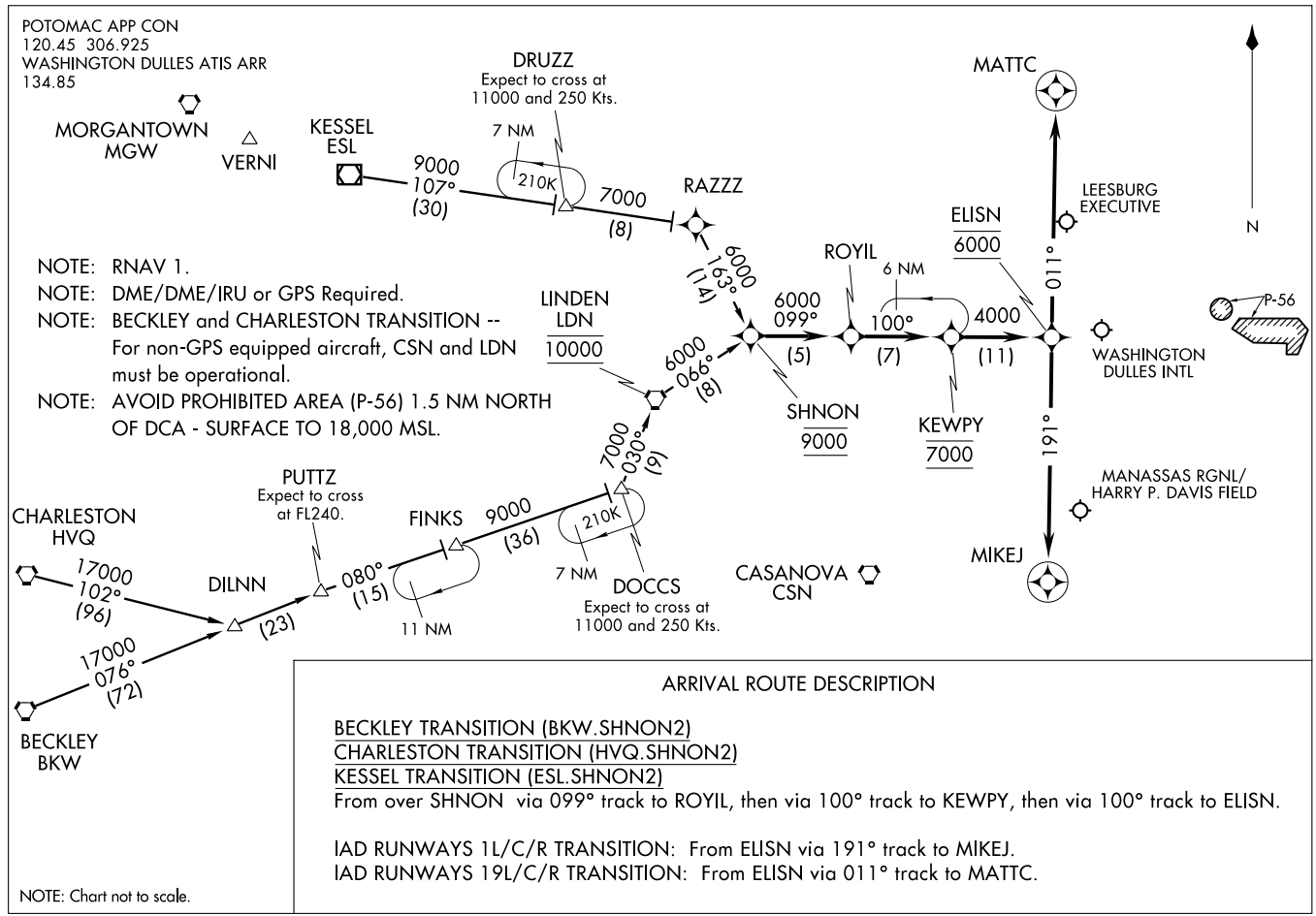
KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183

ST-5100 (FAA)

WASHINGTON, DC

VORTAC AML 113.5 Chan 82	APP CRS 342°	Rwy Idg N/A TDZE N/A Apt Elev 389

VOR or GPS-A

LEESBURG EXECUTIVE (JYO)

MISSED APPROACH: Climbing left turn to 5000 via R-312 to HARPP Int/AML 26 DME and hold.

AWOS-3	POTOMAC APP CON	LEESBURG RADIO	CLNC DEL	UNICOM
125.225	126.1 338.25	122.6	118.55	122.975 (CTAF)

DME or RADAR REQUIRED

112.1 MRB Chan 58

R-204

312°

132°

HARPP INT AML 26

5000 132° (26)

1713

1736

1764

1788

1940

944

533

500

835

(MABDN)

531

716

R-312

FUZZI AML 5.3 RADAR

1500 342° (5.3)

10 NM

WASHINGTON DC METROPOLITAN SFRA

WASHINGTON DC SFRA. CTC POTOMAC APP CON

IAF ARMEL 113.5 AML Chan 82

1 min 162° 342°

R-162

1499

MSA AML 25 NM

180°

3400

2600

360°

ELEV 389

398

5500 X 100

342° 3.8 NM from FAF

35

441

HIRL Rwy 17-35 (L)

REIL Rwys 17 and 35 (L)

5000

AML R-312 113.5

HARPP INT

FUZZI AML 5.3 RADAR

(MABDN)

342°

1500

VORTAC

One Minute Holding Pattern

162°

342°

2000

3.8 NM

5.3 NM

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
CIRCLING	900-1 511 (600-1)		900-1½ 511 (600-1½)	1040-2 651 (700-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-LKU	APP CRS	Rwy Idg	4300
108.55	271°	TDZE	493
		Apt Elev	493

LOC/DME RWY 27

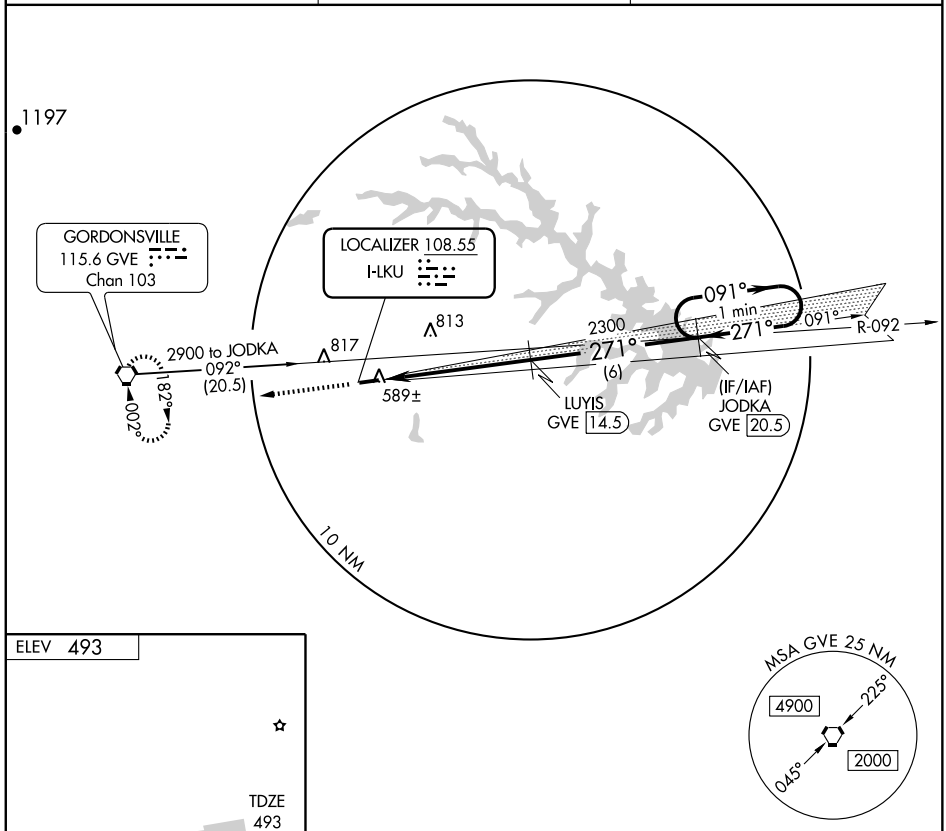
LOUISA COUNTY/FREEMAN FIELD (LKU)

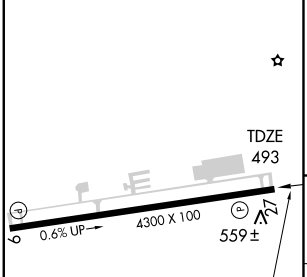
Circling NA N of Rwy 09-27. When local altimeter setting not received, use Orange altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME from GVE VORTAC, simultaneous reception of I-LKU and GVE DME required.

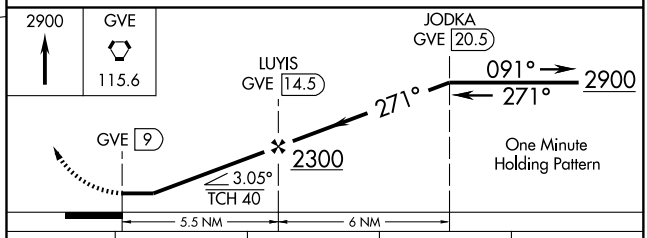
NA

MISSED APPROACH: Climb to 2900 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 257.75	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-27	840-1 347 (400-1)		NA	
CIRCLING	920-1 427 (500-1)	960-1 467 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4300
271°	TDZE	493
	Apt Elev	493

RNAV (GPS) RWY 27

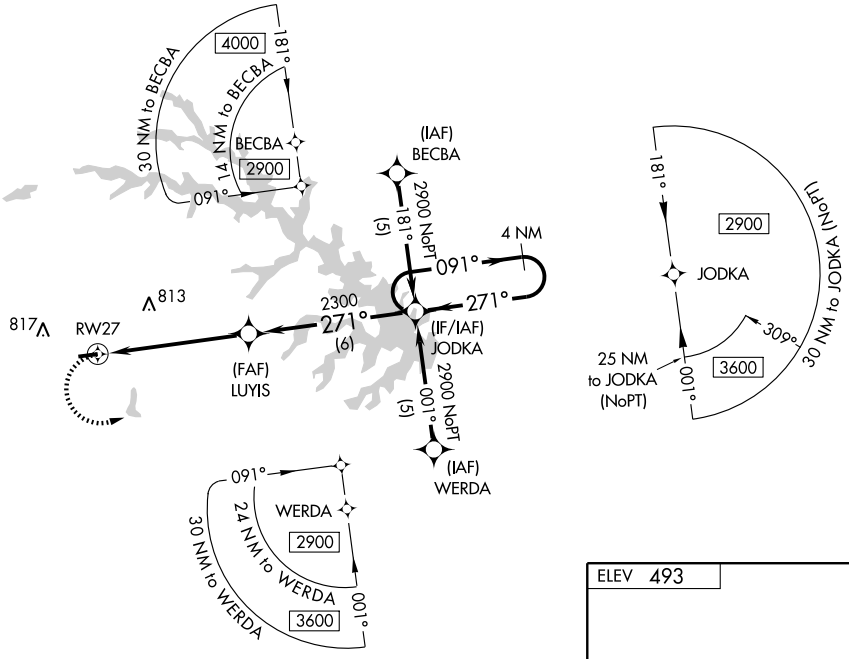
LOUISA COUNTY/FREEMAN FIELD (LKU)

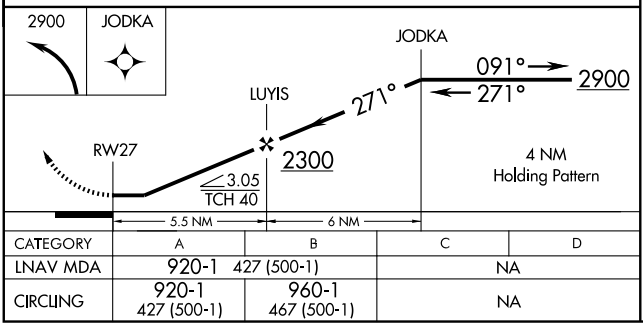
Circling NA N of Rwy 09-27. When local altimeter setting not received, use Orange altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2900 direct JODKA and hold.

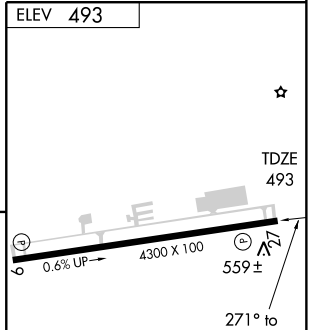
AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 257.75	122.725 (CTAF) L

882





CATEGORY	A	B	C	D
LNAV MDA	920-1 427 (500-1)		NA	
CIRCLING	920-1 427 (500-1)	960-1 467 (500-1)	NA	



REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3. 14 JAN 2010 to 11 FEB 2010

NDB LUA 245	APP CRS 224°	Rwy Idg N/A TDZE N/A Apt Elev 903

NDB-A

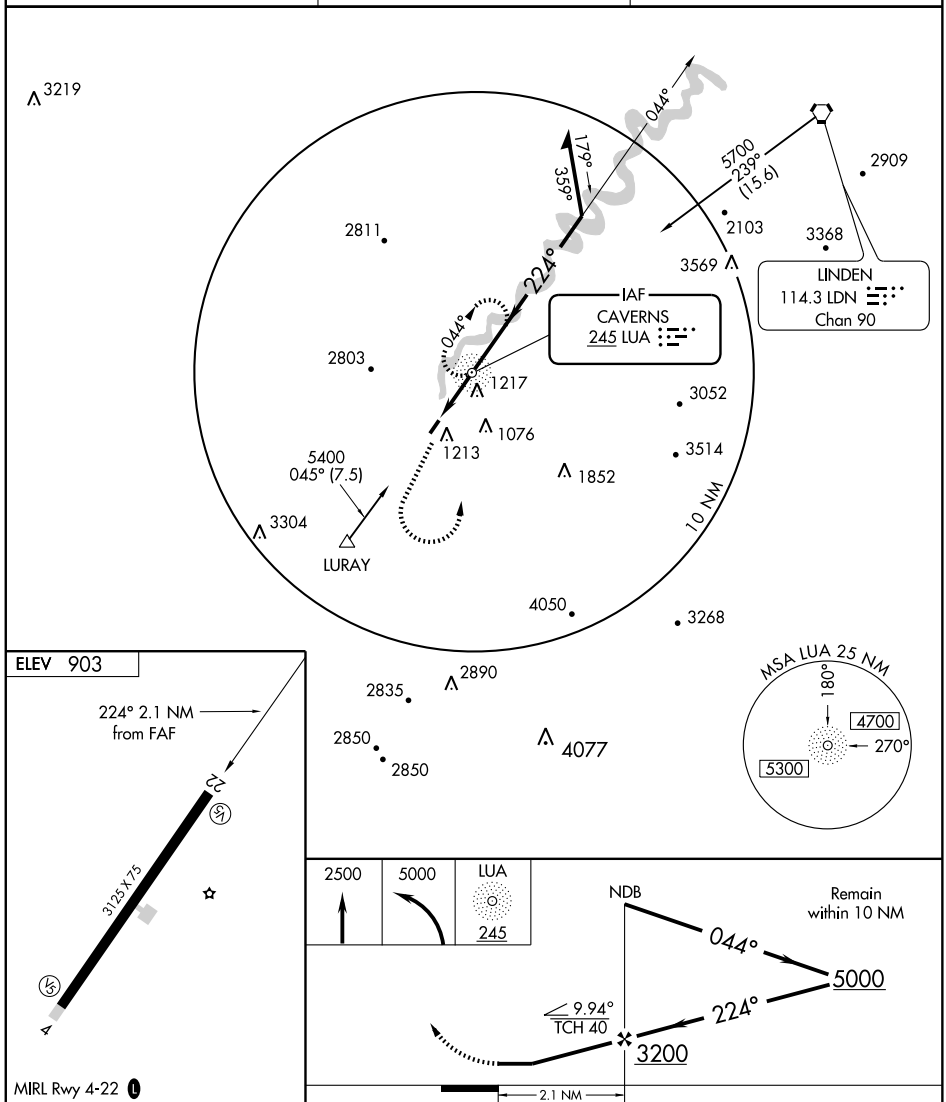
LURAY CAVERNS (W45)

Use Charlottesville altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct LUA NDB and hold, continue climb-in-hold to 5000.

CHARLOTTESVILLE ASOS	WASHINGTON CENTER	UNICOM
118.425	133.2 282.2	122.8 (CTAF) L



FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

CATEGORY	A	B	C	D
CIRCLING	2360-1¼ 1457 (1500-1¼)	2360-1½ 1457 (1500-1½)	2360-3 1457 (1500-3)	NA

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3125
230°	TDZE	903
	Apt Elev	903

RNAV (GPS) RWY 22

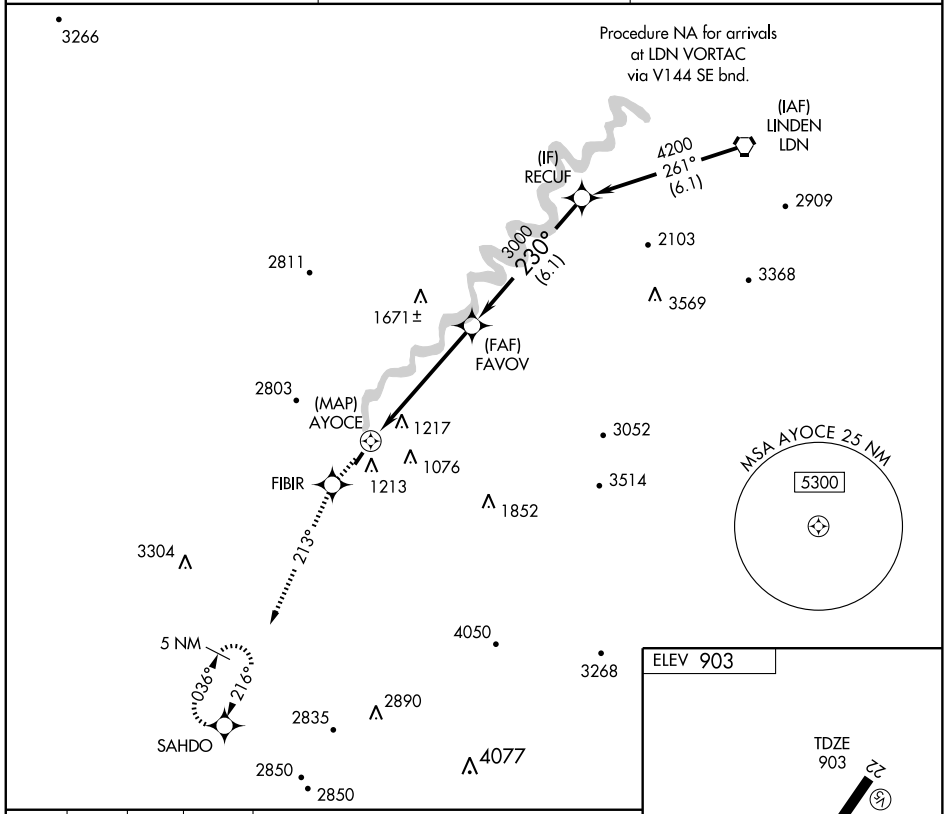
LURAY CAVERNS (W45)

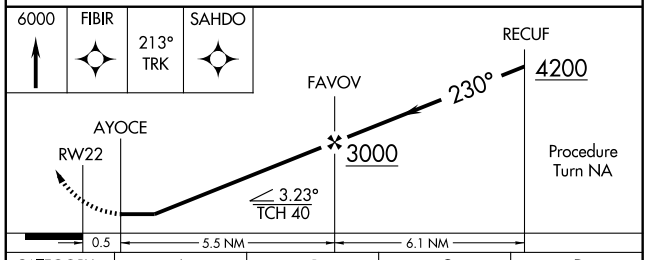
Use Charlottesville altimeter setting; when not received, use Orange altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

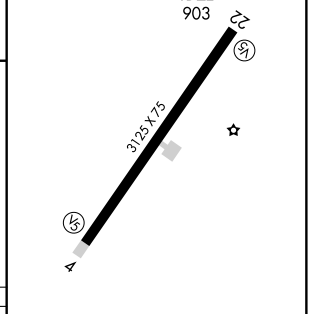
NA

MISSED APPROACH: Climb to 6000 direct FIBIR and via 213° track to SAHDO and hold, continue climb-and-hold to 6000.

CHARLOTTESVILLE ASOS	WASHINGTON CENTER	UNICOM
118.425	133.2 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2280-1¼ 1377 (1400-1¼)	2280-1½ 1377 (1400-1½)	2280-3 1377 (1400-3)	NA
CIRCLING	2320-1¼ 1417 (1500-1¼)	2320-1½ 1417 (1500-1½)	2320-3 1417 (1500-3)	NA

MIRL Rwy 4-22 L

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC LDN	APP CRS	Rwy Idg	N/A
114.3	237°	TDZE	N/A
Chan 90		Apt Elev	903

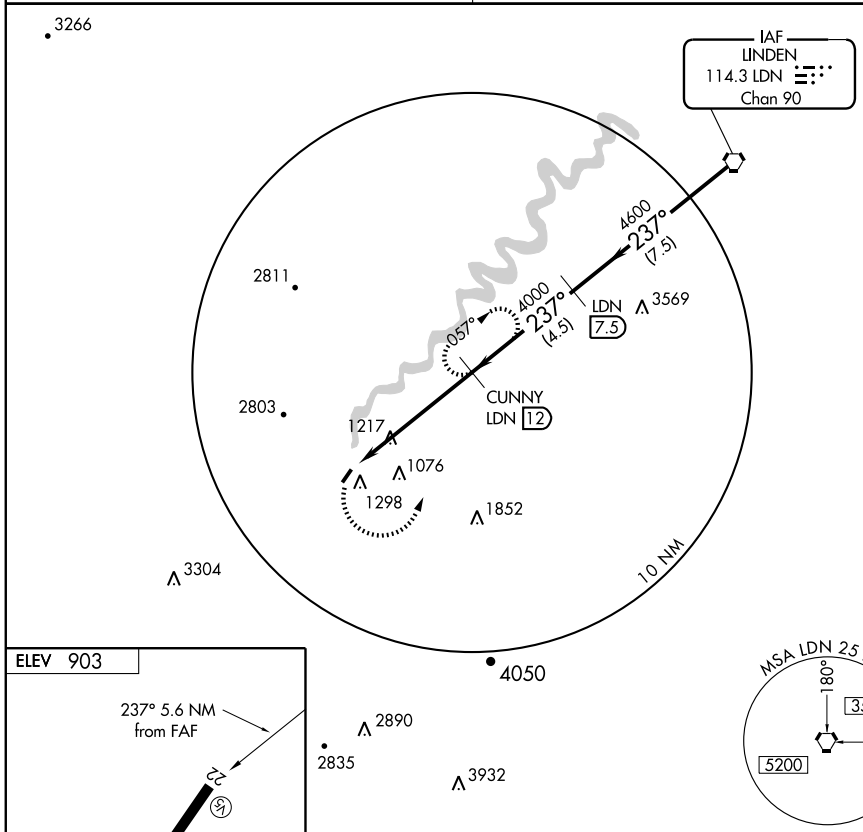
VOR/DME-B
LURAY CAVERNS (W45)

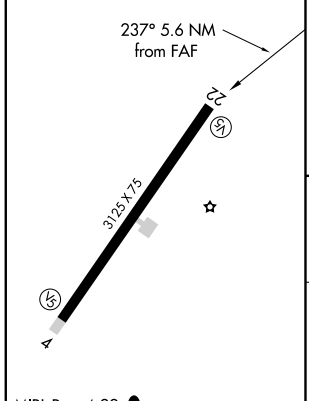
NA

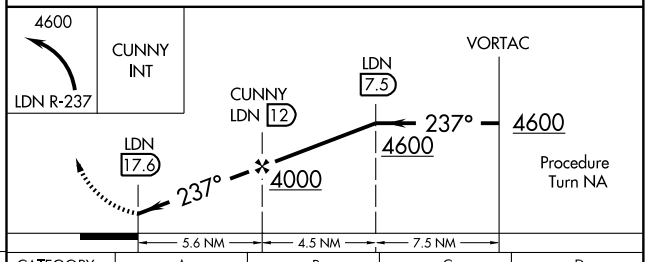
Use Charlottesville altimeter setting.

MISSED APPROACH: Climbing left turn to 4600 via LDN R-237 to CUNNY and hold.

WASHINGTON CENTER	UNICOM
133.2 282.2	122.8 (CTAF) L







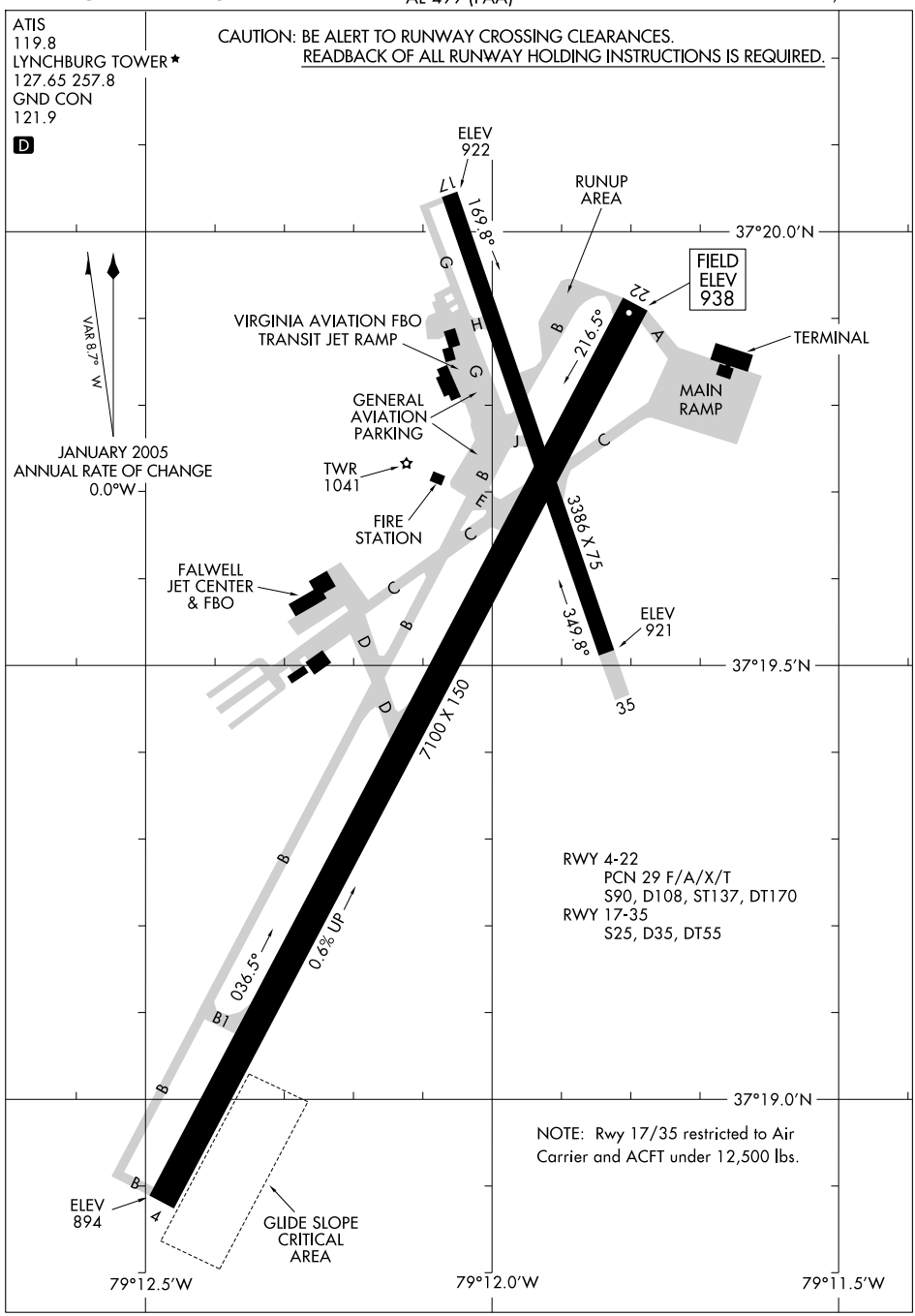
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2320-1¼ 1417 (1500-1¼)	2320-1½ 1417 (1500-1½)	2320-3 1417 (1500-3)	NA

NE-3, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
AL-499 (FAA)
LYNCHBURG, VIRGINIA



NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-LYH	APP CRS	Rwy Idg	6800
110.1	036°	TDZE	906
		Apt Elev	938

ILS or LOC RWY 4

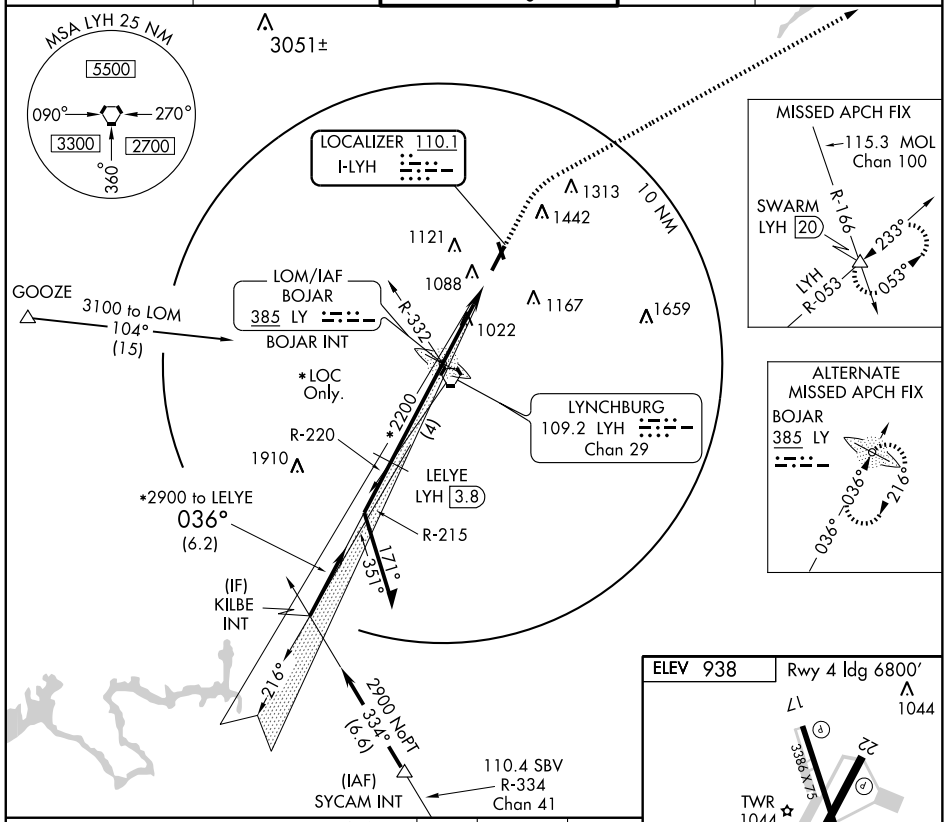
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

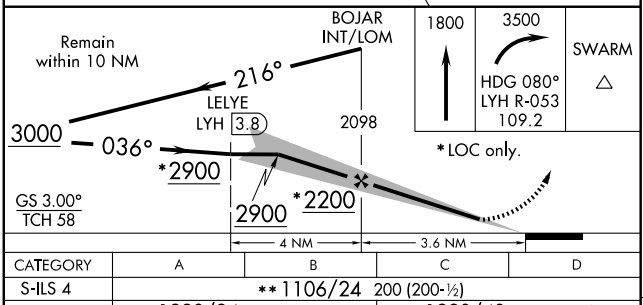
* DME REQUIRED
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

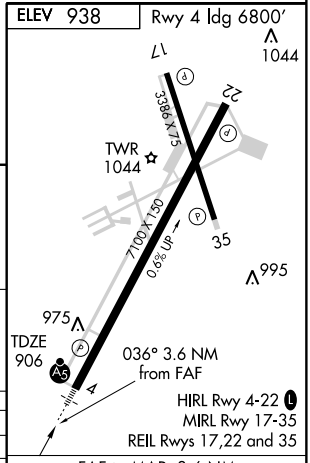
MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 via heading 080° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 4		**1106/24 200 (200-½)		
S-LOC 4	1320/24 414 (400-½)		1320/40 414 (400-¾)	
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6800
CH 58205	036°	TDZE	906
W04A		Apt Elev	938

RNAV (GPS) RWY 4

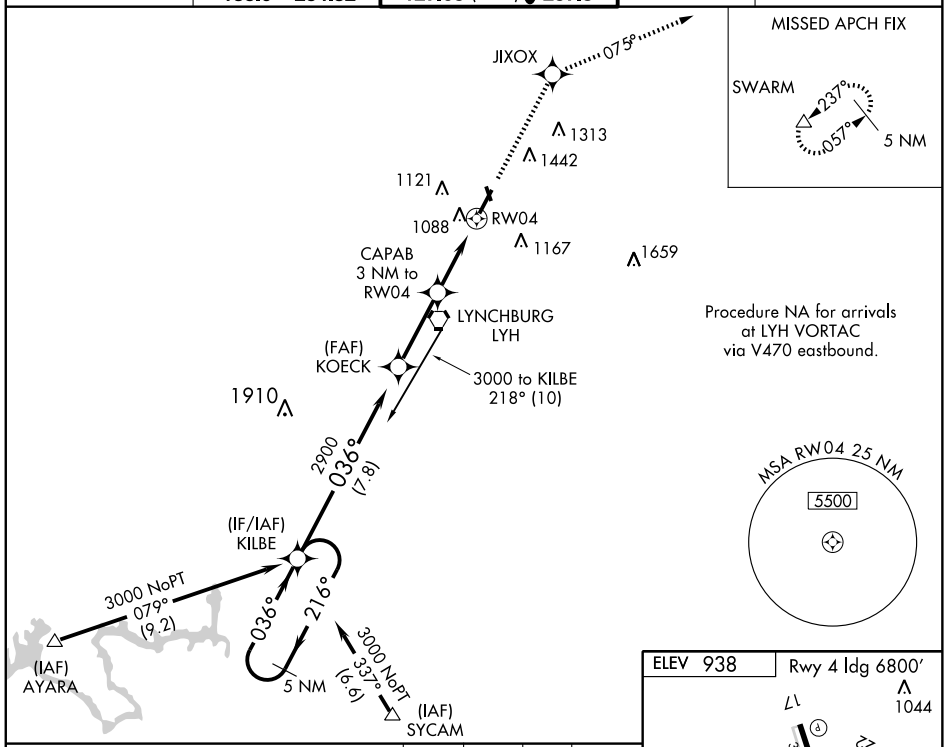
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

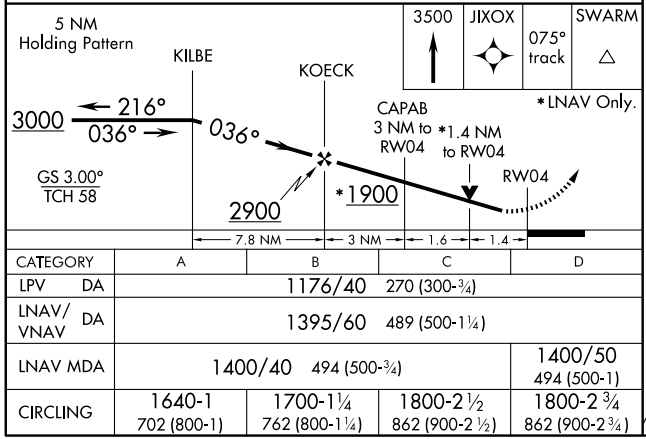
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

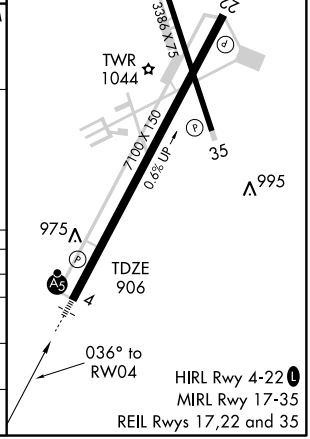
MALSR

MISSED APPROACH: Climb to 3500 direct JIXOX and via 075° track to SWARM and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1176/40 270 (300-¾)			
LNAV/VNAV DA	1395/60 489 (500-1¼)			
LNAV MDA	1400/40 494 (500-¾)			1400/50 494 (500-1)
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7100
CH 97705	216°	TDZE	938
W22A		Apt Elev	938

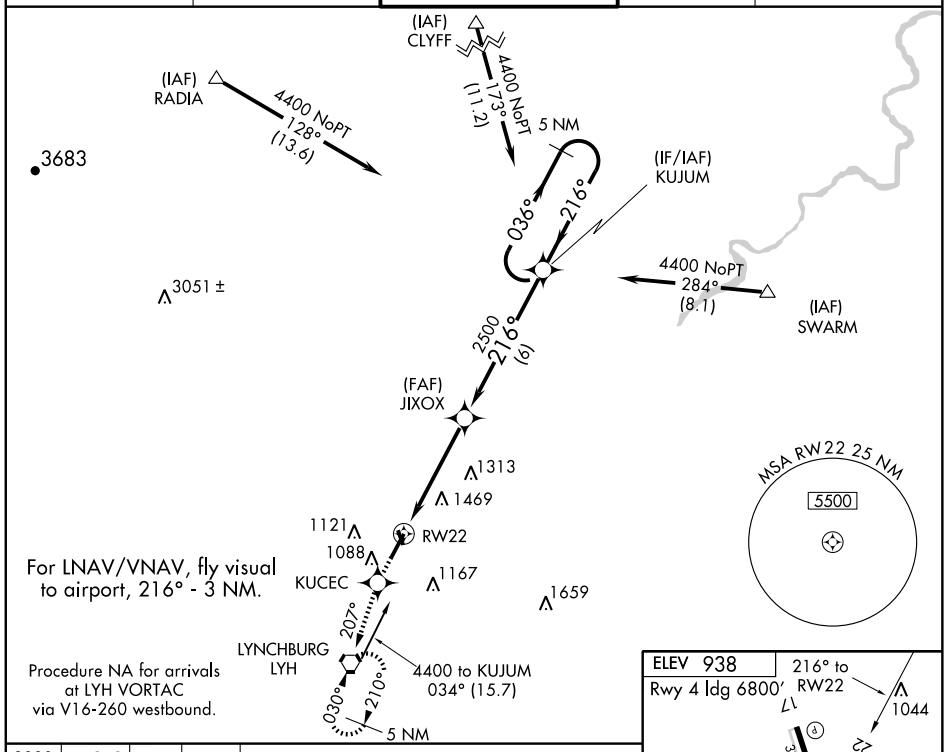
RNAV (GPS) RWY 22

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

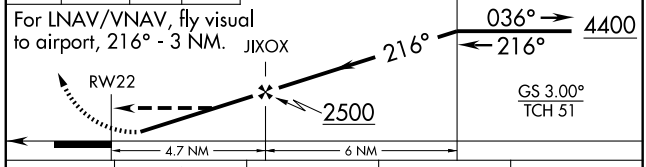
MISSED APPROACH: Climb to 3000 direct KUCEC and via 207° track to LYH VORTAC and hold, continue climb-in hold to 3000.

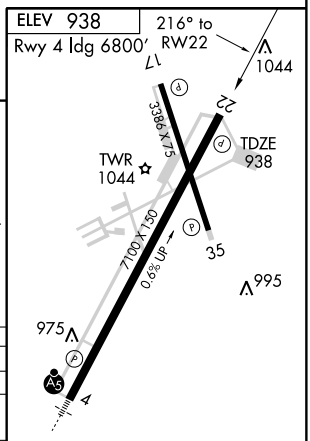
ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95



3000	KUCEC	207° track	LYH

VGSI and RNAV glidepath not coincident.





CATEGORY	A	B	C	D
LPV DA	1250-1 312 (400-1)			
LNAV/VNAV DA	1939-2 1001 (1100-2)		1939-3 1001 (1100-3)	
LNAV MDA	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1 ¼)	1720-2 ¼ 782 (800-2 ¼)	1720-2 ½ 782 (800-2 ½)
CIRCLING	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1 ¼)	1800-2 ½ 862 (900-2 ½)	1800-2 ¾ 862 (900-2 ¾)

HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17,22 and 35

NE-3. 14 JAN 2010 to 11 FEB 2010

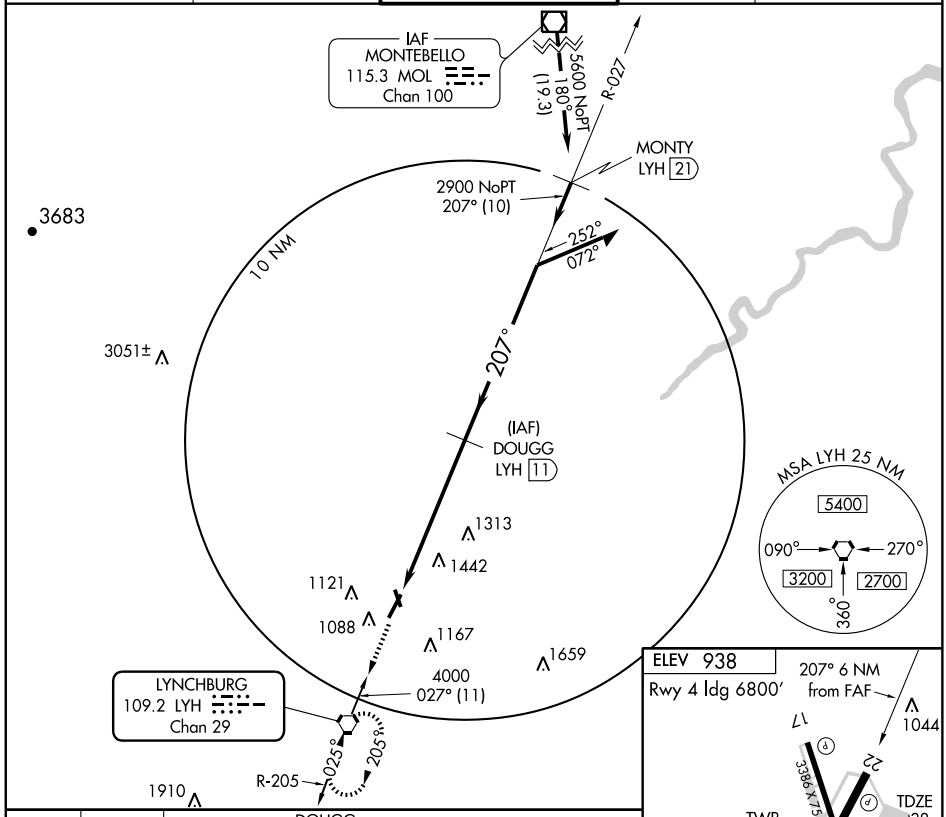
VORTAC LYH	APP CRS	Rwy Idg	7100
109.2	207°	TDZE	938
Chan 29		Apt Elev	938

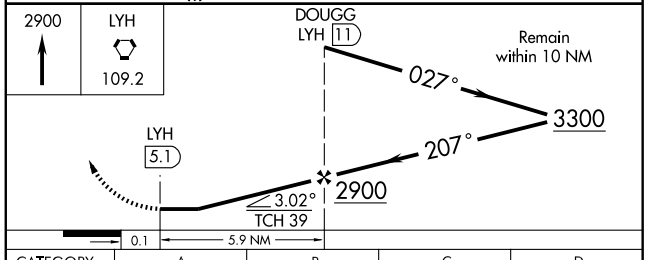
VOR/DME RWY 22

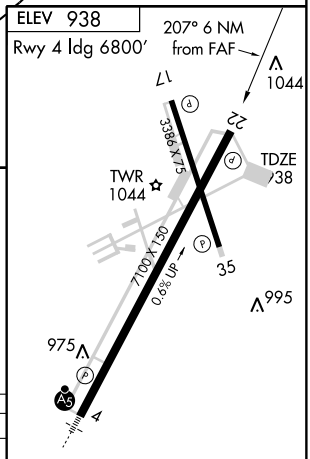
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

MISSED APPROACH: Climb to 2900 direct LYH VORTAC and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-22	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2¼ 802 (900-2¼)	1740-2½ 802 (900-2½)
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17,22 and 35

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC LYH	APP CRS	Rwy Idg	6800
109.2	026°	TDZE	906
Chan 29		Apt Elev	938

VOR RWY 4

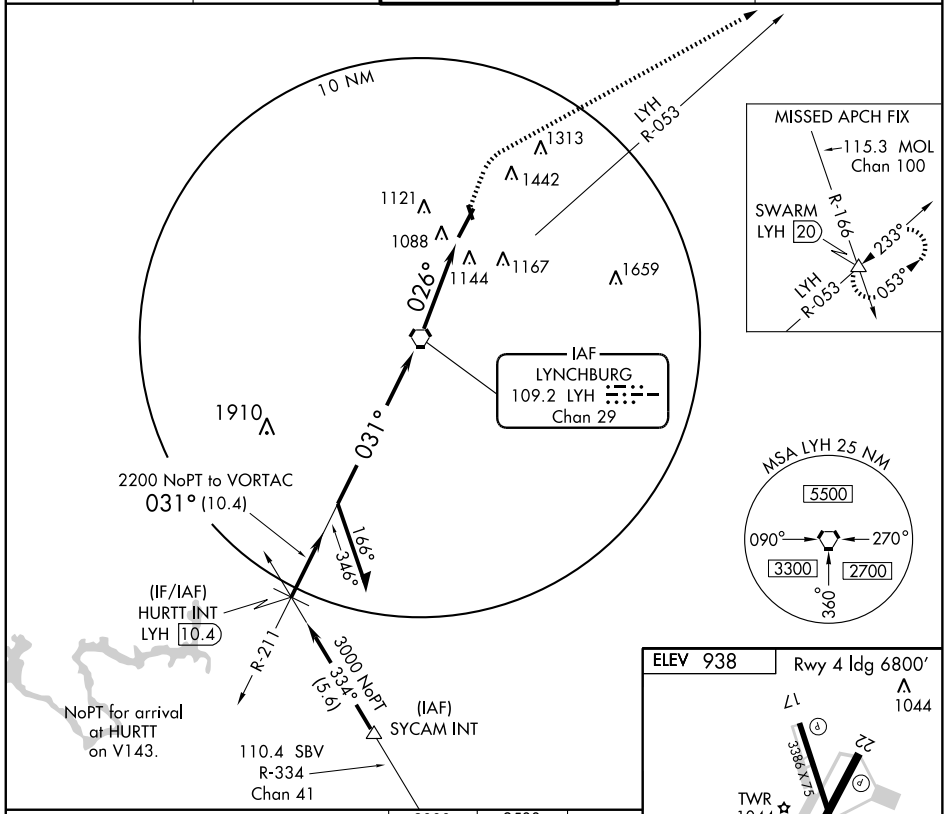
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

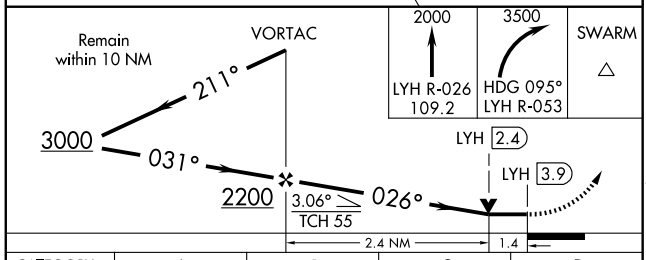
For inoperative MALSR, increase S-4 Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

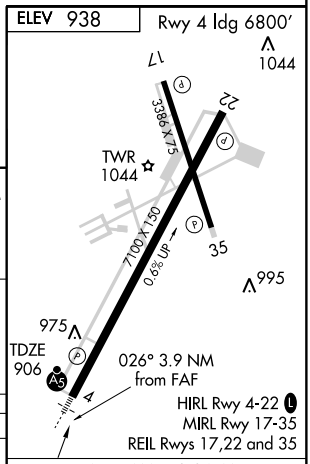
MALSR

MISSED APPROACH: Climb to 2000 via LYH VORTAC R-026 then climbing right turn to 3500 via heading 095° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-4	1400/40 494 (500-¾)			1400/50 494 (500-1)
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2932
283°	TDZE	939
	Apt Elev	939

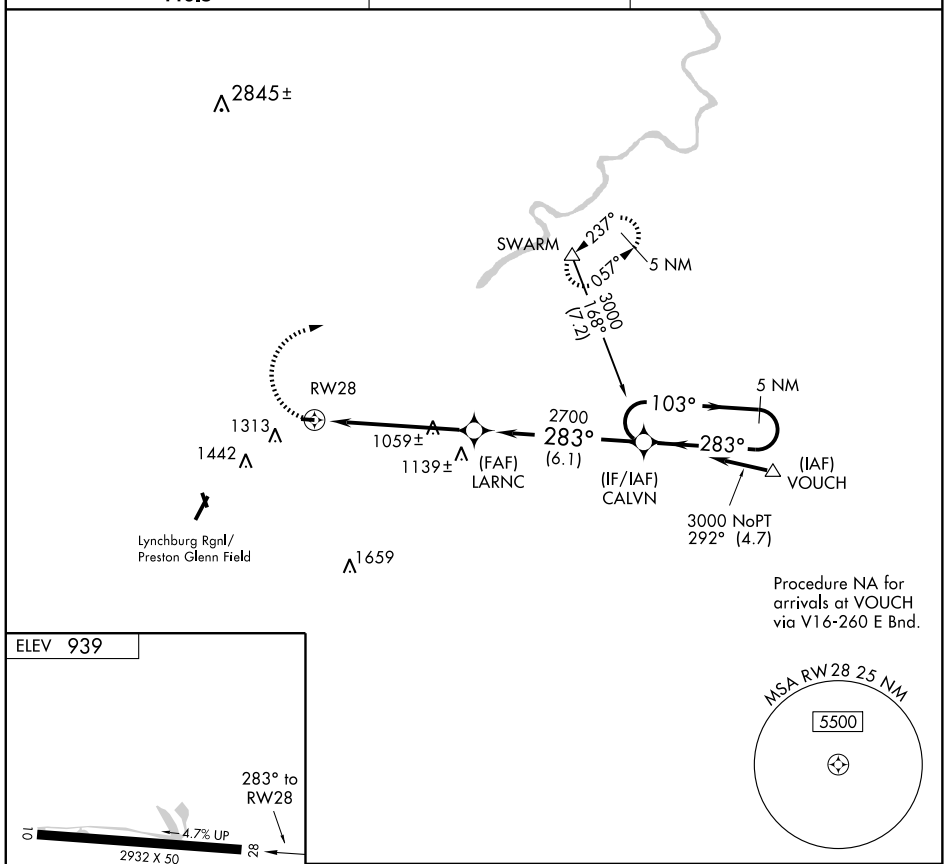
RNAV (GPS) RWY 28

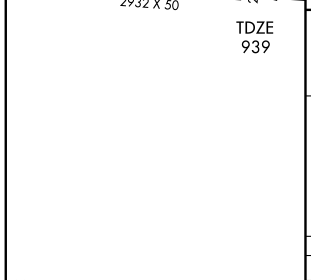
LYNCHBURG/ FALWELL (W24)

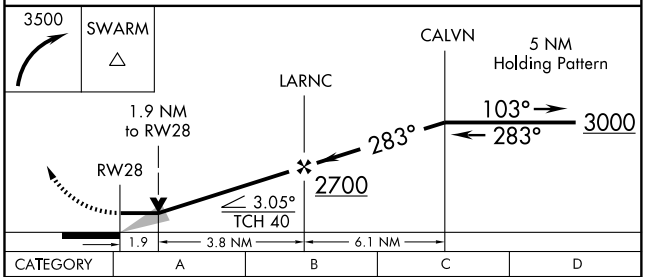
Use Lynchburg Rgnl/Preston Glenn Field altimeter setting, if not received use Farmville altimeter setting and increase all MDAs 160 feet. VDP NA when using Farmville altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3500 direct SWARM and hold.

LYNCHBURG RGNL/PRESTON GLENN FIELD ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.32	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1460-1	521 (600-1)		NA

MIRL Rwy 10-28

NE-3, 14 JAN 2010 to 11 FEB 2010

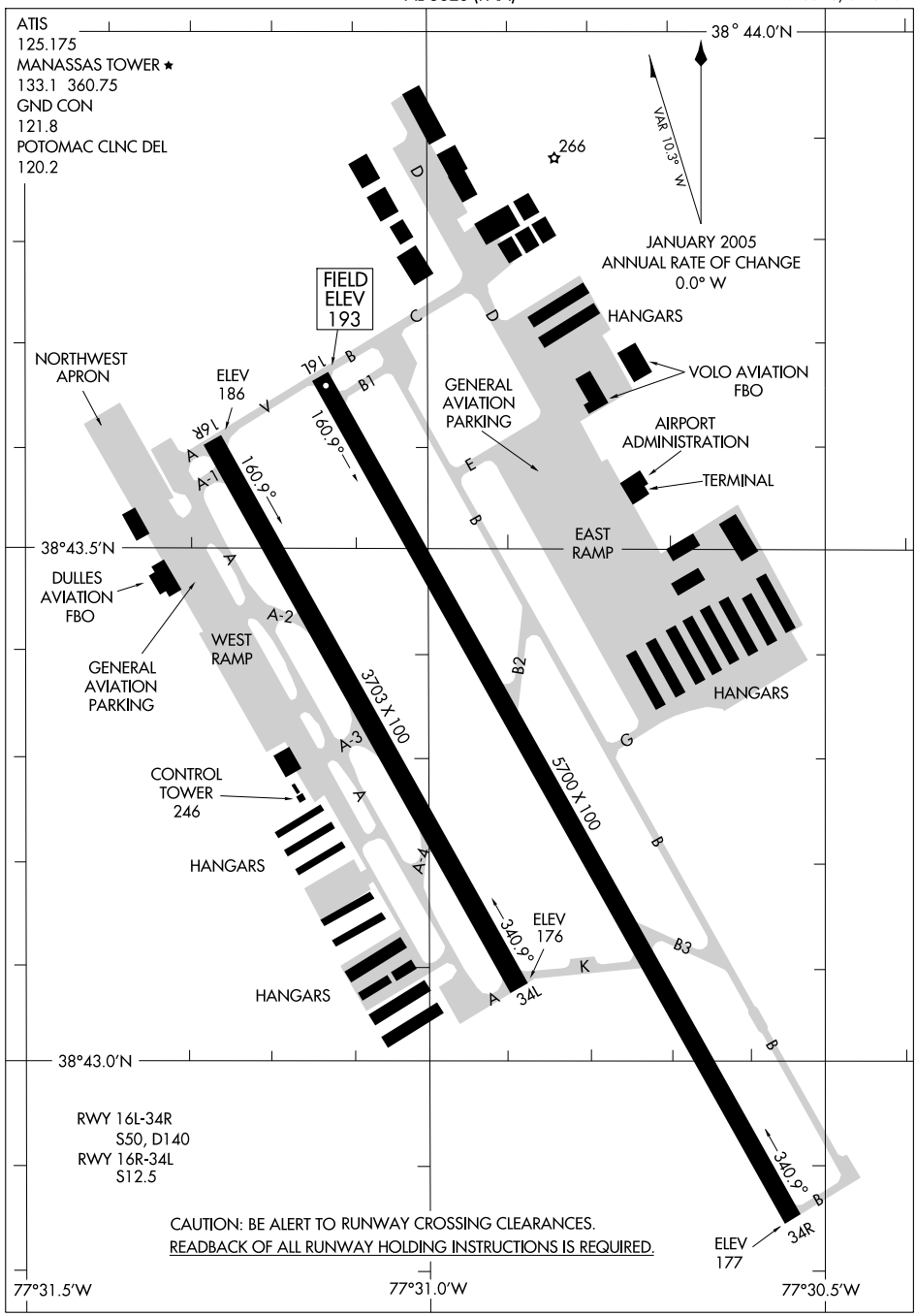
09015

AIRPORT DIAGRAM

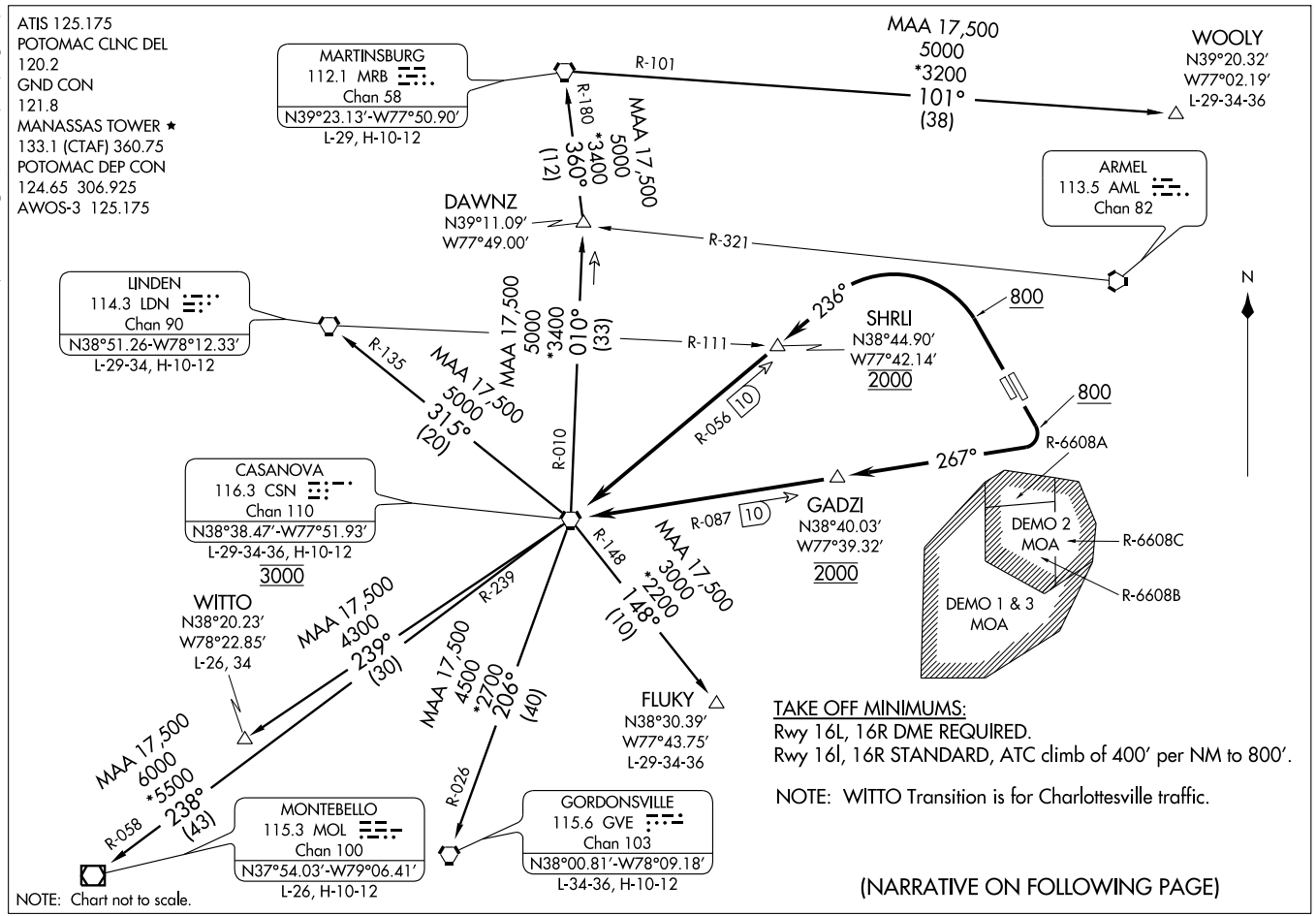
MANASSAS RNGL/HARRY P. DAVIS FIELD (HEF)

AL-5326 (FAA)

MANASSAS, VIRGINIA



NE-3, 14 JAN 2010 to 11 FEB 2010



(ARSNL2.CSN) 09183

ARSENAL TWO DEPARTURE

SL-5326 (FAA)

MANASSAS RGNL/ HARRY P. DAVIS FIELD (HEF)

MANASSAS, VIRGINIA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34L: Climb heading 341° to 800′, then climbing left turn to 2000′ to intercept CSN R-056 to CSN VORTAC. Maintain 2000′ until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 34R: Climb heading 341° to 800′, then climbing left turn to 2000′ to intercept CSN R-056 to CSN VORTAC. Maintain 2000′ until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 16L: Climb heading 161° to 800′, then climbing right turn to 2000′ to intercept CSN R-087 to CSN VORTAC. Maintain 2000′ until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 16R: Climb heading 161° to 800′, then climbing right turn to 2000′ to intercept CSN R-087 to CSN VORTAC. Maintain 2000′ until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .

. . . . climb and maintain 3000′. Cross CSN VORTAC at 3000′.

FLUKY TRANSITION (ARSNL2.FLUKY): From over CSN VORTAC via CSN R-148 to FLUKY INT.
GORDONSVILLE TRANSITION (ARSNL2.GVE): From over CSN VORTAC via CSN R-206 and GVE R-026 to GVE VORTAC.
LINDEN TRANSITION (ARSNL2.LDN): From over CSN VORTAC via CSN R-315 and LDN R-135 to LDN VORTAC.
MARTINSBURG TRANSITION (ARSNL2.MRB): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC.
MONTEBELLO TRANSITION (ARSNL2.MOL): From over CSN VORTAC via CSN R-239 and MOL R-058 to MOL VOR/DME.
WITTO TRANSITION (ARSNL2WITTO): From over CSN VORTAC via CSN R-239 to WITTO INT.
WOOLY TRANSITION (ARSNL2.WOOLY): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC, then via MRB R-101 to WOOLY INT.

TAKE-OFF OBSTACLES:

NOTE: Rwy 16R: Terrain 64′ from DER, 136′ right of centerline, 179′ MSL. Numerous trees beginning 242′ from DER, 53′ right of centerline up to 100′ AGL/279′ MSL. Vehicle on road 886′ from DER, 463′ right of centerline, 15′ AGL/214′ MSL. Terrain 33′ from DER, 427′ left of centerline, 179′ MSL. Numerous trees beginning 688′ from DER, 40′ left of centerline, up to 100′ AGL/279′ MSL.

NOTE: Rwy 16L: Terrain 56′ from DER, 177′ left of centerline, 179′ MSL. Numerous trees beginning 1,911′ from DER, 158′ left of centerline, up to 83′ AGL/292′ MSL. Terrain 87′ from DER, 386′ right of centerline, 179′ MSL. Numerous trees beginning 2,559′ from DER, 29′ right of centerline up to 100′ AGL/273′ MSL.

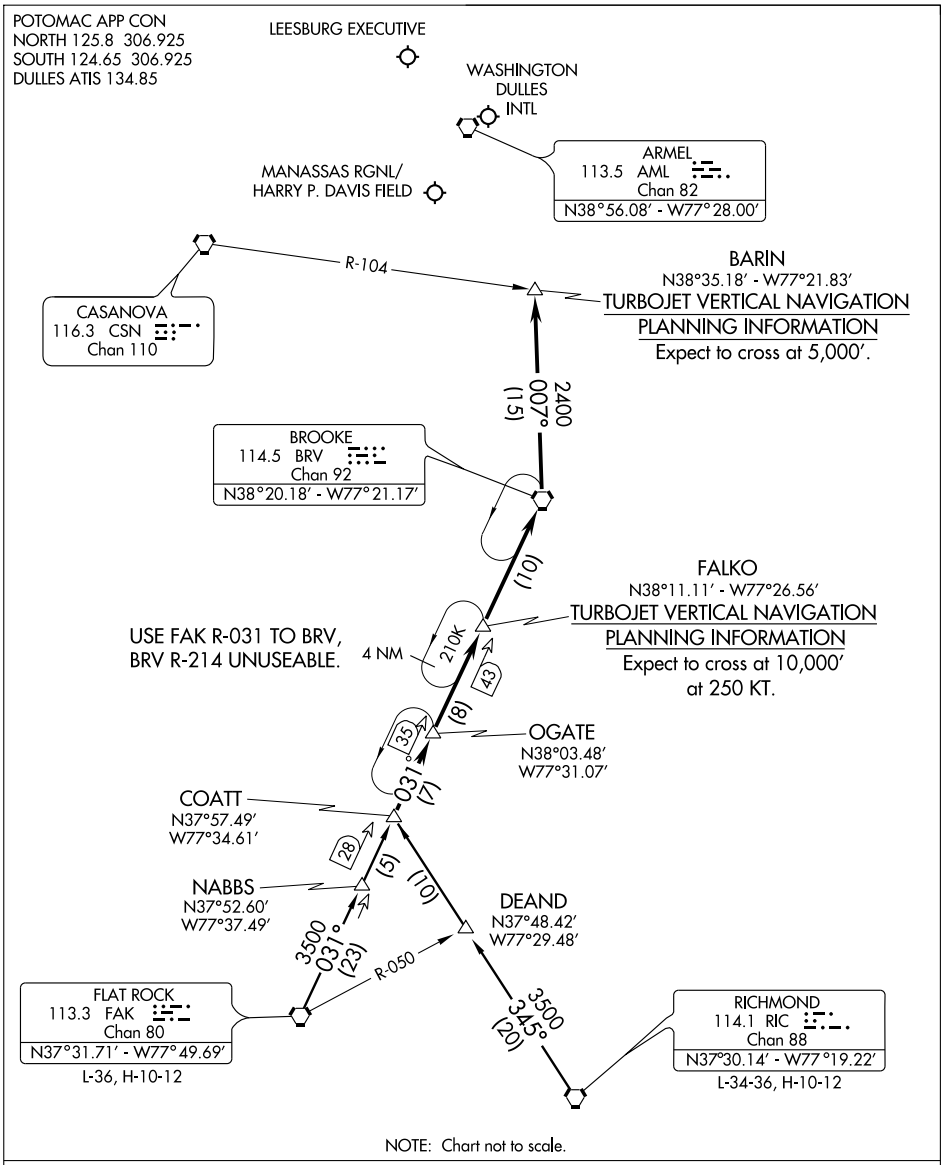
NOTE: Rwy 34R: Sign 70′ from DER, 91′ right of centerline, 6′ AGL/196′ MSL. Terrain beginning 23′ from DER, 222′ right of centerline, up to 199′ MSL. Vehicle on road 198′ from DER, 9′ right of centerline, 15′ AGL/214′ MSL. Numerous trees beginning 1,860′ from DER, 828′ right of centerline, up to 70′ AGL/280′ MSL. Numerous trees beginning 2,875′ from DER, 484′ left of centerline, up to 27′ AGL/266′ MSL.

NOTE: Rwy 34L: Terrain 107′ from DER, 409′ right of centerline, 189′ MSL. Numerous trees beginning 2,802′ from DER, 251′ right of centerline, up to 27′ AGL/266′ MSL. Terrain 76′ from DER, 154′ left of centerline, 189′ MSL. Vehicle on road 366′ from DER, 19′ left of centerline, 15′ AGL/204′ MSL. Numerous trees beginning 1,603′ from DER, 249′ left of centerline, up to 43′ AGL/252′ MSL. Tower 3,398 from DER, 1,102′ left of centerline, 68′ AGL/274′ MSL.

NE-3, 14 JAN 2010 to 11 FEB 2010

COATT FOUR ARRIVAL

WASHINGTON, DC



NOTE: Chart not to scale.

FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-HEF	APP CRS	Rwy Idg	5700
109.1	163°	TDZE	192
		Apt Elev	192

ILS or LOC RWY 16L

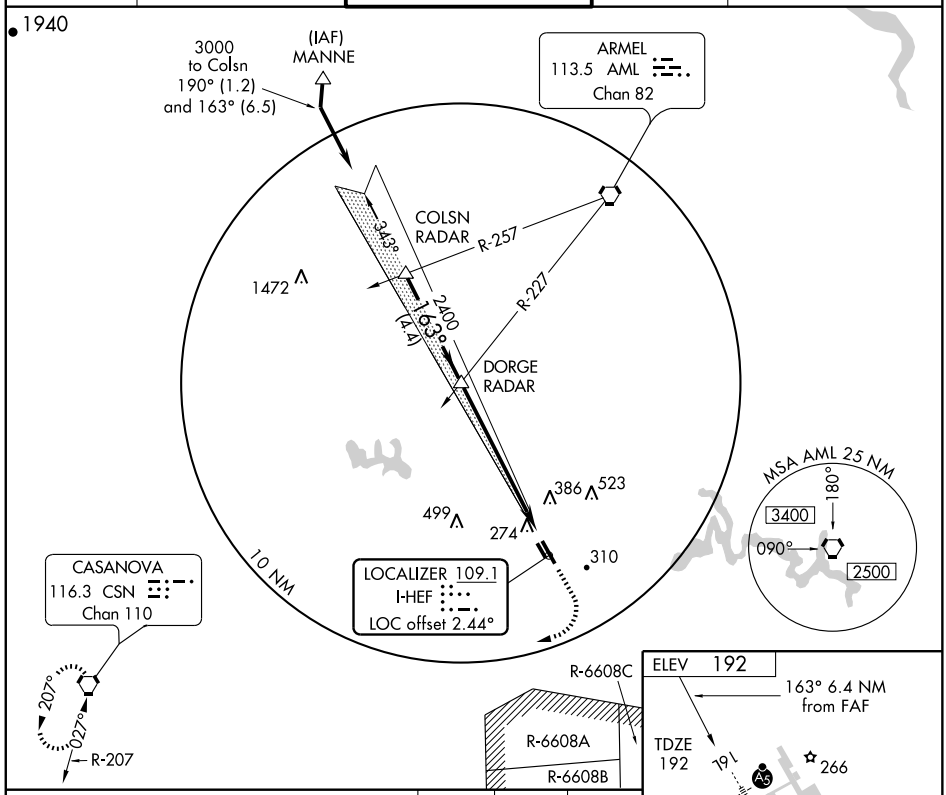
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

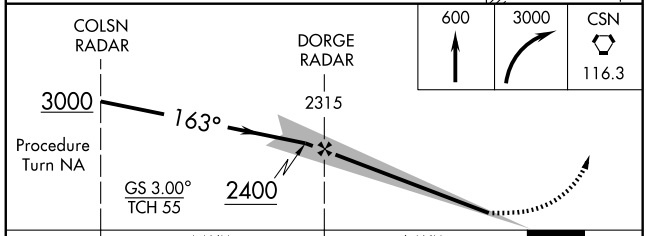
Inoperative table does not apply.

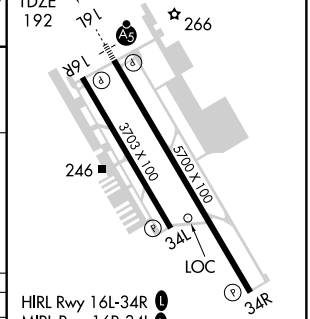
MALSR

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) L 360.75	121.8	120.2







CATEGORY	A	B	C	D
S-ILS 16L	442-¾	250 (300-¾)	492-1	300 (300-1)
S-LOC 16L	800-1	608 (700-1)	800-1¾ 608 (700-1¾)	800-2 608 (700-2)
CIRCLING	800-1	608 (700-1)	800-1¾ 608 (700-1¾)	800-2 608 (700-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	5700
CH 70302	161°	TDZE	192
W16A		Apt Elev	192

RNAV (GPS) RWY 16L

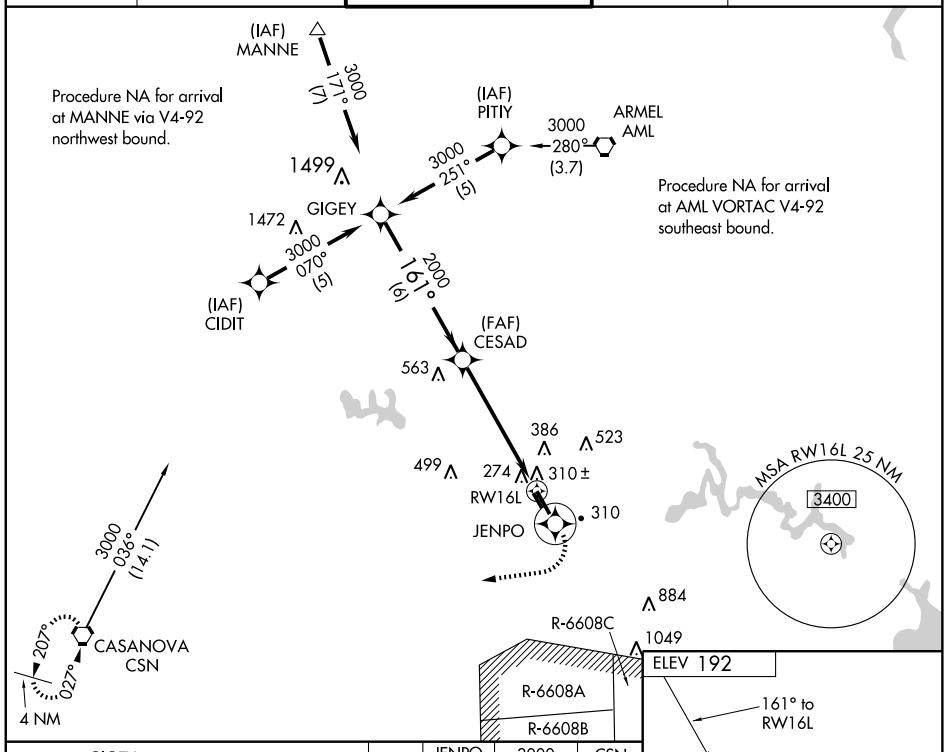
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

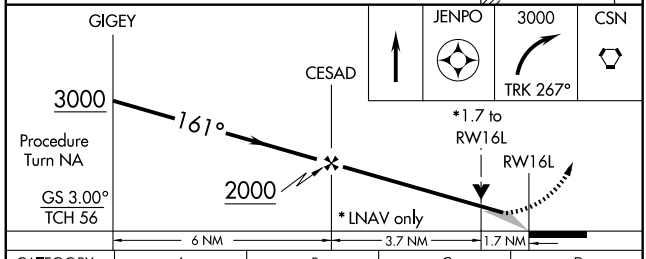
BARO-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV DA vis to 1 mile all Cats.

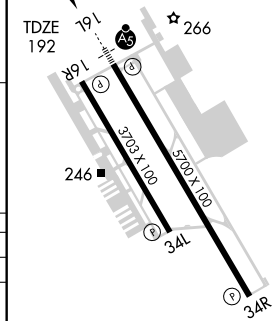
MALSR

MISSED APPROACH: Climb direct JENPO then climbing right turn to 3000 via 267° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER *	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) 360.75	121.8	120.2







CATEGORY	A	B	C	D
LPV DA	490-½ 298 (300-½)			
LNAV/ VNAV DA	720-1¼ 528 (600-1¼)			
LNAV MDA	780-½ 588 (600-½)		780-1 588 (600-1)	780-1¼ 588 (600-1¼)
CIRCLING	780-1 588 (600-1)		780-1½ 588 (600-1½)	780-2 588 (600-2)

HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL All Rwys L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3703
161°	TDZE	185
	Apt Elev	192

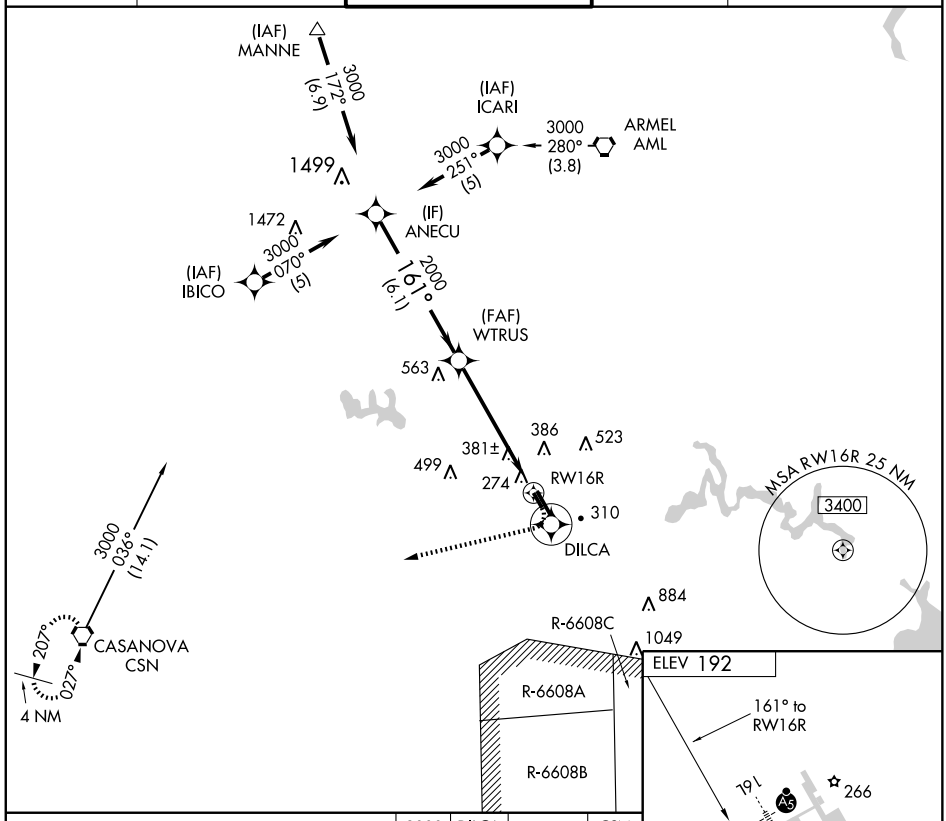
RNAV (GPS) RWY 16R

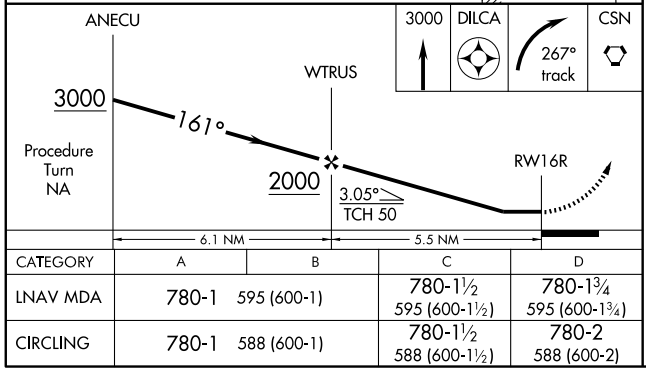
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DILCA WP and right turn via 267° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) 360.75	121.8	120.2





CATEGORY	A	B	C	D
LNAV MDA	780-1	595 (600-1)	780-1½ 595 (600-1½)	780-1¾ 595 (600-1¾)
CIRCLING	780-1	588 (600-1)	780-1½ 588 (600-1½)	780-2 588 (600-2)

HIRL Rwy 16L-34R (L)
MIRL Rwy 16R-34L (L)
REIL All Rwys (L)

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5700
326°	TDZE	177
	Apt Elev	192

RNAV (GPS) RWY 34R

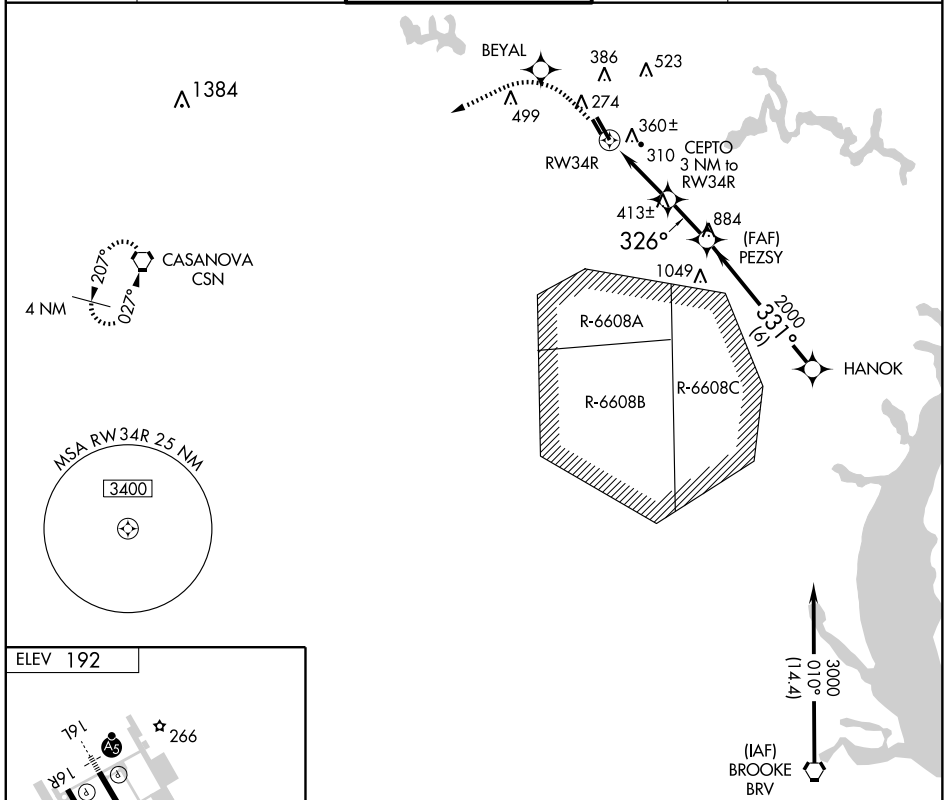
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

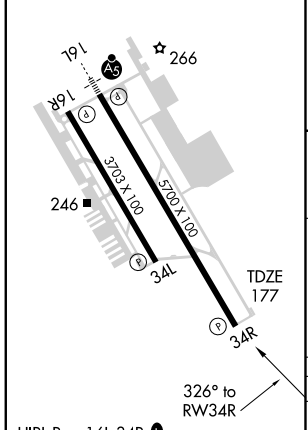
NA

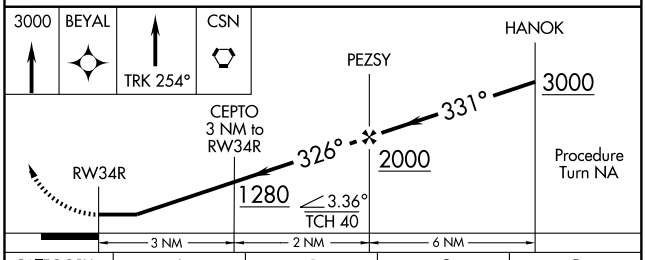
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BEYAL WP and via 254° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) 360.75	121.8	120.2



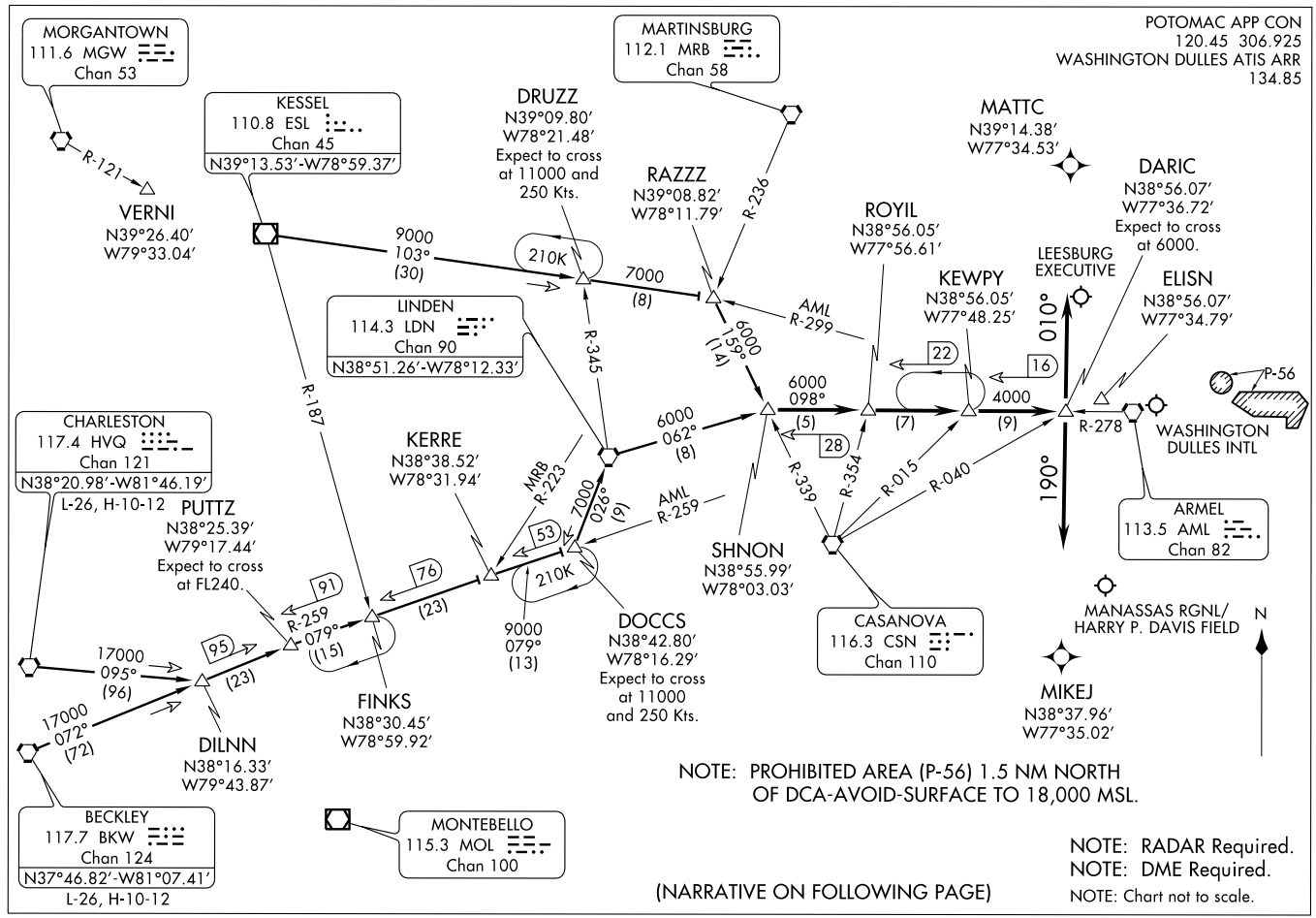




CATEGORY	A	B	C	D
LNAV MDA	620-1 443 (500-1)		620-1¼ 443 (500-1¼)	620-1½ 443 (500-1½)
CIRCLING	700-1 508 (600-1)		720-1½ 528 (600-1½)	760-2 568 (600-2)

HIRL Rwy 16L-34R (L)
MIRL Rwy 16R-34L (L)
REIL All Rwys (L)

NE-3. 14 JAN 2010 to 11 FEB 2010



ROYIL TWO ARRIVAL

(ROYIL.ROYIL2) 09183

ST-5100 (FAA)

WASHINGTON, DC

ROYIL TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

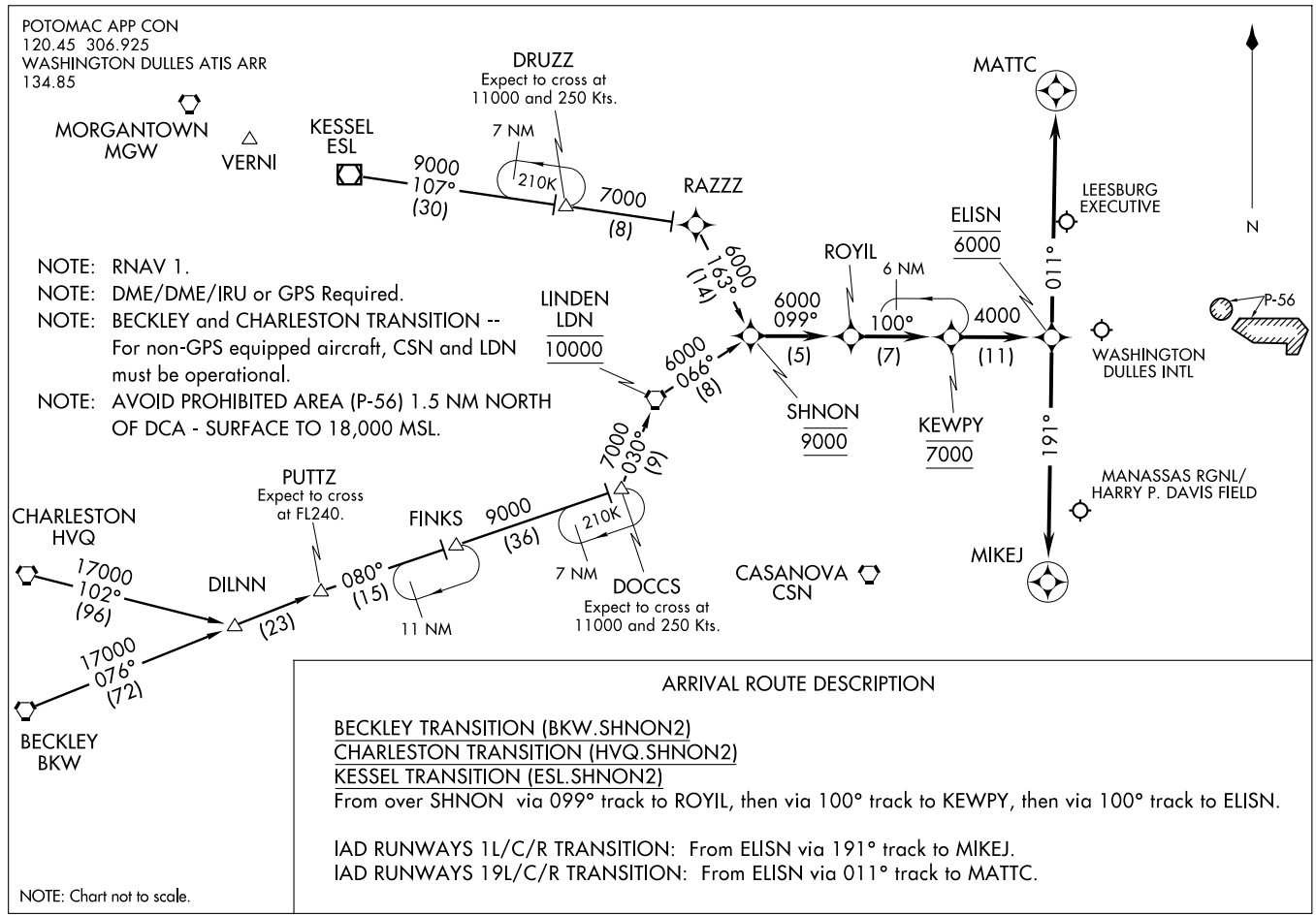
KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183

ST-5100 (FAA)

WASHINGTON, DC

LOC I-MKJ	APP CRS	Rwy Idg	5252
110.5	259°	TDZE	2519
		Apt Elev	2558

LOC RWY 26

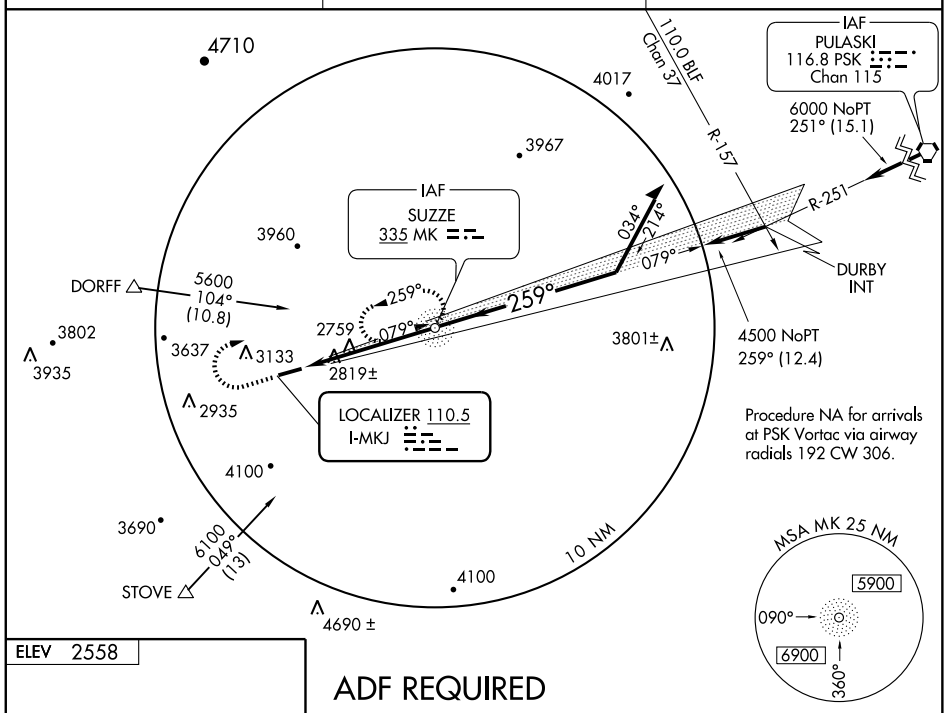
MARION/MOUNTAIN EMPIRE (MKJ)

Circling not authorized north of Rwy 8-26. When local altimeter setting not received, use Twin County altimeter setting and increase all MDA 80 feet, S-26 Cat C visibility ¼ mile and Circling Cat B/C visibility ¼ mile. Visibility reduction by helicopters NA.

NA

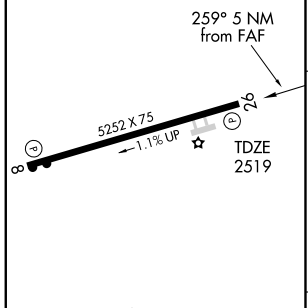
MISSED APPROACH: Climb to 4400 then climbing right turn to 6000 direct to MK NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
123.875	132.9 319.9	122.7 (CTAF) L



NE-3, 14 JAN 2010 to 11 FEB 2010

ELEV 2558

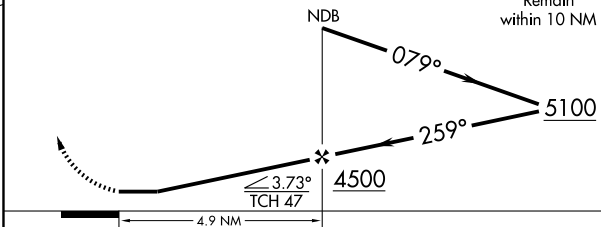


REIL Rwys 8 and 26
MIRL Rwy 8-26 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ADF REQUIRED

4400	6000	MK
		335



CATEGORY	A	B	C	D
S-26	3080-1	561 (600-1)	3080-1½ 561 (600-1½)	NA
CIRCLING	3260-1	702 (800-1)	3260-2 702 (800-2)	NA

WAAS	APP CRS	Rwy Idg	5252
CH 72802	259°	TDZE	2519
W26A		Apt Elev	2558

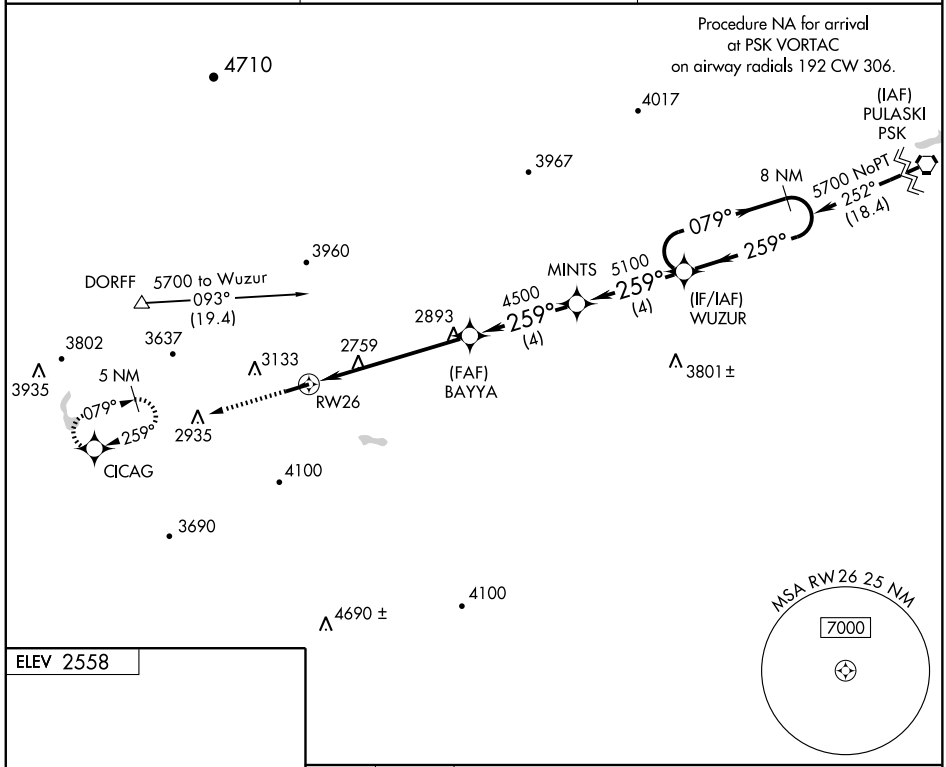
RNAV (GPS) RWY 26

MARION/MOUNTAIN EMPIRE (MKJ)

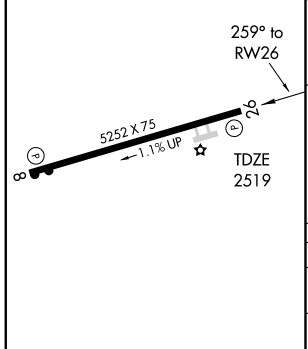
Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Twin County altimeter setting and increase DA and all MDAs 80 feet.

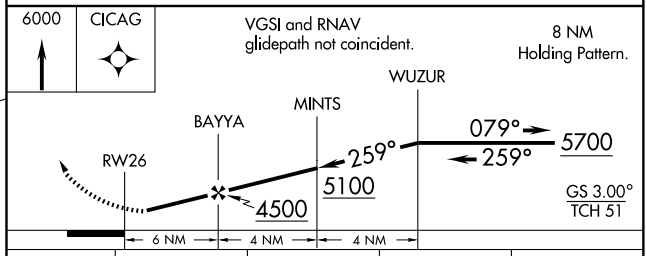
MISSED APPROACH: Climb to 6000 direct CICAG and hold, continue climb-in-hold to 6000.

AWOS-3	ATLANTA CENTER	UNICOM
123.875	132.9 319.9	122.7 (CTAF) L



ELEV 2558





CATEGORY	A	B	C	D
LPV DA	3048-2 529 (600- 2)			NA
LNAV MDA	3280-1 761 (800-1)	3280-1¼ 761 (800-1¼)	3280-2¼ 761 (800-2¼)	NA
CIRCLING	3280-2 722 (800-2)		3280-2¼ 722 (800-2¼)	NA

NE-3, 14 JAN 2010 to 11 FEB 2010

MARTINSVILLE, VIRGINIA

AL-5648 (FAA)

LOC RWY 30

MARTINSVILLE/BLUE RIDGE (MTV)

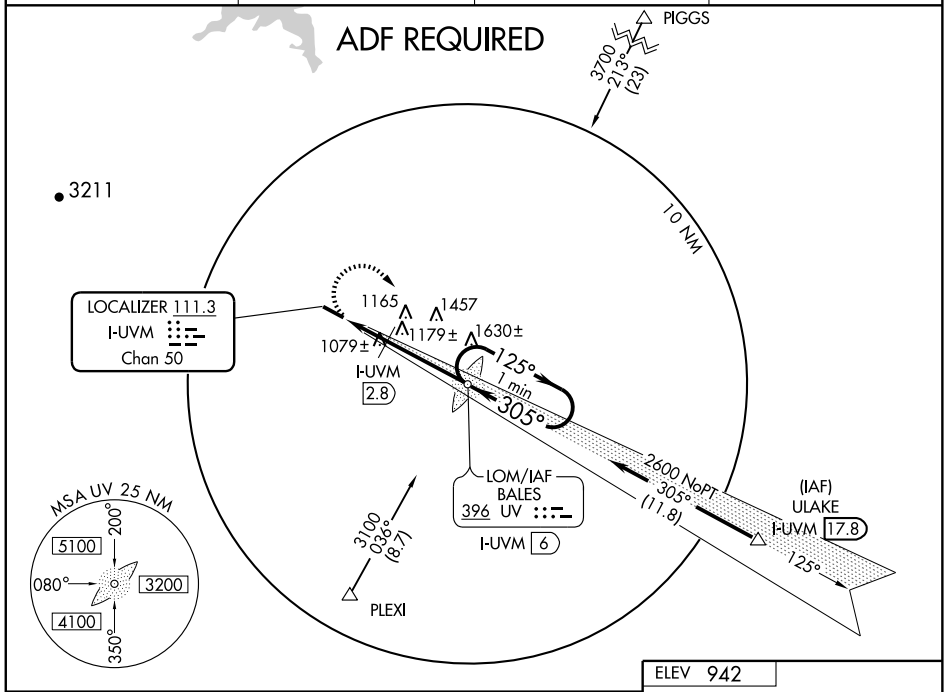
LOC/DME I-UVM	APP CRS	Rwy Idg	5002
111.3	305°	TDZE	925
Chan 50		Apt Elev	942

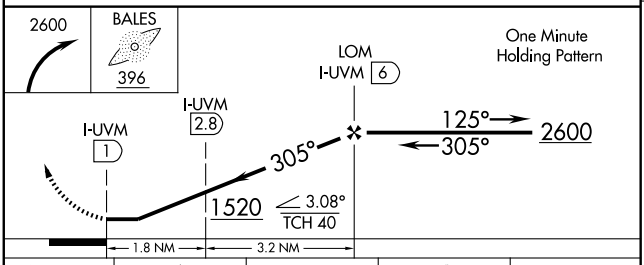
▼ NA — Inoperative table does not apply to ODALS Rwy 30.

ODALS

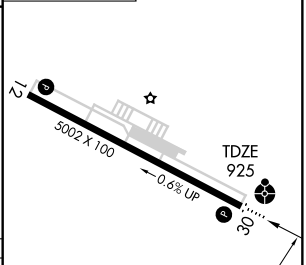
MISSED APPROACH: Climbing right turn to 2600 to BALES LOM and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-30	1520-1 595 (600-1)		1520-1½ 595 (600-1½)	1520-1¾ 595 (600-1¾)
CIRCLING	1560-1 618 (700-1)		1560-1¾ 618 (700-1¾)	1560-2 618 (700-2)
DME MINIMUMS				
S-30	1340-1 415 (400-1)		1340-1¼ 415 (400-1¼)	
CIRCLING	1560-1 618 (700-1)		1560-1¾ 618 (700-1¾)	1560-2 618 (700-2)



REIL Rwys 12 and 30 L

MIRL Rwy 12-30 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5002
125°	TDZE	941
	Apt Elev	941

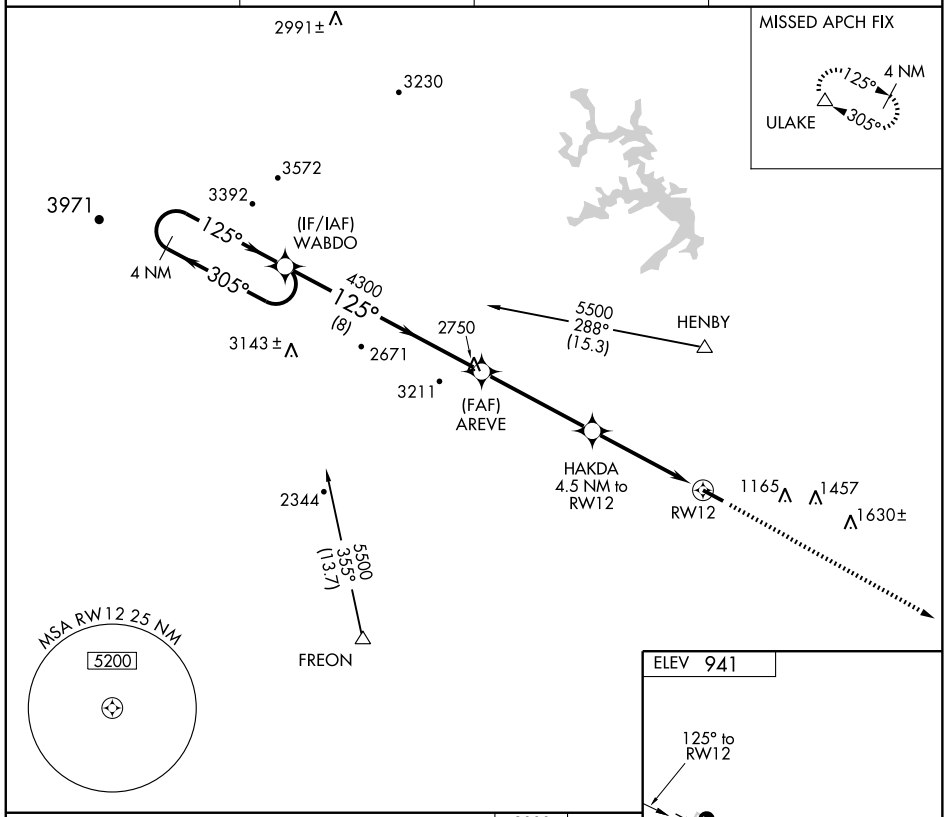
RNAV (GPS) RWY 12

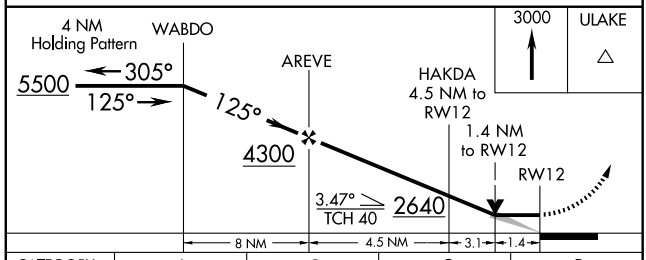
MARTINSVILLE/BLUE RIDGE (MTV)

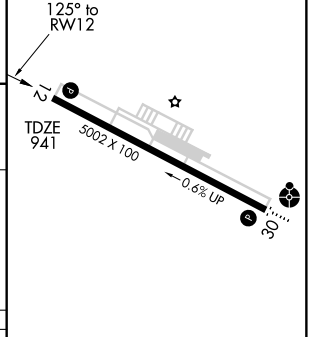
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 direct ULAKE WP and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1	479 (500-1)	1420-1¼ 479 (500-1¼)	1420-1½ 479 (500-1½)
CIRCLING	1420-1	479 (500-1)	1420-1½ 479 (500-1½)	1520-2 579 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5002
CH 65802	305°	TDZE	925
W30A		Apt Elev	941

RNAV (GPS) RWY 30

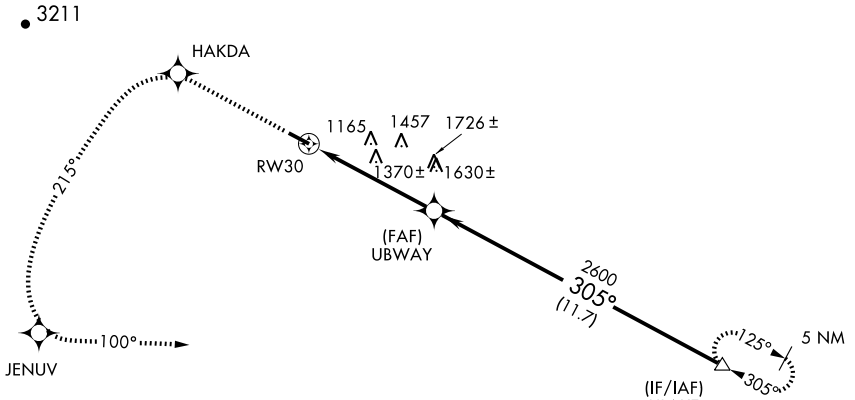
MARTINSVILLE/ BLUE RIDGE (MTV)

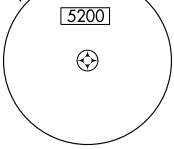
If local altimeter setting not received, use Reidsville, NC altimeter setting and increase DAs to 1344 feet and all MDAs 180 feet. Inoperative table does not apply. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

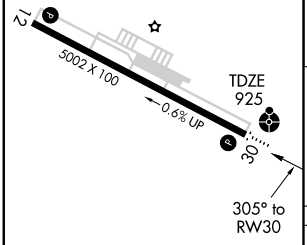
ODALS

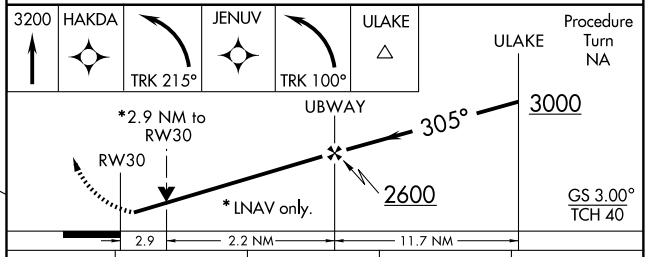
MISSED APPROACH: Climb to 3200 direct HAKDA and via 215° track to JENUV and left turn via 100° track to ULAKE and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	1175-1 250 (300-1)			
LNAV MDA	1880-1¼ 955 (1000-1¼)	1880-1½ 955 (1000-1½)	1880-3 995 (1000-3)	
CIRCLING	1880-1¼ 939 (1000-1¼)	1880-1½ 939 (1000-1½)	1880-3 939 (1000-3)	

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-MFV	APP CRS	Rwy Idg	5000
110.15	034°	TDZE	47
		Apt Elev	47

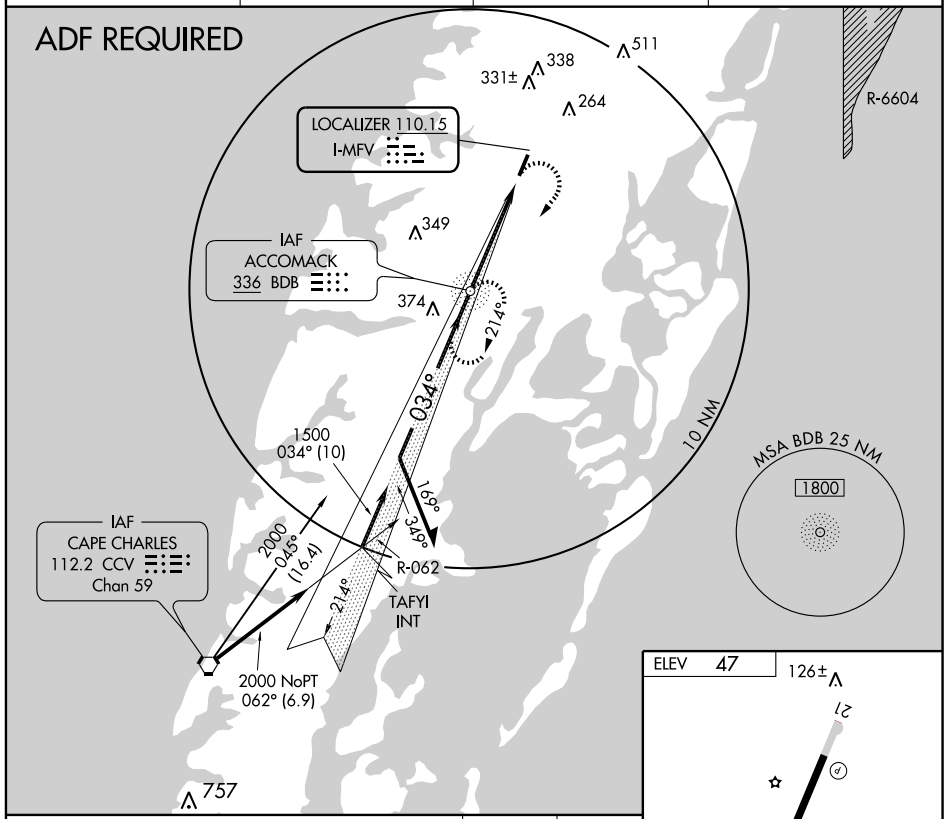
LOC RWY 3

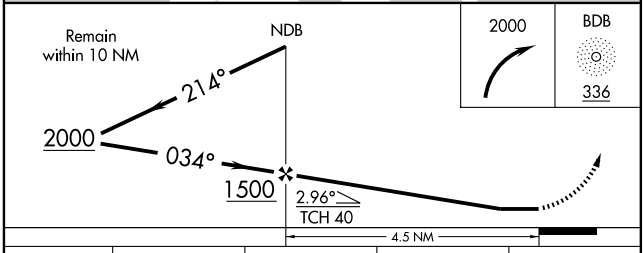
MELFA / ACCOMACK COUNTY (MFV)

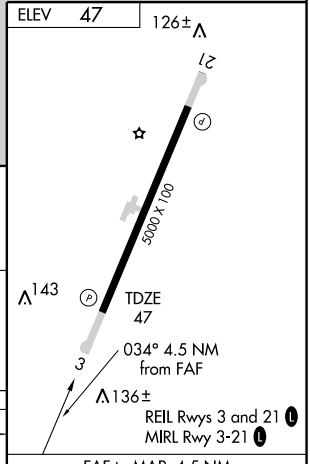
NA

MISSED APPROACH: Climbing right turn to 2000 direct BDB NDB and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-LOC 3	400-1 353 (400-1)			
CIRCLING	480-1 433 (500-1)	560-1 513 (600-1)	560-1½ 513 (600-1½)	620-2 573 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 42905	034°	TDZE	47
W03A		Apt Elev	47

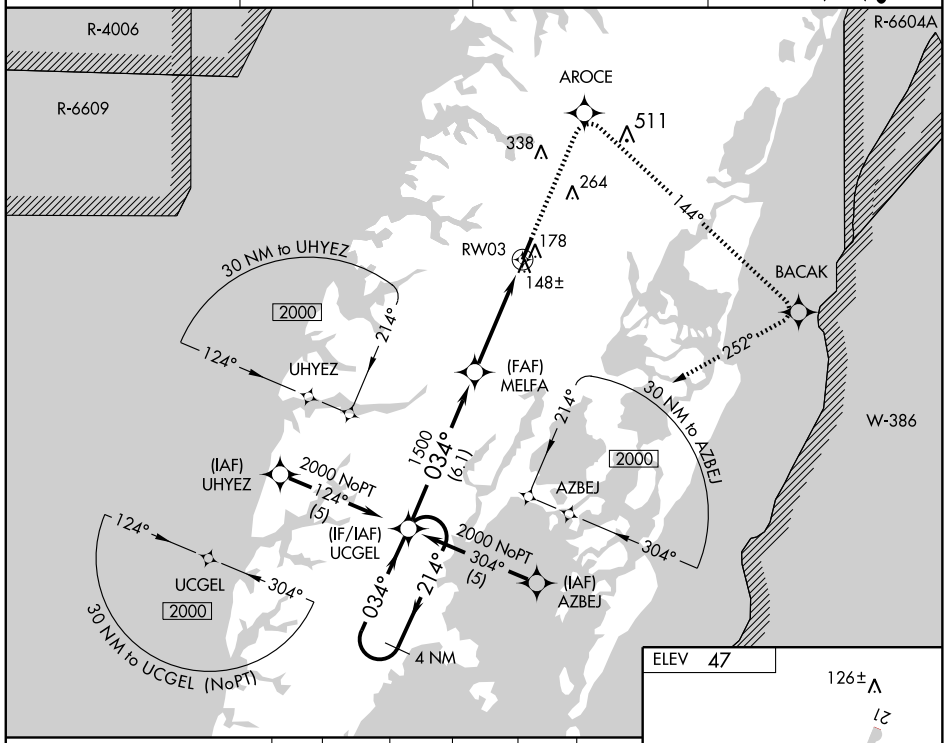
RNAV (GPS) RWY 3

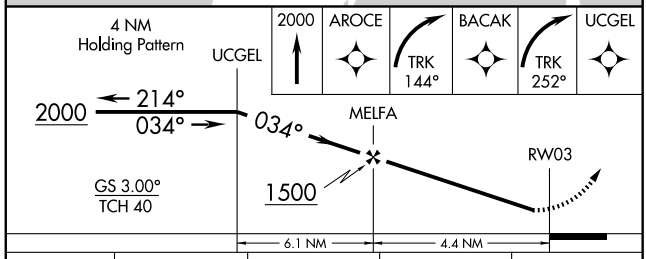
MELFA / ACCOMACK COUNTY (MFV)

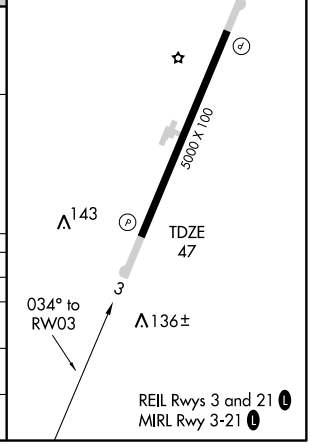
If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct AROCE and right turn via 144° track to BACAK and right turn via 252° track to UCGEL and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	346-1 299 (300-1)			
LNAV/ VNAV DA	408-1¼ 361 (400-1¼)			
LNAV MDA	440-1 393 (400-1)			440-1¼ 393 (400-1¼)
CIRCLING	480-1 433 (500-1)	560-1 513 (600-1)	560-1½ 513 (600-1½)	620-2 573 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 69505	214°	TDZE	47
W21A		Apt Elev	47

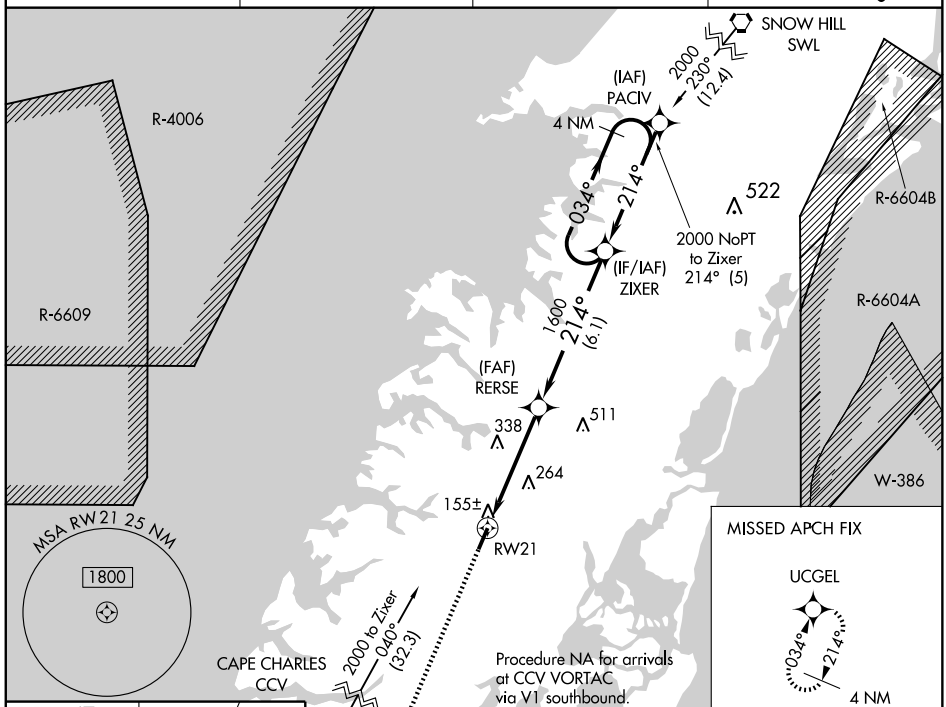
RNAV (GPS) RWY 21

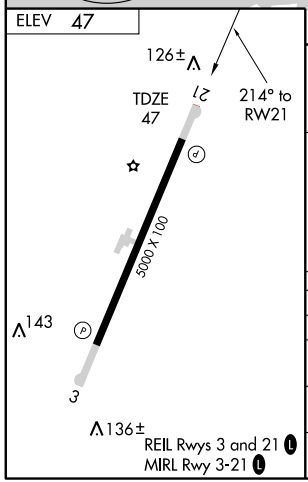
MELFA / ACCOMACK COUNTY (MFV)

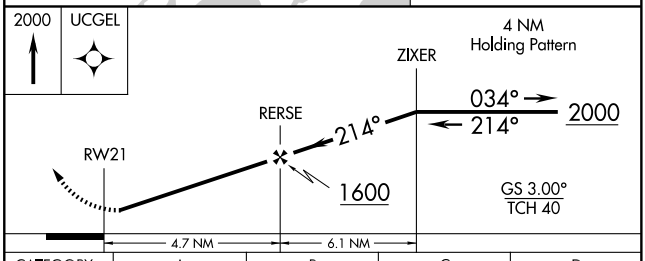
If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct UCGEL and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	362-1 315 (400-1)			
LNAV/VNAV DA	545-1¾ 498 (500-1¾)			
LNAV MDA	600-1 553 (600-1)		600-1½ 553 (600-1½)	600-1¾ 553 (600-1¾)
CIRCLING	600-1 553 (600-1)		600-1½ 553 (600-1½)	620-2 573 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC CCV 112.2 Chan 59	APP CRS 042°	Rwy Idg 5000 TDZE 47 Apt Elev 47

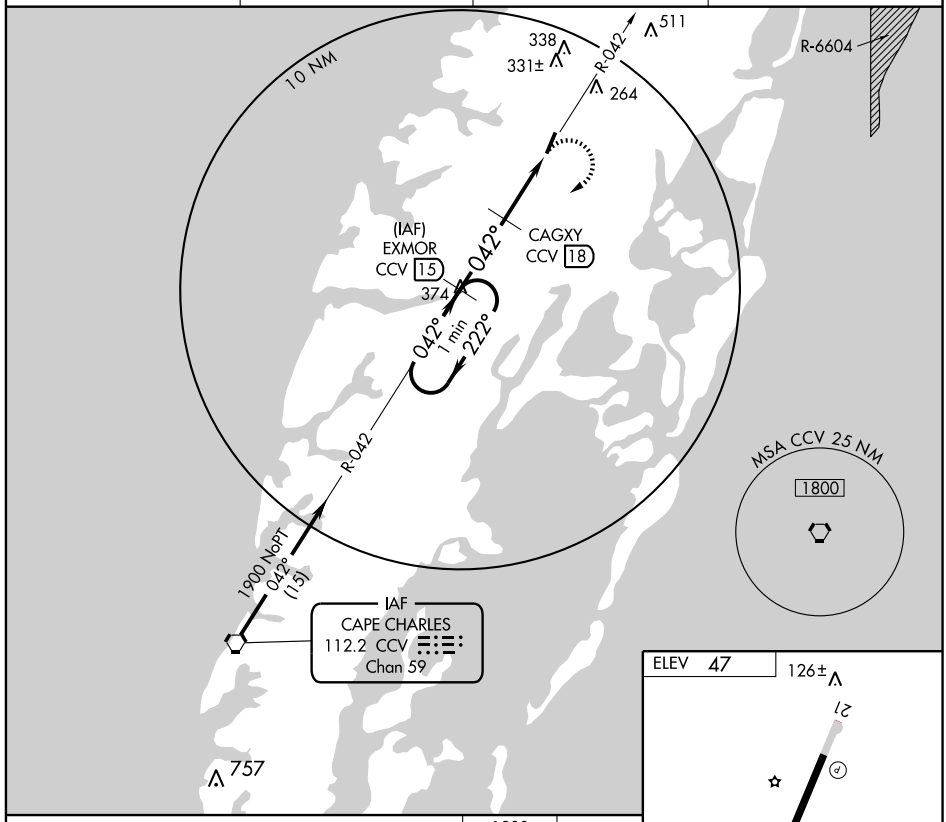
VOR/DME RWY 3

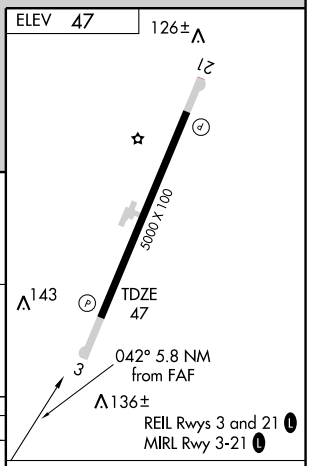
MELFA / ACCOMACK COUNTY (MFV)

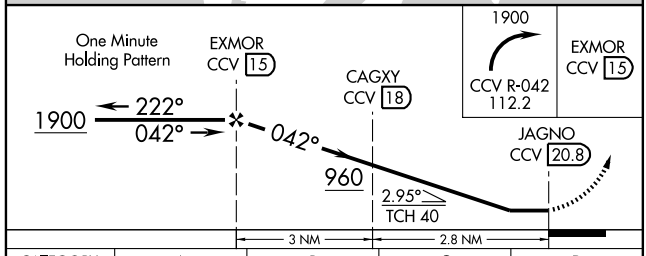
NA

MISSED APPROACH: Climbing right turn to 1900 via CCV VORTAC R-042 to EXMOR/CCV 15 DME and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	440-1 393 (400-1)	440-1¼ 393 (400-1¼)	440-1½ 393 (400-1½)	440-1¾ 393 (400-1¾)
CIRCLING	480-1 453 (500-1)	560-1¼ 513 (600-1¼)	560-1½ 513 (600-1½)	620-2 573 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC LYH 109.2 Chan 29	APP CRS 247°	Rwy Idg 3058 TDZE 893 Apt Elev 893

VOR/DME or GPS RWY 23

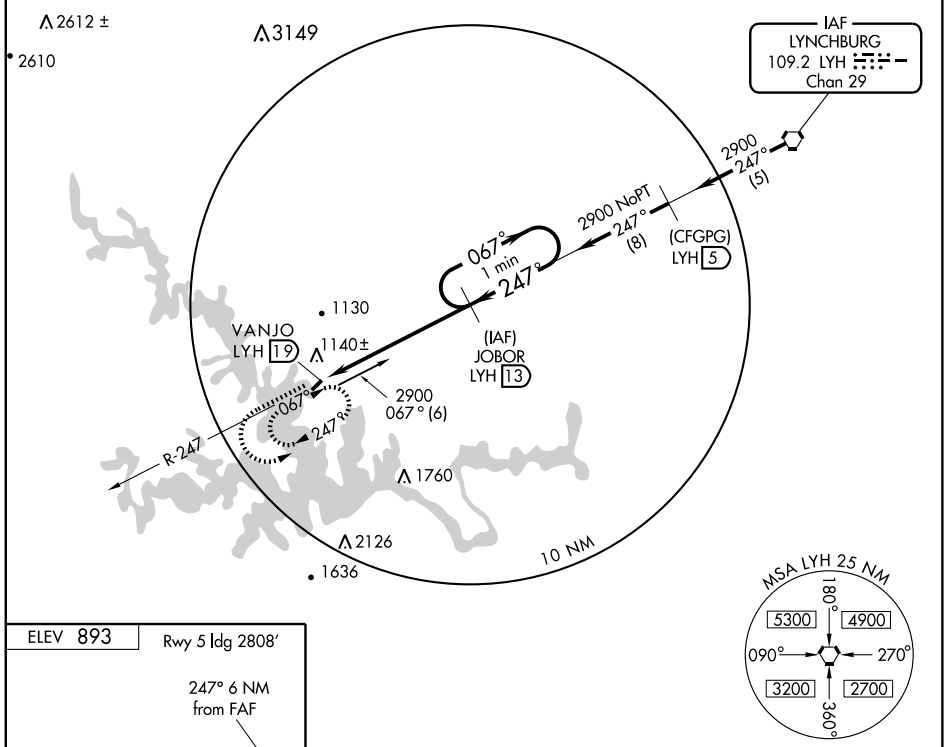
MONETA/SMITH MOUNTAIN LAKE (W91)

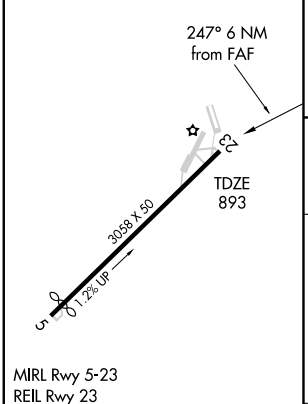
Use Lynchburg altimeter setting; if not received, use Roanoke altimeter setting and increase all MDAs 60 feet. Procedure not authorized at night except by prior arrangement for runway lights.

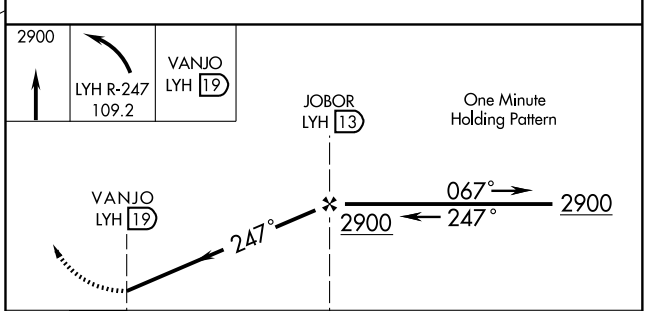
NA

MISSED APPROACH: Climb straight ahead to 2900 then left turn to VANJO 19 DME via LYH R-247 and hold.

ROANOKE APP CON	UNICOM
135.0 254.32	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-23	1540-1	647 (700-1)	NA	
CIRCLING	1540-1	647 (700-1)	NA	

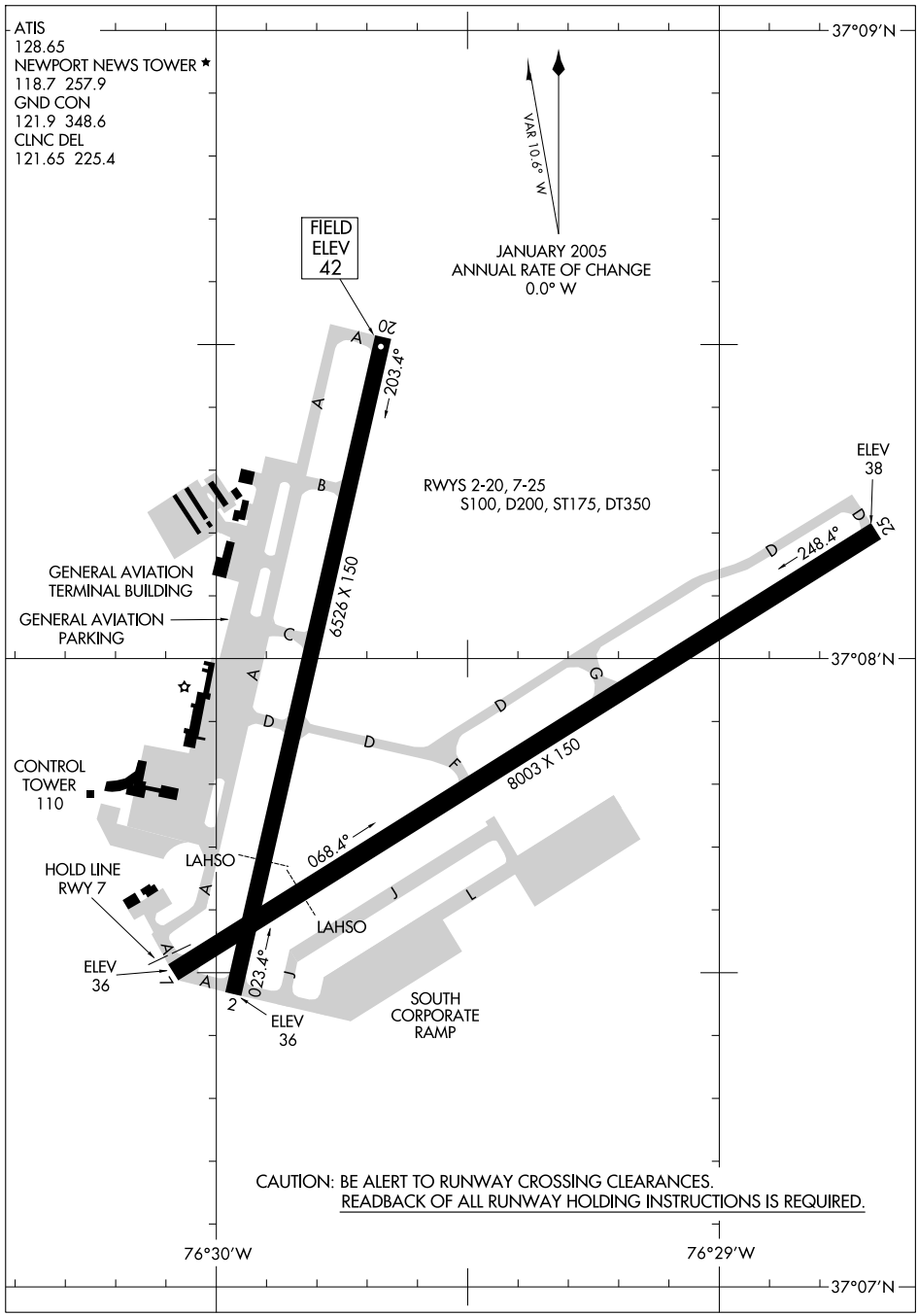
NE-3, 14 JAN 2010 to 11 FEB 2010

09127

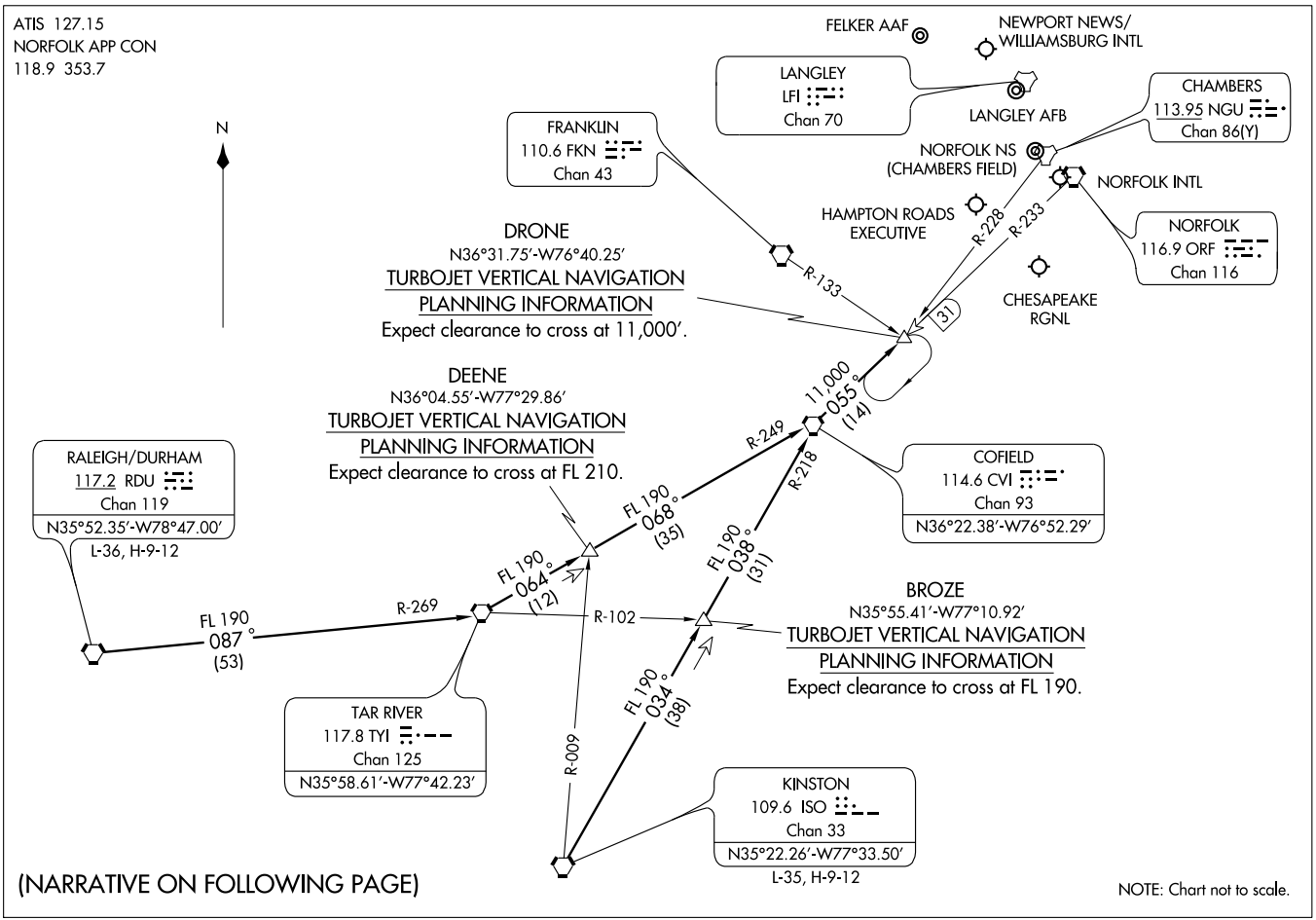
AIRPORT DIAGRAM

AL-957 (FAA)

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)
NEWPORT NEWS, VIRGINIA



NE-3, 14 JAN 2010 to 11 FEB 2010


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
FL 190
034°
(38)
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

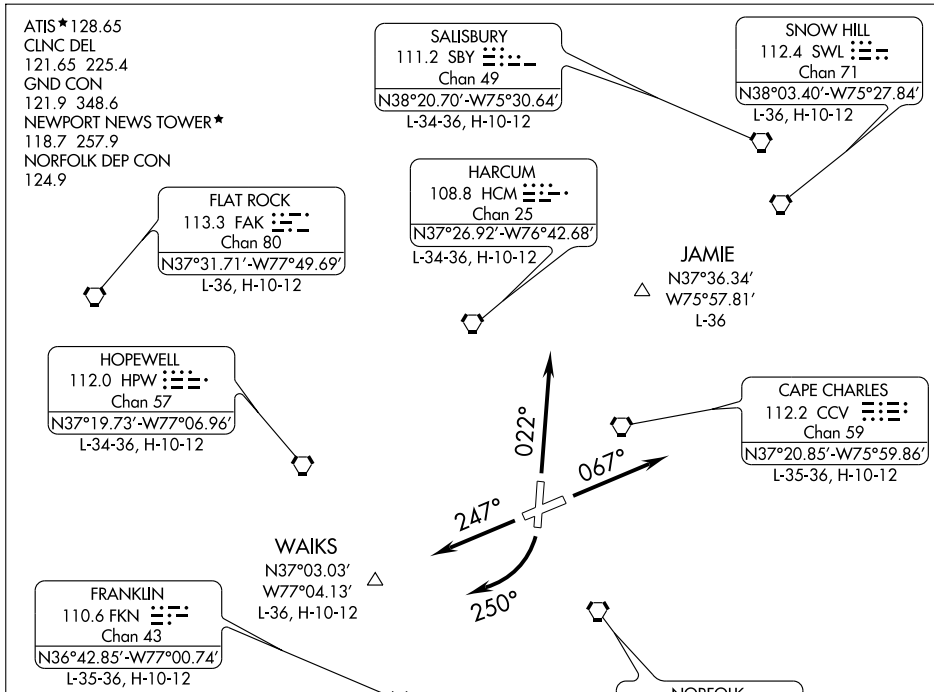
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

HENRY TWO DEPARTURE

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
NEWPORT NEWS, VIRGINIA
SL-957 (FAA)



TAKE-OFF OBSTACLES

Rwy 2: Bush, 295' from DER, 291' right of centerline, 22' AGL/62' MSL.
Tree, 937' from DER, 603' left of centerline, 81' AGL/131' MSL.
Pole, 1221' from DER, 487' right of centerline, 31' AGL/81' MSL.
Tree, 1275' from DER, 517' left of centerline, 79' AGL/132' MSL.
Multiple Trees beginning 1554' from DER, 298' left of centerline, up to 88' AGL/141' MSL.
Tree, 1686' from DER, 428' right of centerline, 61' AGL/114' MSL.
Tree, 1849' from DER, 598' right of centerline, 72' AGL/125' MSL.
T-L Tower, 3351' from DER, 1008' left of centerline, 109' AGL/161' MSL.

Rwy 7: Tree, 371' from DER, 588' left of centerline, 36' AGL/73' MSL.
T-L Tower, 4120' from DER, 1324' right of centerline, 93' AGL/116' MSL.
T-L Tower, 5625' from DER, 1345' left of centerline, 133' AGL/191' MSL.

Rwy 20: Bush, 96' from DER, 293' left of centerline, 22' AGL/52' MSL.
Stack, 5977' from DER, 598' left of centerline, 186' AGL/227' MSL.

Rwy 25: Tree, 694' from DER, 549' right of centerline, 42' AGL/65' MSL.
Tree, 1020' from DER, 703' right of centerline, 23' AGL/97' MSL.
Tree, 1622' from DER, 529' left of centerline, 59' AGL/79' MSL.
Tree 2654' from DER, 335' right of centerline, 86' AGL/106' MSL.
Tree. 3435' from DER, 1125' right of centerline, 116' AGL/139' MSL.

TAKE-OFF MINIMUMS

Rwys 2, 7, 25: STANDARD
Rwy 20: 300-1¼ or STANDARD with a minimum climb of 255 feet per NM to 300.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb heading 022° to 2000, thence . . . .
TAKE-OFF RUNWAY 7: Climb heading 067° to 2000, thence . . . .
TAKE-OFF RUNWAY 20: Climbing right turn to 2000 via heading 250°, thence . . . .
TAKE-OFF RUNWAY 25: Climb heading 247° to 2000, thence . . . .
. . . . via vectors to assigned route/fix. Expect clearance to requested altitude 10 minutes after departure.

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PHF	APP CRS	Rwy Idg 8003
110.1 Chan 38	067°	TDZE 40
		Apt Elev 43

ILS or LOC RWY 7

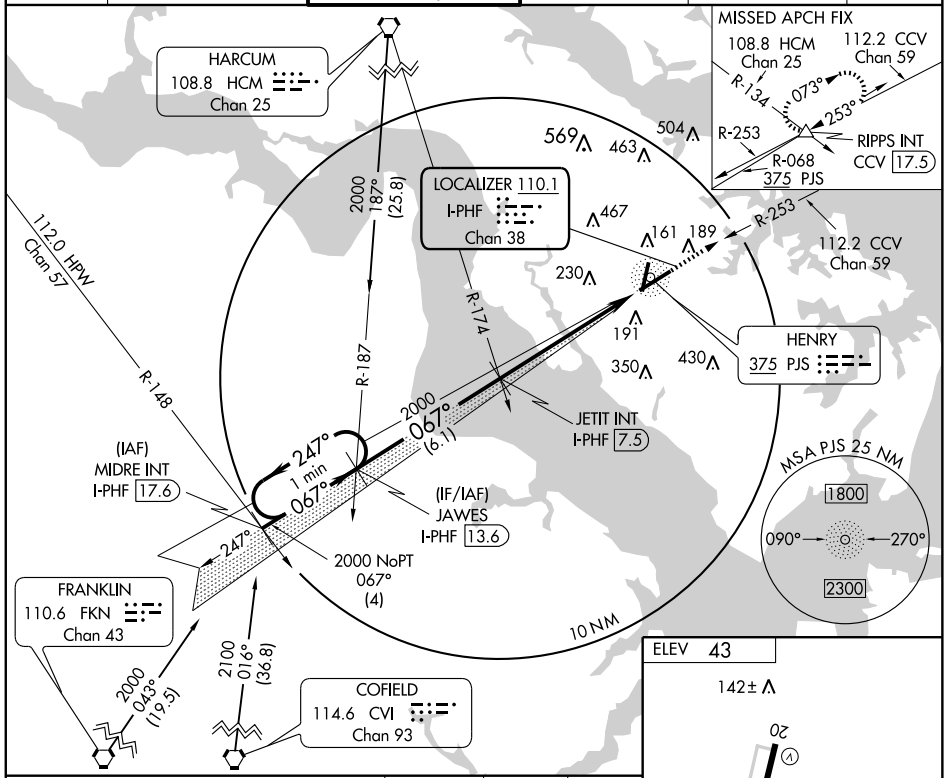
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

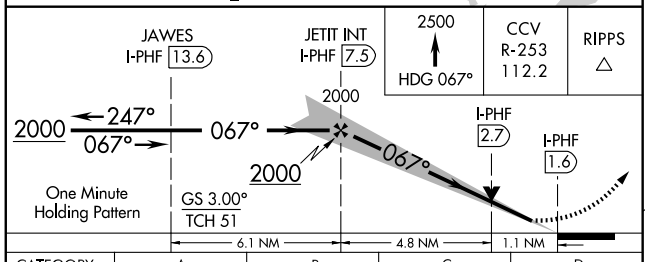
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA/MDA 60 feet. Increase S-ILS 7 visibility ¼ mile all Cats, increase S-LOC 7 Cats C/D visibility ¼ mile. VDP NA when using Norfolk Intl altimeter setting. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

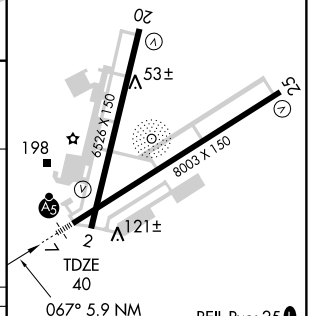
MALSR

MISSED APPROACH: Climb to 2500 via heading 067° and CCV VORTAC R-253 to RIPPS INT/ CCV 17.5 DME and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER*	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-ILS 7	* 240/24 200 (200-½)			
S-LOC 7	440/24 400 (400-½)			440/40 400 (400-¾)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-3. 14 JAN 2010 to 11 FEB 2010

NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

LOC/DME I-DHY	APP CRS	Rwy Idg	8003
110.1	247°	TDZE	41
Chan 38		Apt Elev	43

ILS or LOC RWY 25

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 2100, then left turn direct FKN VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95

HARCUM
108.8 HCM
Chan 25

IAF
CAPE CHARLES
112.2 CCV
Chan 59

Transitions to HASBA INT may require the use of crossing radial from another transition facility or the use of the transitions facility's DME.

2000
127°
(24.6)

R-141

R-127

067°
1 min
247°

2000 NoPT
254° (14.4)

(IF/IAF)
HASBA INT
I-DHY 11.6

2000
247°
(6)

STEVE INT
I-DHY 5.6

ALTERNATE MISSED APCH FIX
HARCUM
108.8 HCM
Chan 25
284°
R-284
104°

HENRY
375 PJS

569
504
463
467
161
189
230
191
430
350

R-358

R-342

LOCALIZER 110.1
I-DHY
Chan 38

MISSED APCH FIX
FRANKLIN
110.6 FKN
Chan 43
290°
110°
290°

10 NM

MSA PJS 25 NM
1800
090°
270°
2300

2000
358°
(21.2)

NORFOLK
116.9 ORF
Chan 116

ELEV 43

142± Λ

247° 5.9 NM from FAF

20

53±

25

6526 X 150

8003 X 150

TDZE
41

198

121±

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

2100

FKN
110.6

STEVE INT
I-DHY 5.6

HASBA INT
I-DHY 11.6

One Minute Holding Pattern

2000

I-DHY
0.8

067°
247°
2000

RW25

247°

2000

GS 3.00°
TCH 55

1.1 | 4.8 NM | 6 NM

CATEGORY	A	B	C	D
S-ILS 25	241-¾ 200 (200-¾)			
S-LOC 25	440-1 399 (400-1)			440-1¼ 399 (400-1¼)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-FJQ	APP CRS	Rwy Idg	6526
109.3	202°	TDZE	43
Chan 30		Apt Elev	43

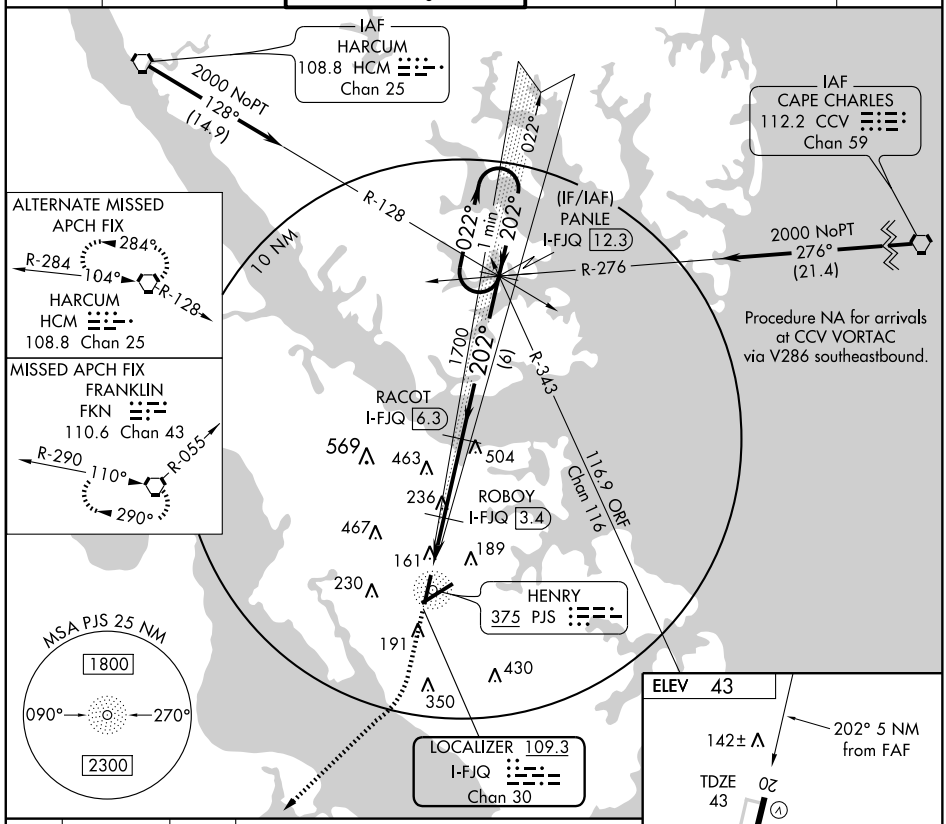
LOC/DME RWY 20

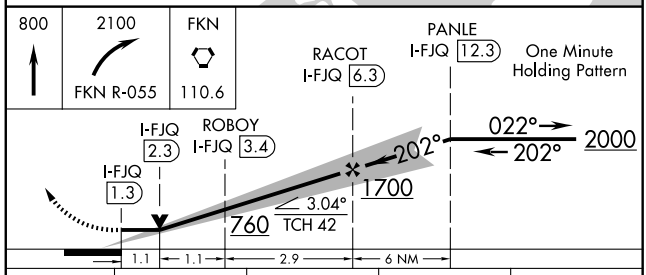
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

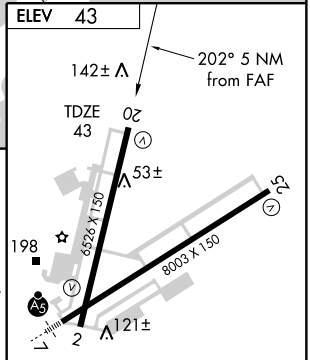
If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. VDP NA when using Norfolk Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via FKN VORTAC R-055 to FKN VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-20	420-1 377 (400-1)			420-1¼ 377 (400-1¼)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3, 14 JAN 2010 to 11 FEB 2010

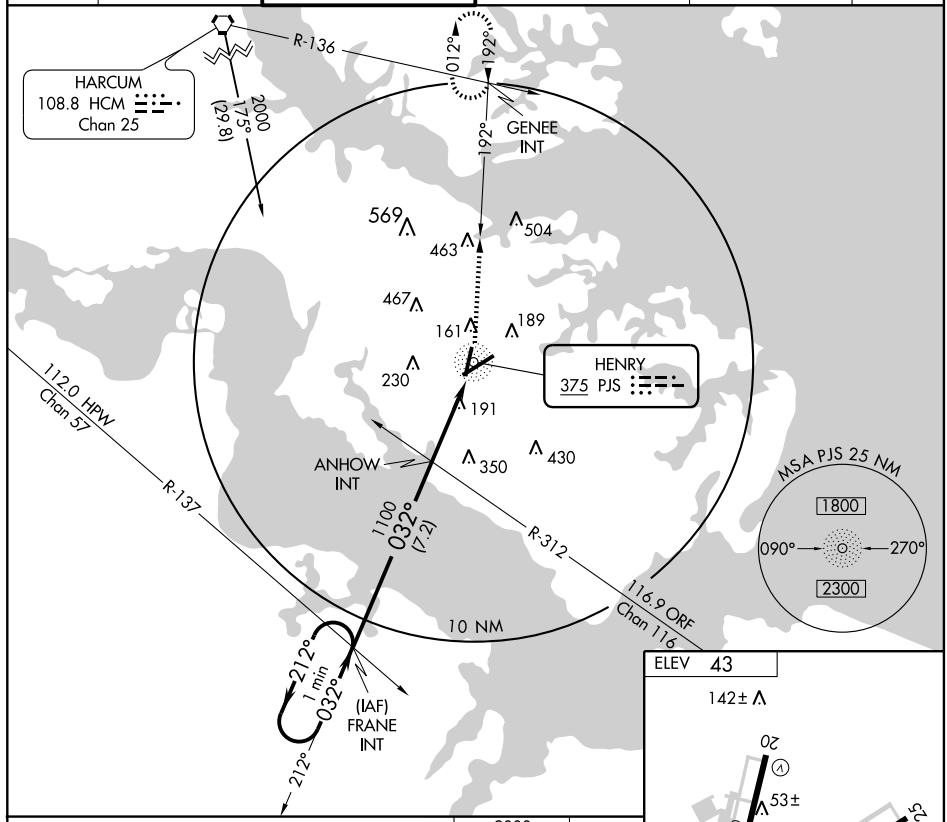
NDB PJS 375	APP CRS 032°	Rwy Idg 6526 TDZE 39 Apt Elev 43

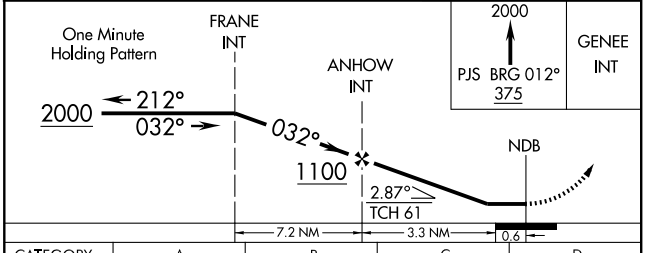
NDB RWY 2

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

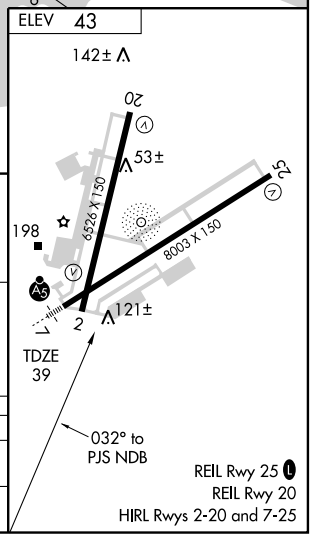
MISSED APPROACH: Climb to 2000 via PJS NDB bearing 012° to GENEE Int and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95





CATEGORY	A	B	C	D
S-2	700-1 661 (700-1)		700-1¾ 661 (700-1¾)	700-2 661 (700-2)
CIRCLING	700-1 657 (700-1)		700-1¾ 657 (700-1¾)	700-2 657 (700-2)



REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3, 14 JAN 2010 to 11 FEB 2010

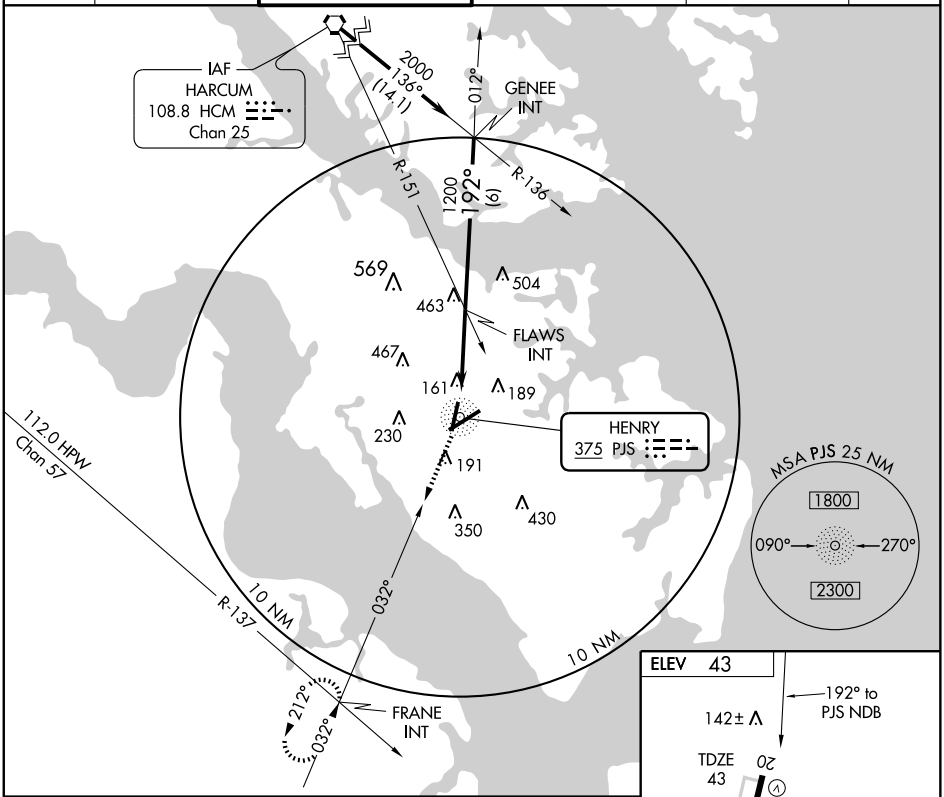
NDB PJS 375	APP CRS 192°	Rwy Idg 6526 TDZE 43 Apt Elev 43

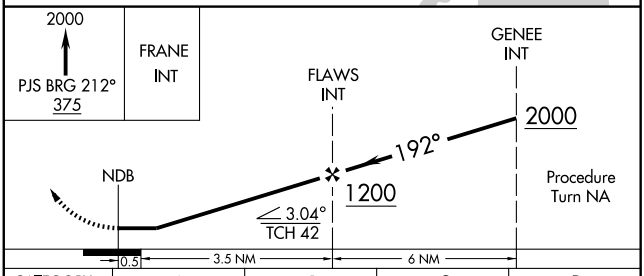
NDB RWY 20

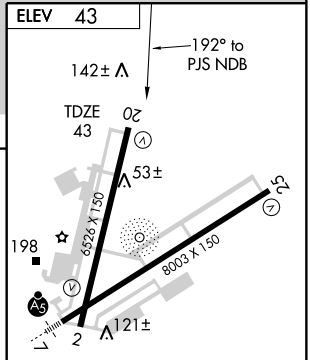
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 2000 via PJS NDB bearing 212° to FRANE Int and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-20	860-1 817 (900-1)	860-1¼ 817 (900-1¼)	860-2½ 817 (900-2½)	860-2¾ 817 (900-2¾)
CIRCLING	860-1 817 (900-1)	860-1¼ 817 (900-1¼)	860-2½ 817 (900-2½)	860-2¾ 817 (900-2¾)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6526
022°	TDZE	39
	Apt Elev	43

RNAV (GPS) RWY 2

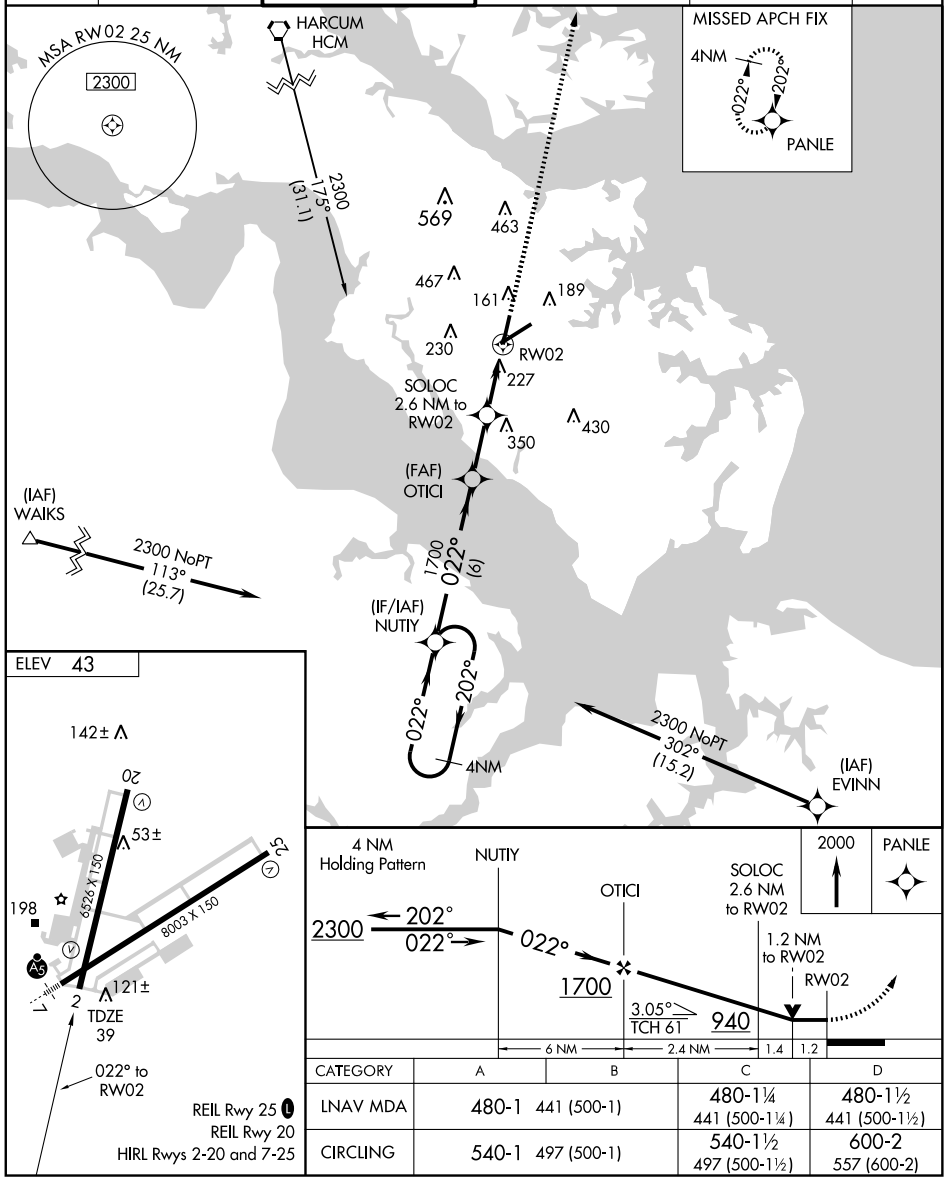
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2000 direct PANLE WP and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95



CATEGORY	A	B	C	D
LNAV MDA	480-1 441 (500-1)		480-1¼ 441 (500-1¼)	480-1½ 441 (500-1½)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8003
CH 45607	067°	TDZE	40
W07A		Apt Elev	43

RNAV (GPS) RWY 7

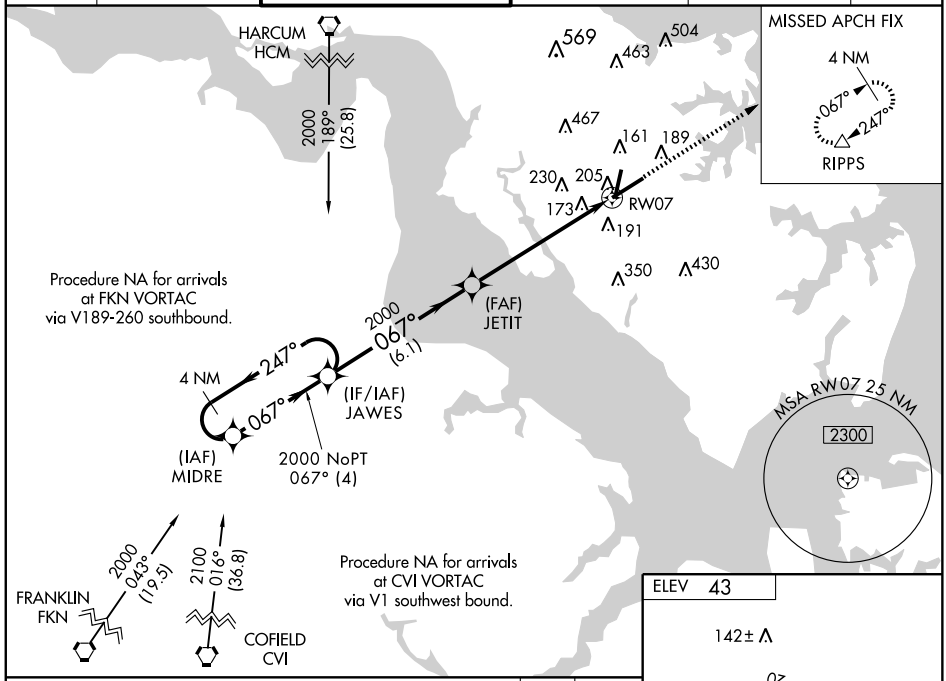
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

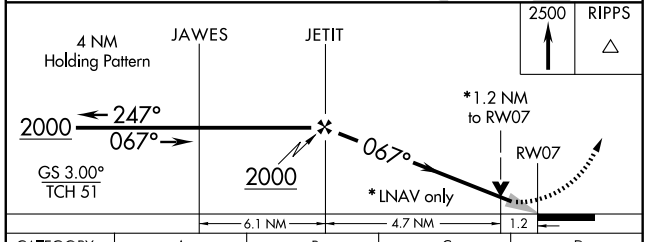
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 49 feet and all MDA 60 feet. Increase visibility LPV all Cats to RVR 4000, increase visibility LNAV/VNAV all Cats to RVR 6000. VDP and Baro-VNAV NA when using Norfolk Intl altimeter setting. For inoperative MALSR when using Norfolk Intl altimeter setting: increase LPV all Cats visibility RVR 6000. For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

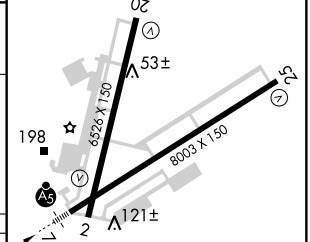
MALSR

MISSED APPROACH: Climb to 2500 direct RIPPS and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	354/24 314 (400-½)			
LNAV/ VNAV DA	474/50 434 (500-1)			
LNAV MDA	460/24 420 (500-½)		460/40 420 (500-¾)	460/50 420 (500-1)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6526
202°	TDZE	43
	Apt Elev	43

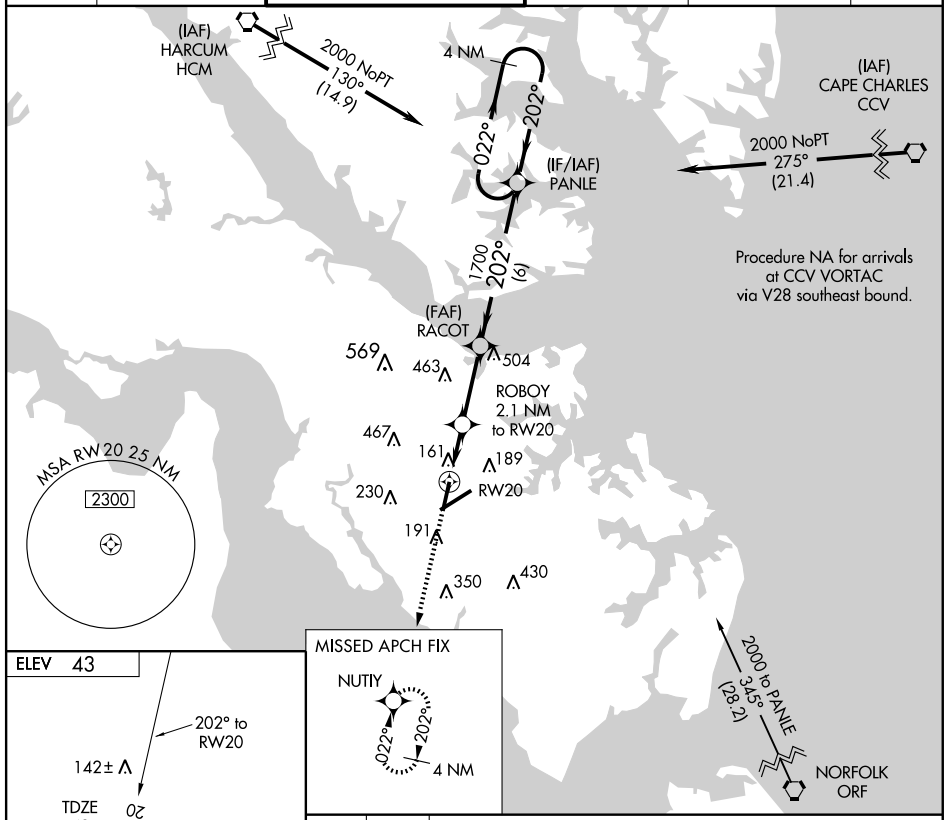
RNAV (GPS) RWY 20

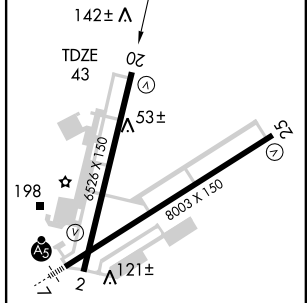
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

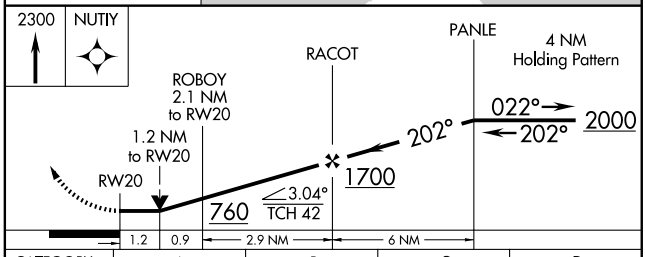
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. VDP NA when using Norfolk Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct NUTIY and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1 417 (500-1)		460-1¼ 417 (500-1¼)	
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8003
CH 45510	247°	TDZE	41
W25A		Apt Elev	43

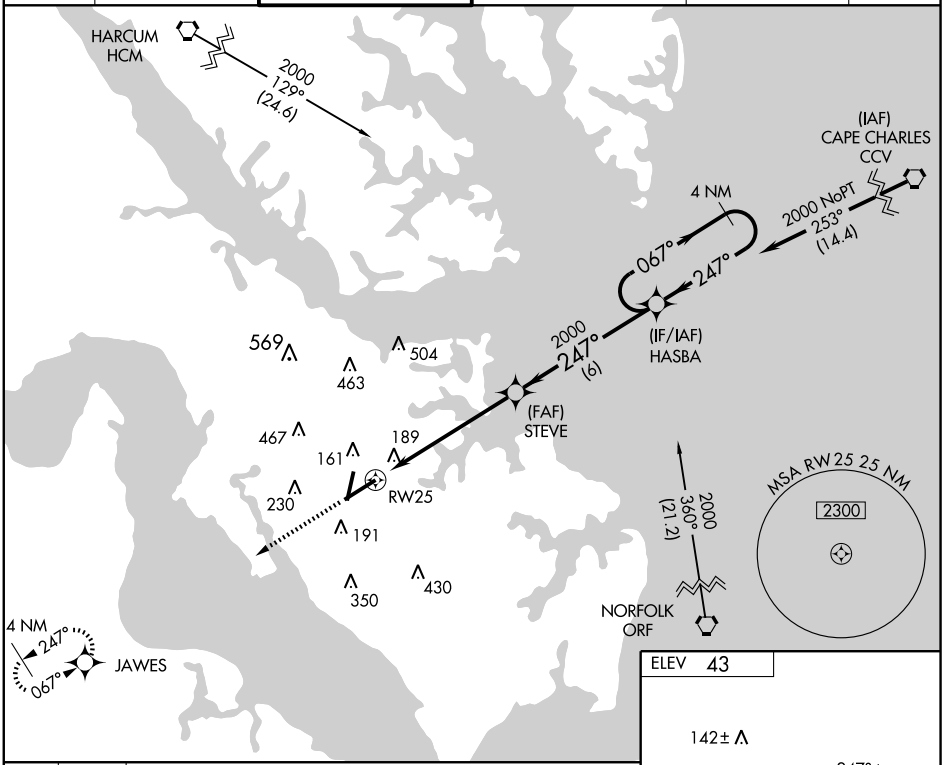
RNAV (GPS) RWY 25

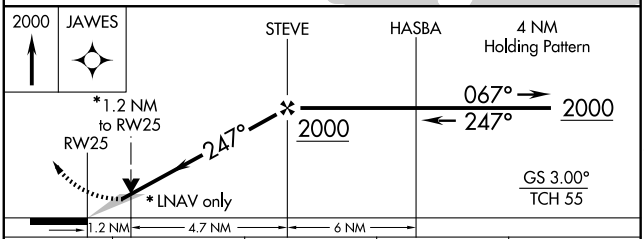
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

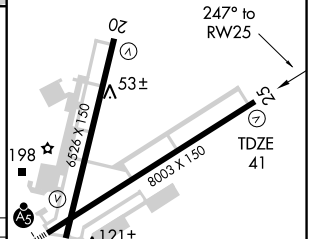
MISSED APPROACH: Climb to 2000 direct JAWES and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95

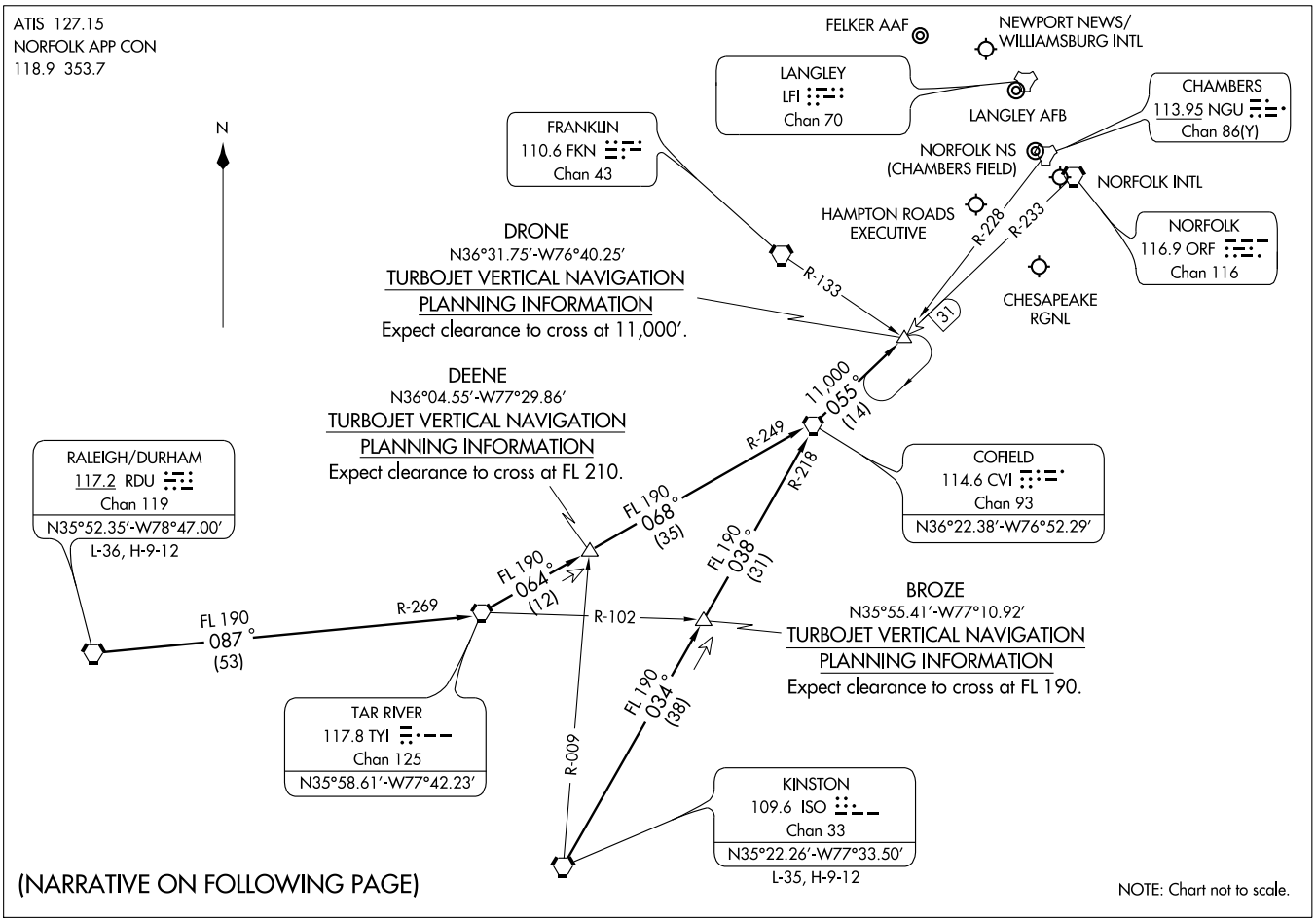




CATEGORY	A	B	C	D
LPV DA		420-1¼	379 (400-1¼)	
LNAV/VNAV DA		480-1½	439 (500-1½)	
LNAV MDA	460-1 419 (500-1)		460-1¼ 419 (500-1¼)	
CIRCLING		540-1½ 497 (500-1½)		600-2 557 (600-2)



REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
FL 190
034°
(38)
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

NORFOLK, VIRGINIA

AL-6488 (FAA)

LOC/DME I-EYK	APP CRS	Rwy Idg	5500
111.7	046°	TDZE	20
Chan 54		Apt Elev	20

ILS RWY 5

NORFOLK / CHESAPEAKE RGNL (CPK)

NA

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000, via ORF R-216 to NALDE Int/I-EYK 12.3 DME and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.05 (CTAF) L

505±
493
211
203
122±
519
510
1016
1049
116.9 ORF Chan 116
LOCALIZER 111.7 I-EYK Chan 54
CHESI 233 EY
TAVAE INT I-EYK 6.1
R-216
1700
046° (6.1)
IAF COFIELD 114.6 CVI Chan 93
2000 NoPT 076° (21.3)
R-076
226°
1 min
046°
(IAF)
NALDE INT I-EYK 12.3
225°
R-324
R-340
10 NM
MSA EY 25 NM
2300
270°
4000
360°
2000 NoPT 324° (20.6)
IAF ELIZABETH CITY 112.5 ECG Chan 72

ELEV 20

115

5500 X 100

TDZE 20

046° 5.1 NM from FAF

HIRL Rwy 5-23 L

REIL Rwy 23 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

One Minute Holding Pattern

NALDE INT I-EYK 12.3

TAVAE INT I-EYK 6.1

500

2000

ORF R-216 116.9

NALDE INT

2000

226°

046°

046°

1700

I-EYK 1.1

GS 3.00°

TCH 43

1700

6.1 NM

5.1 NM

CATEGORY	A	B	C	D
S-ILS 5	220-½ 200 (200-½)			NA
S-LOC 5	380-½ 360 (400-½)			NA
CIRCLING	440-1 420 (500-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	NA

NE-3, 14 JAN 2010 to 11 FEB 2010

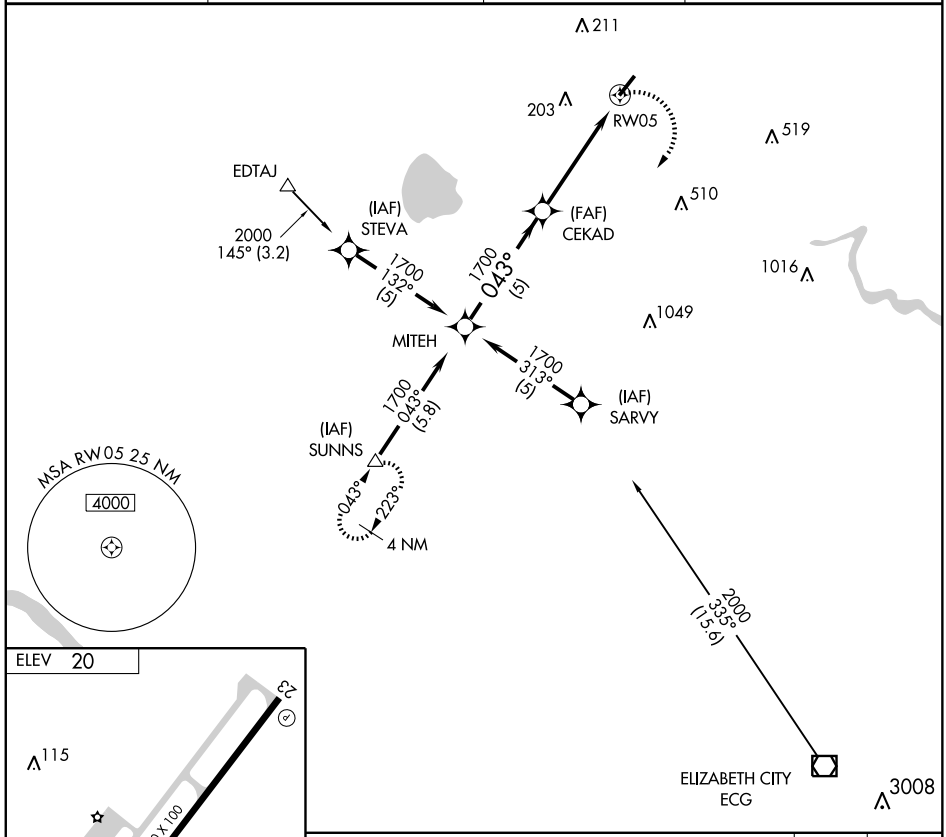
APP CRS	Rwy Idg	5500
043°	TDZE	20
	Apt Elev	20

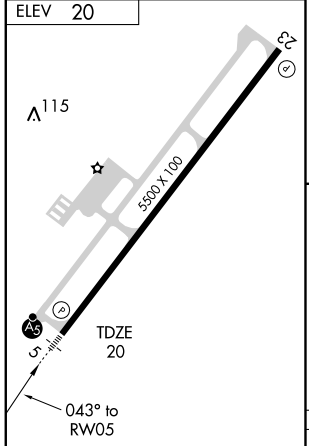
RNAV (GPS) RWY 5

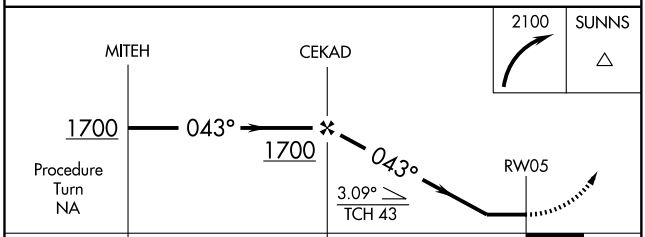
NORFOLK / CHESAPEAKE RGNL (CPK)

V NA	Inoperative table does not apply. DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climbing right turn to 2100 direct SUNNS and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1 400 (400-1)		NA	
CIRCLING	420-1 400 (400-1)	480-1 460 (500-1)	NA	

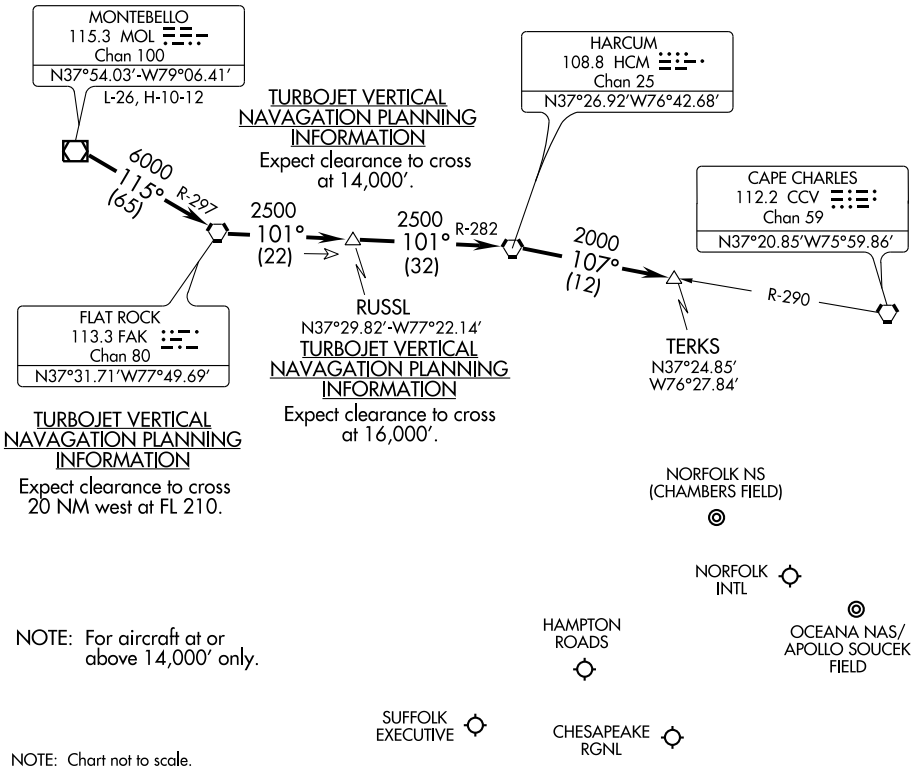
HIRL Rwy 5-23 L
REIL Rwy 23 L

NE-3. 14 JAN 2010 to 11 FEB 2010

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

VORTAC ORF 116.9 Chan 116	APP CRS 210°	Rwy Idg 5500 TDZE 20 Apt Elev 20

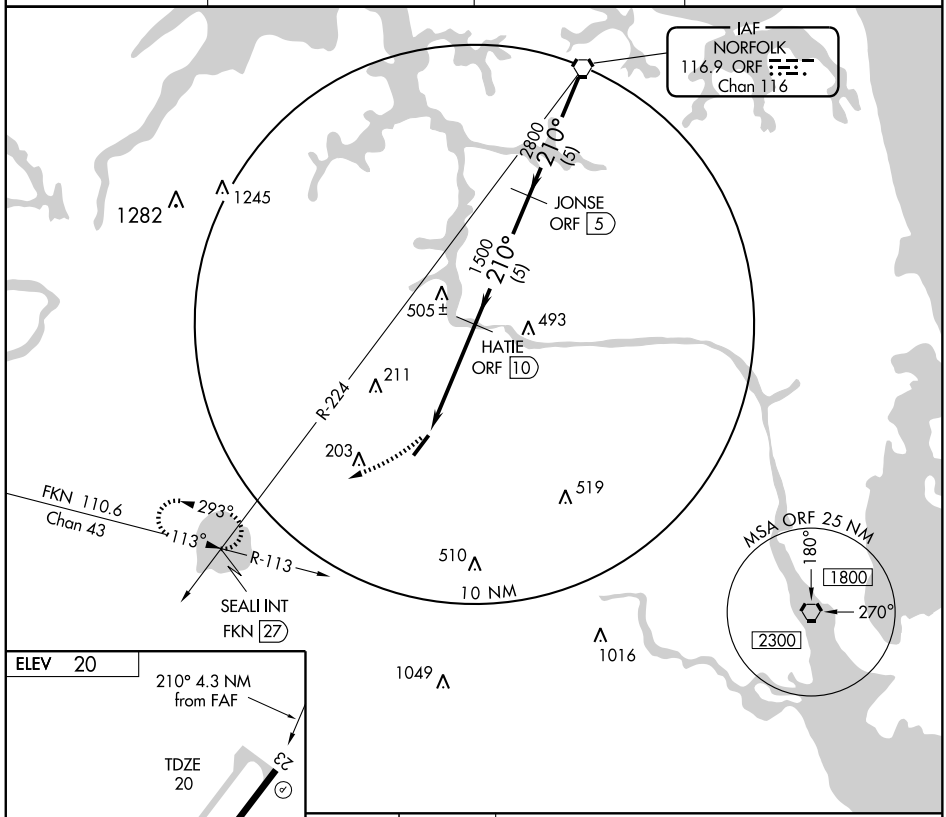
VOR/DME RWY 23

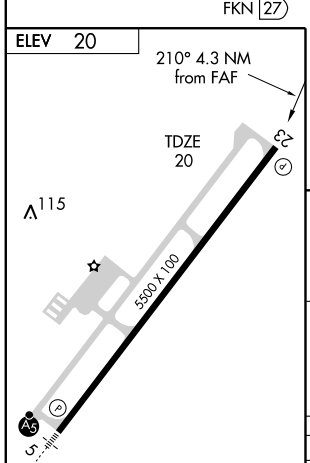
NORFOLK / CHESAPEAKE RGNL (CPK)

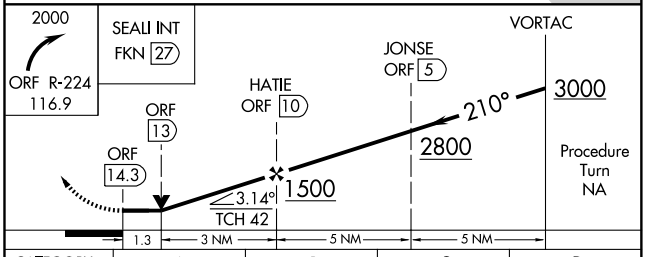
NA

MISSED APPROACH: Climbing right turn to 2000 via ORF R-224 to SEALI Int/FKN 27 DME and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.05 (CTAF) L

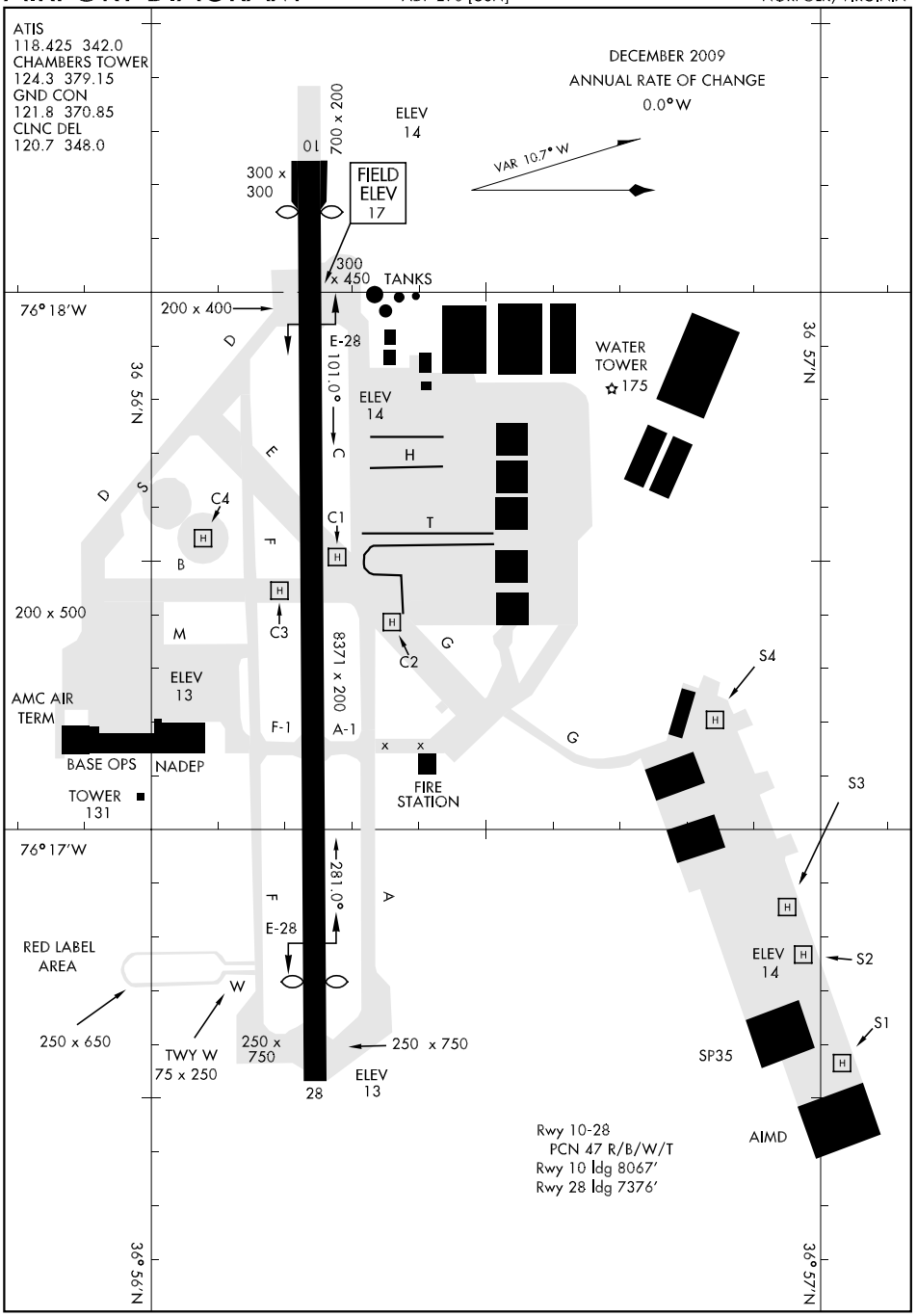






CATEGORY	A	B	C	D
S-23	480-1	460 (500-1)	480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	480-1	460 (500-1)	480-1½ 460 (500-1½)	580-2 560 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010



NE-3, 14 JAN 2010 to 11 FEB 2010

ATIS
118.425 342.0
CLNC DEL
120.7 348.0
GND CON
121.8 370.85
CHAMBERS TOWER
124.3 379.15
NORFOLK DEP CON
125.2 363.125
WASHINGTON CENTER
123.85 323.0

Minimum Climb Rate to 300, 300-1½ auth in lieu of climb rate.

Rwy	Knots	60	120	180	240	300	360
28 (a)	V/V(fpm)	235	470	705	940	1175	1410
28 (b)	V/V(fpm)	245	490	735	980	1225	1470

(a) Military
(b) Civil

IRONS
RIC 62 DME
R-018
N38°31.87′
W77°06.37′

RICHMOND
114.1 RIC
Chan 88
L-36

COLIN
N38°05.99′
W76°39.85′

HARCUM
108.8 HCM
Chan 25
L-36

MONTEBELLO
115.3 MOL
Chan 100
L-26

FLAT ROCK
113.3 FAK
Chan 80
L-36

HOPEWELL
112.0 HPW
Chan 57
L-36

SALISBURY
111.2 SBY
Chan 49
L-34-36

CAPE CHARLES
112.2 CCV
Chan 59
L-35-36

SNOW HILL
112.4 SWL
Chan 71
L-36

CHAMBERS
Chan 86Y NGU

KELLE
N37°10.77′
W77°48.31′

WAIKS
N37°03.03′
W77°04.13′

SCHOL
N37°10.99′
W75°42.93′

ATLIC
N36°55.06′
W75°12.79′

NORFOLK
116.9 ORF
Chan 116

SWOPE
N36°31.11′
W76°18.94′

FRANKLIN
110.6 FKN
Chan 43
L-35-36

ELIZABETH CITY
112.5 ECG
Chan 72
L-35

VISOW
N36°21.44′
W76°21.90′

R-330 (33) 330° (40) R-010 010° (39) V376 V33
R-129 309° (26) 003° (21)
290° 17 79 43 R-290 ① 219 47 88 ②
R-183 R-178
020° (43) R-060 020° (27) 039° (12) V139
R-200 29
R-095 48 23
R-216 R-211 201° (10) 10 R-201 131° (11) R-311 V139 J174

M.S.A NGU 25 NM
1800
095°
2300
335°

RADAR REQUIRED

① 1.10 NM from Rwy 28
② 0.26 NM from Rwy 10

CHART NOT TO SCALE

(Continued on next page)

CHAMBERS SEVEN DEPARTURE (VECTOR) (NGU7•NGU)

NORFOLK, VIRGINIA

DEPARTURE ROUTE DESCRIPTION

(Continued)

TAKE-OFF RWY 10: Climbing left turn heading 050°, cross DER at or above 35' AGL/48' MSL, thence...

TAKE-OFF RWY 28: Climb via heading 280°, thence...

via radar vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU7•ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU7•CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU7•ECG): Via vectors to SWOPE, then via ORF R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU7•FAK): Via vectors to WAIKS, then via ORF R-290 to KELLE, then direct FAK VORTAC.

FRANKLIN TRANSITION (NGU7•FKN): Via vectors to FKN VORTAC*.

HARCUM TRANSITION (NGU7•HCM): Via vectors to HCM VORTAC**.

HOPEWELL TRANSITION (NGU7•HPW): Via vectors to HPW VORTAC.

MONTEBELLO TRANSITION (NGU7•MOL): Via vectors to WAIKS, then via ORF R-290 to KELLE, then intercept MOL R-129 to MOL VOR/DME.

SALISBURY TRANSITION (NGU7•SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NGU7•SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

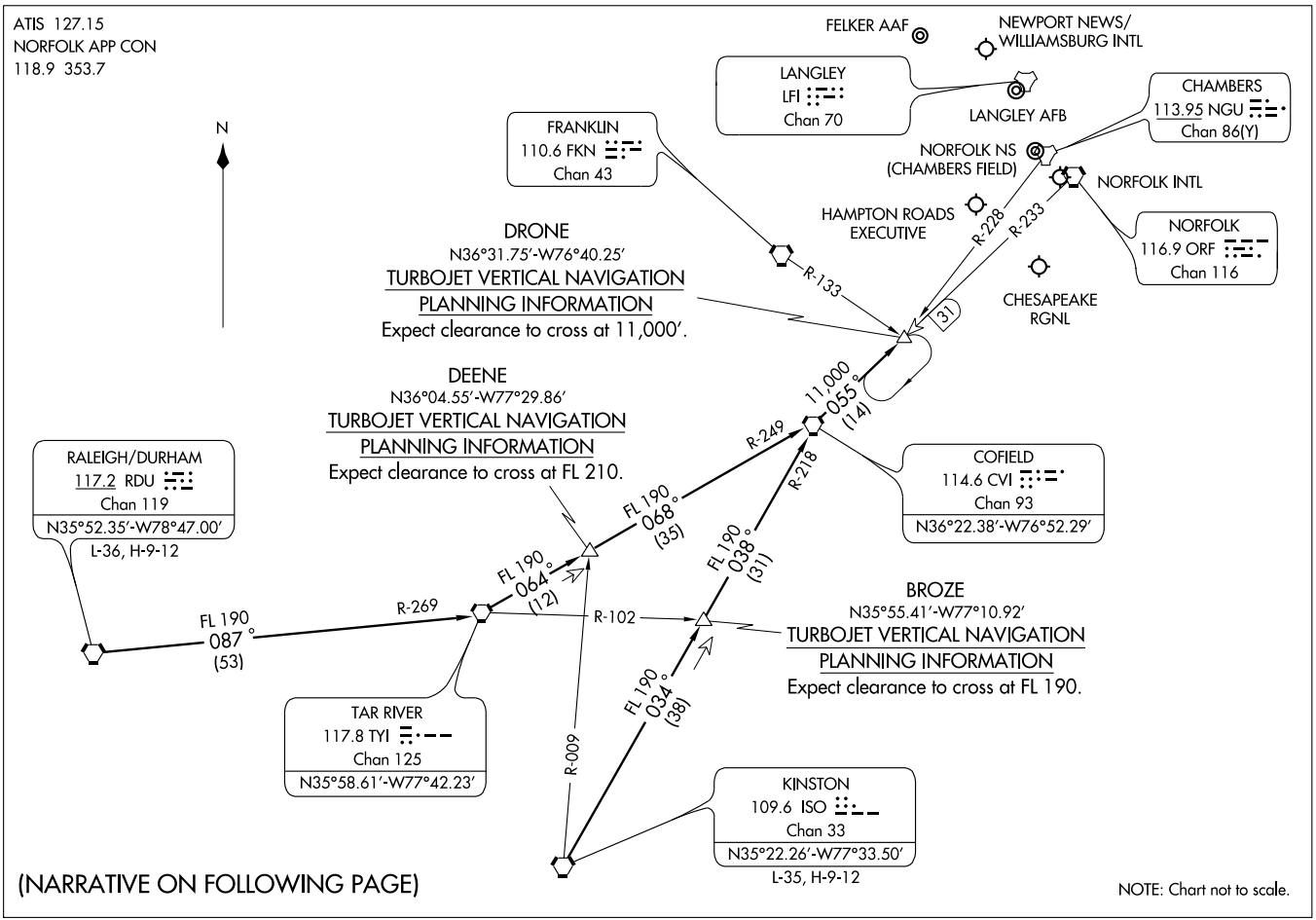
V139 TRANSITION (NGU7•ORF): Via vectors to V139.

J174 TRANSITION (NGU7•ORF): Via vectors to J174.

*For routing to TYI/RDU/GSO:
**For routing to NHK/BWI/MTN/DCA METRO AREA via the following:
NHK-V33 COLIN V213 PXT. (NOTE For altitudes 7000 or 9000 only.)
BWI/MTN-V33 COLIN V213 PXT V93 GRACO. (NOTE: For altitudes 7000 or 9000 only.)
DCA/ADW/NSF/DAA-HCM R-330 V376 IRONS. (NOTE: For altitude 8000 only.)

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

NE-3, 14 JAN 2010 to 11 FEB 2010


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
FL 190
034°
(38)
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

HI-TACAN RWY 10

TACAN	APCH CRS	Rwy ldg	8067
Chan 86Y	097°	TDZE	17
		Arpt Elev	17

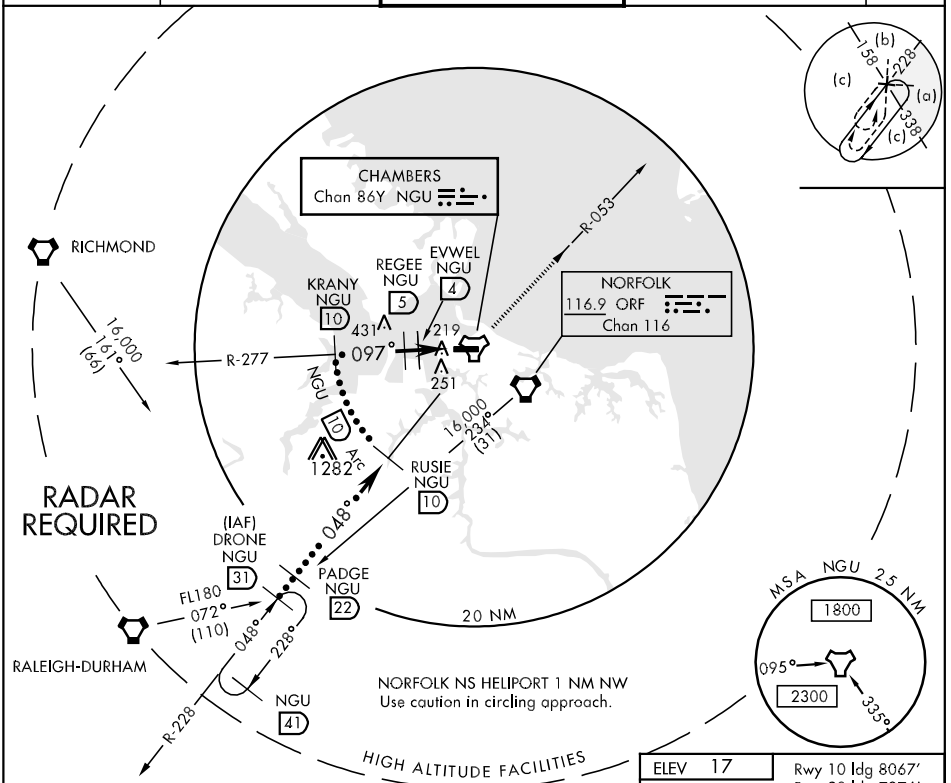
JAL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.
** CAT E circling not auth S of RWY 10-28.

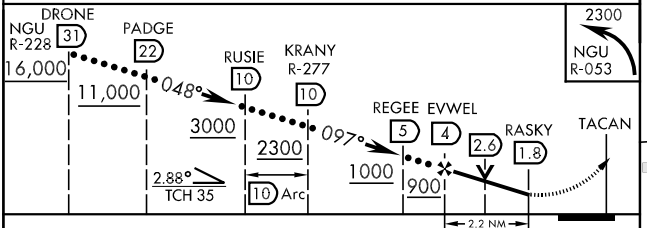
ALSF-2

MISSED APPROACH: Climbing left turn to 2300 via NGU R-053 then as directed by ATC.

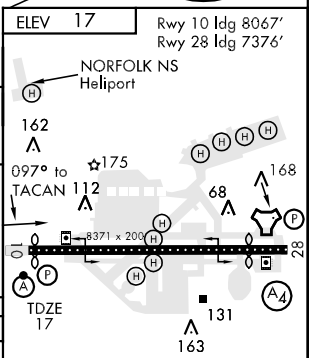
ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	



EMERG SAFE ALT 100 NM 2600



CATEGORY	C	D	E
S-10 *	480-¾ 463 (500-¾)	480-1 463 (500-1)	480-1¼ 463 (500-1¼)
CIRCLING **	520-1½ 503 (600-1½)	580-2 563 (600-2)	



TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

HI-TACAN RWY 28

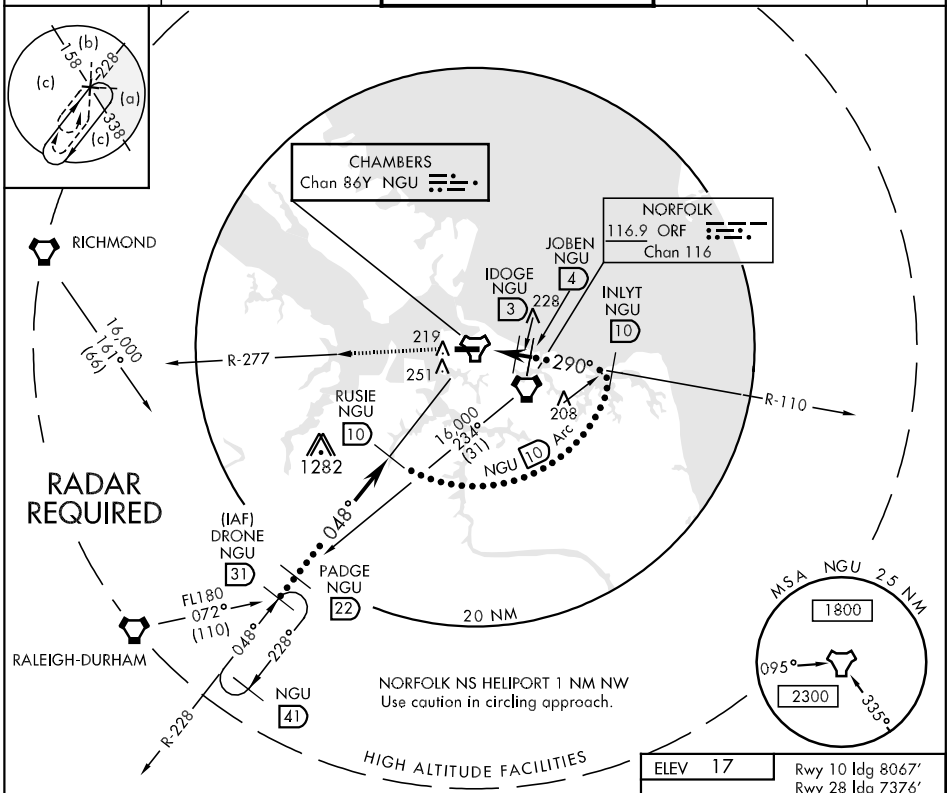
TACAN NGU Chan 86Y	APCH CRS 290°	Rwy ldg 7376 TDZE 15 Arpt Elev 17	JAL-290 [USN]	NORFOLK NS (CHAMBERS FIELD) (KNGU)

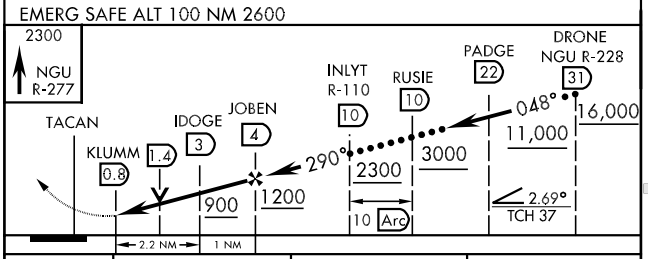
* When ALS inop, increase CAT C vis to 1¼ miles, CAT DE to 1½ miles.
** CAT E circling not authorized S of Rwy 10-28.

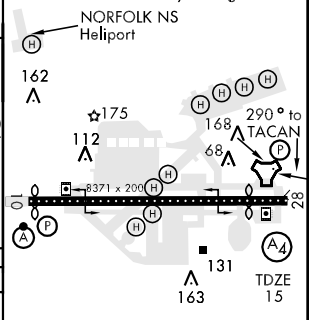
SSALS A4

MISSED APPROACH: Climb to 2300 via NGU R-277 then as directed by ATC.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	







CATEGORY	C	D	E
S-28 *	460-1 445 (500-1)	460-1¼ 445 (500-1¼)	
CIRCLING **	520-1½ 503 (600-1½)	580-2 563 (600-2)	

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

ILS or LOC/DME RWY 10

LOC I-NGU	APCH CRS	Rwy ldg	8067
108.95	100°	TDZE	17
		Arpt Elev	17

AL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

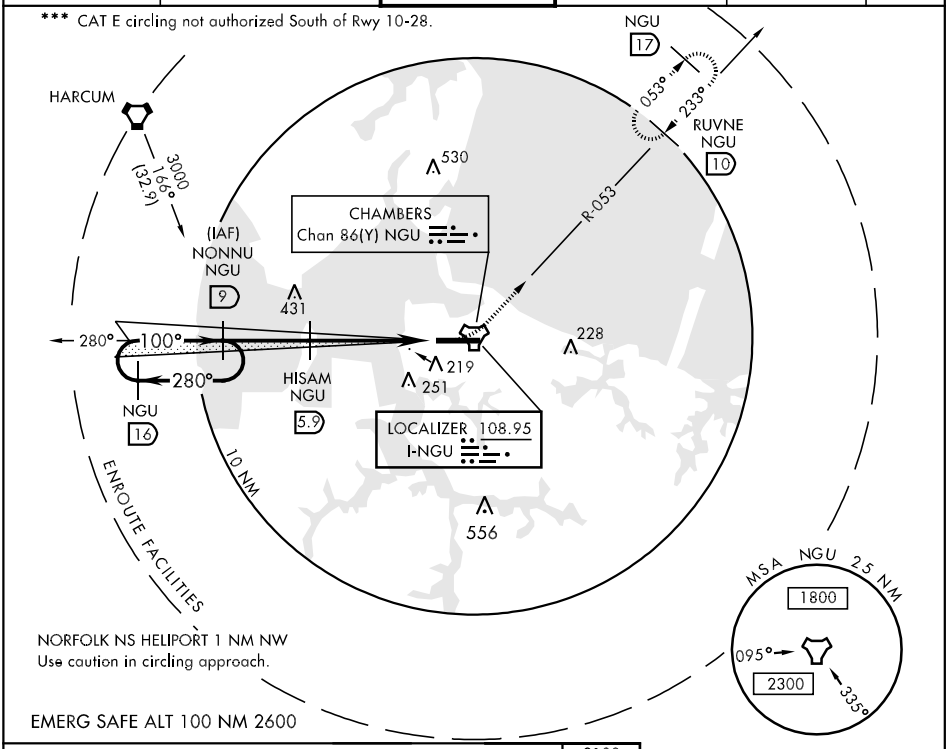
▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.

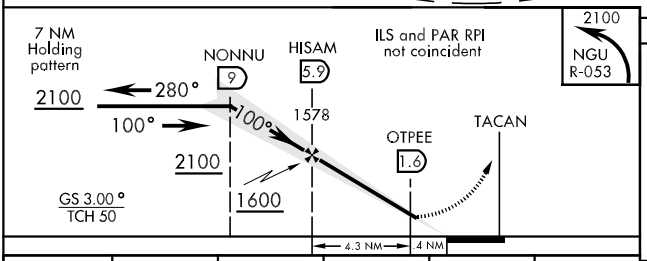
ALSF-2

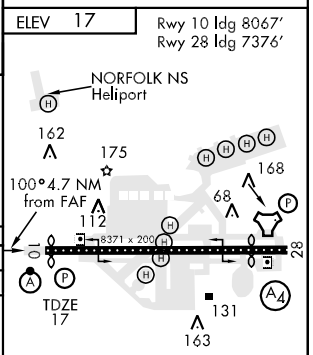
MISSED APPROACH: Climbing left turn to 2100 via NGU TACAN R-053 to RUVNE and hold.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	

*** CAT E circling not authorized South of Rwy 10-28.







CATEGORY	A	B	C	D	E
S-ILS 10 *	217-½ 200 (200-½)				
S-LOC 10 **	460-½ 443 (500-½)		460-¾ 443 (500-¾)	460-1 443 (500-1)	
CIRCLING ***	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)	

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

NE-3, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 10

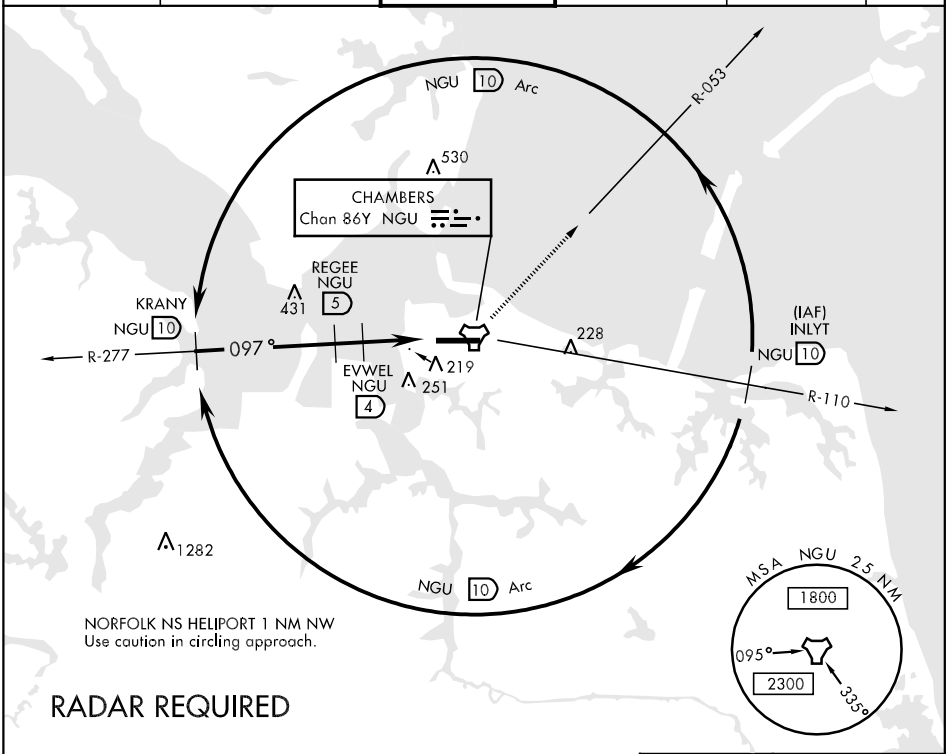
TACAN	NGU	APCH CRS	Rwy Idg	8067	AL-290 [USN]	NORFOLK NS (CHAMBERS FIELD) (KNGU)
Chan	86Y	097°	TDZE	17		
			Arpt Elev	17		

* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

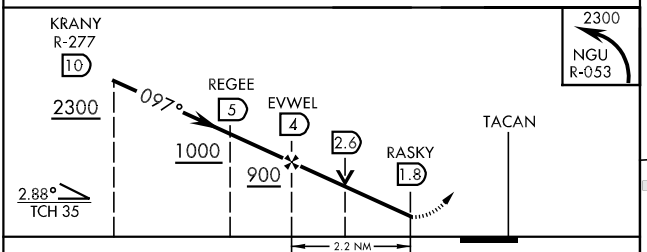
ALSF-2

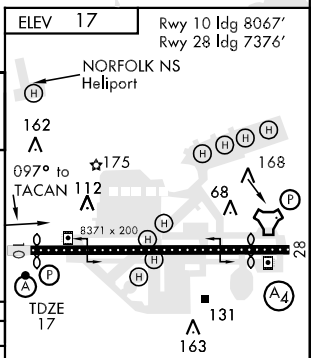
MISSED APPROACH: Climbing left turn to 2300 via NGU TACAN R-053 then as directed by ATC.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	



EMERG SAFE ALT 100 NM 2600





CATEGORY	A	B	C	D
S-10 *	480-½ 463 (500-½)		480-¾ 463 (500-¾)	480-1 463 (500-1)
CIRCLING	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

TACAN RWY 28

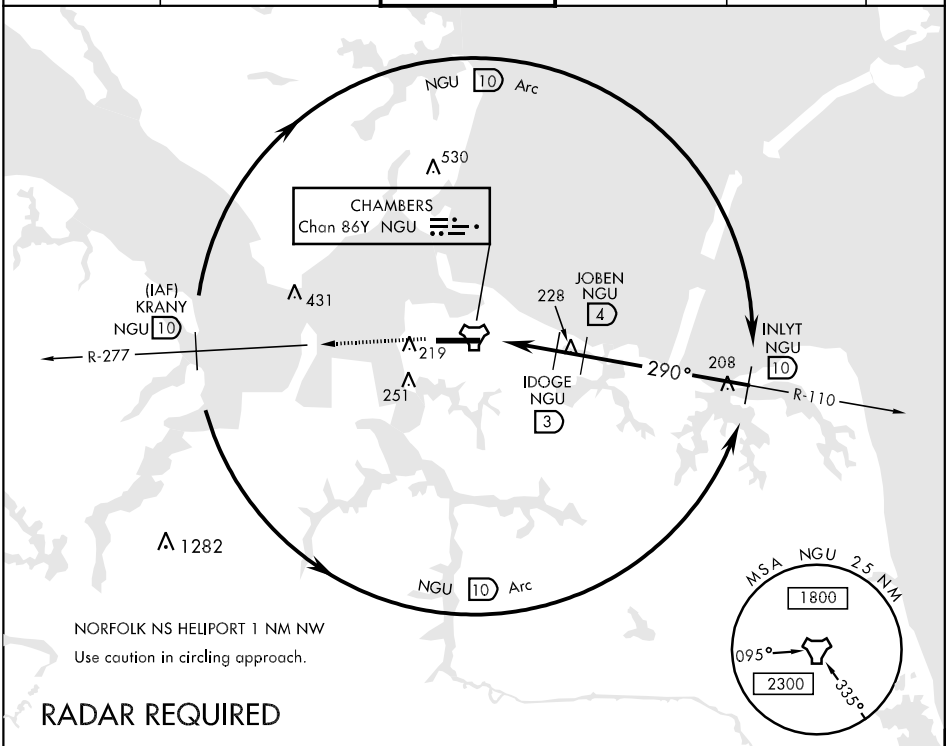
TACAN NGU Chan 86Y	APCH CRS 290°	Rwy 28 ldg 7376 TDZE 15 Arpt Elev 17	AL-290 [USN]	NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

SSALS A4

MISSED APPROACH: Climb to 2300 via NGU TACAN R-277 then as directed by ATC.

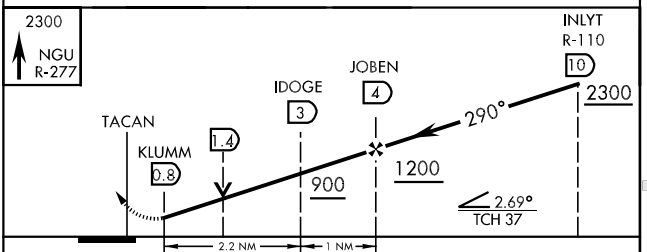
ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	

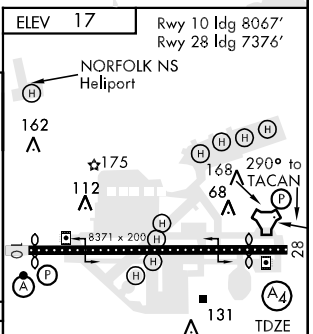


NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

RADAR REQUIRED

EMERG SAFE ALT 100 NM 2600





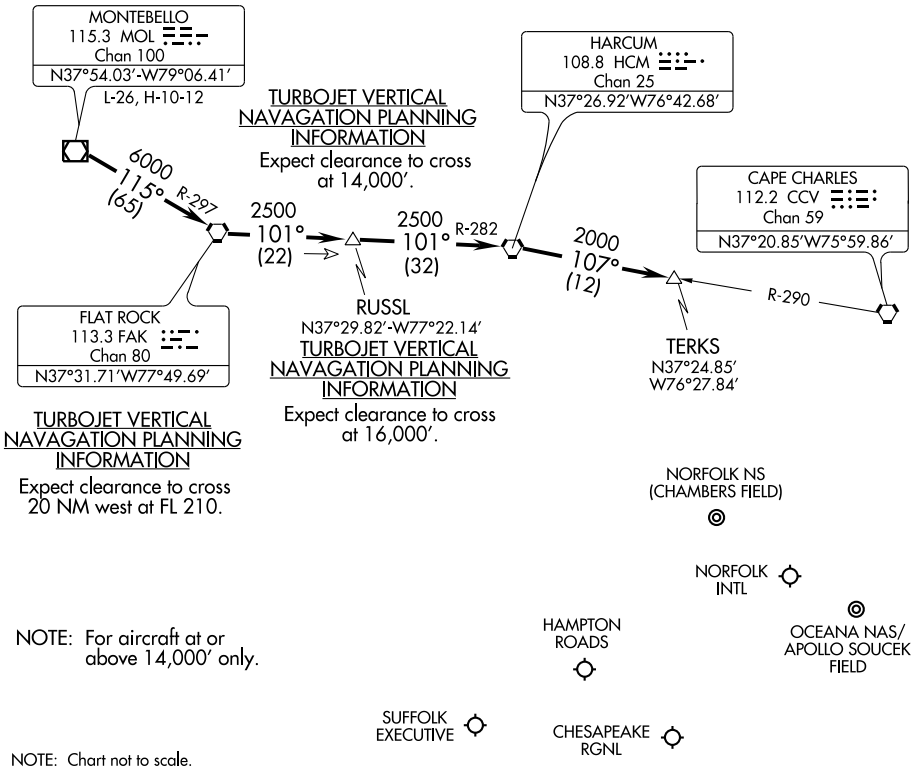
CATEGORY	A	B	C	D
S-28 *	460-¾ 445 (500-¾)		460-1 445 (500-1)	460-1¼ 445 (500-1¼)
CIRCLING	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



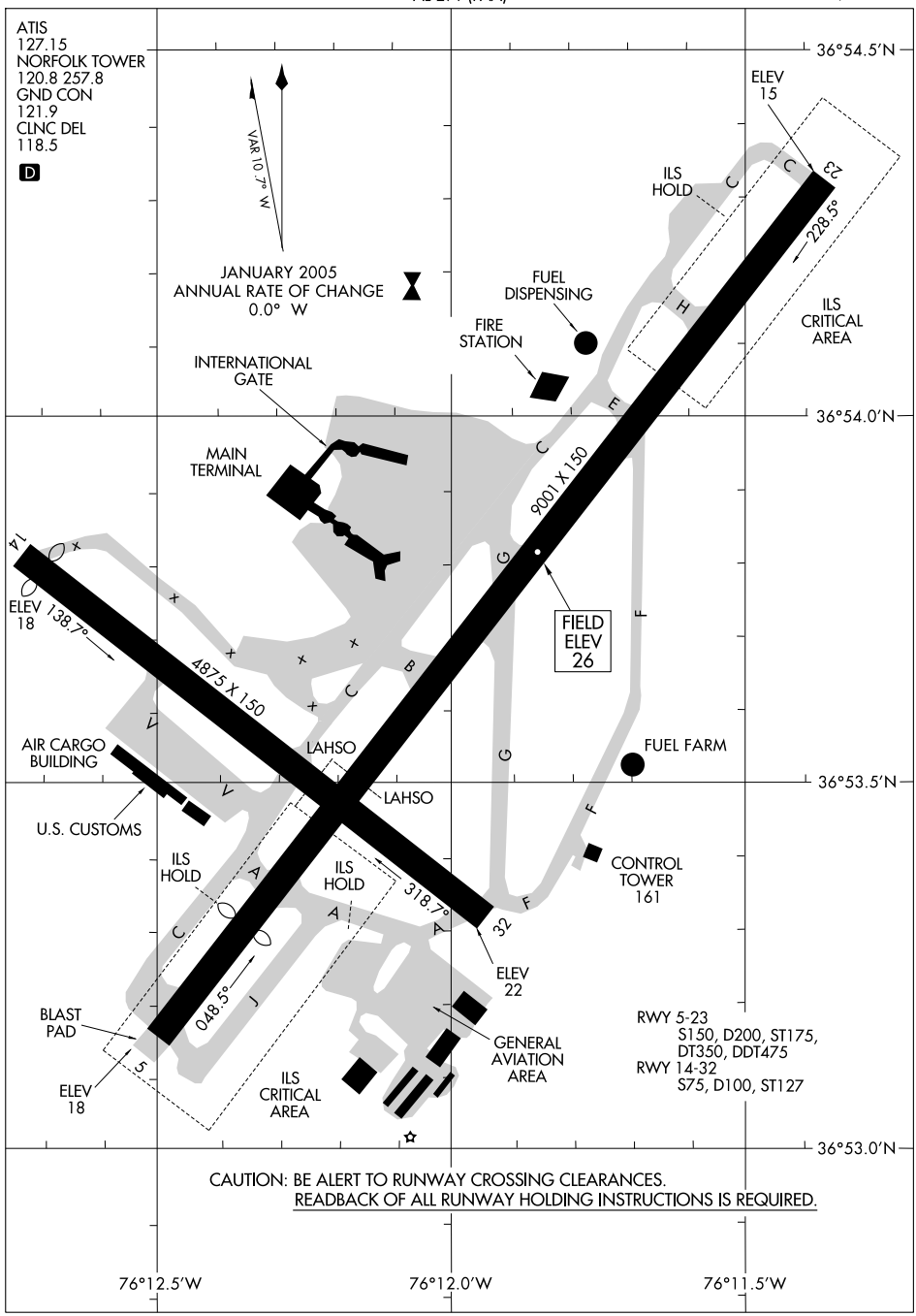
NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

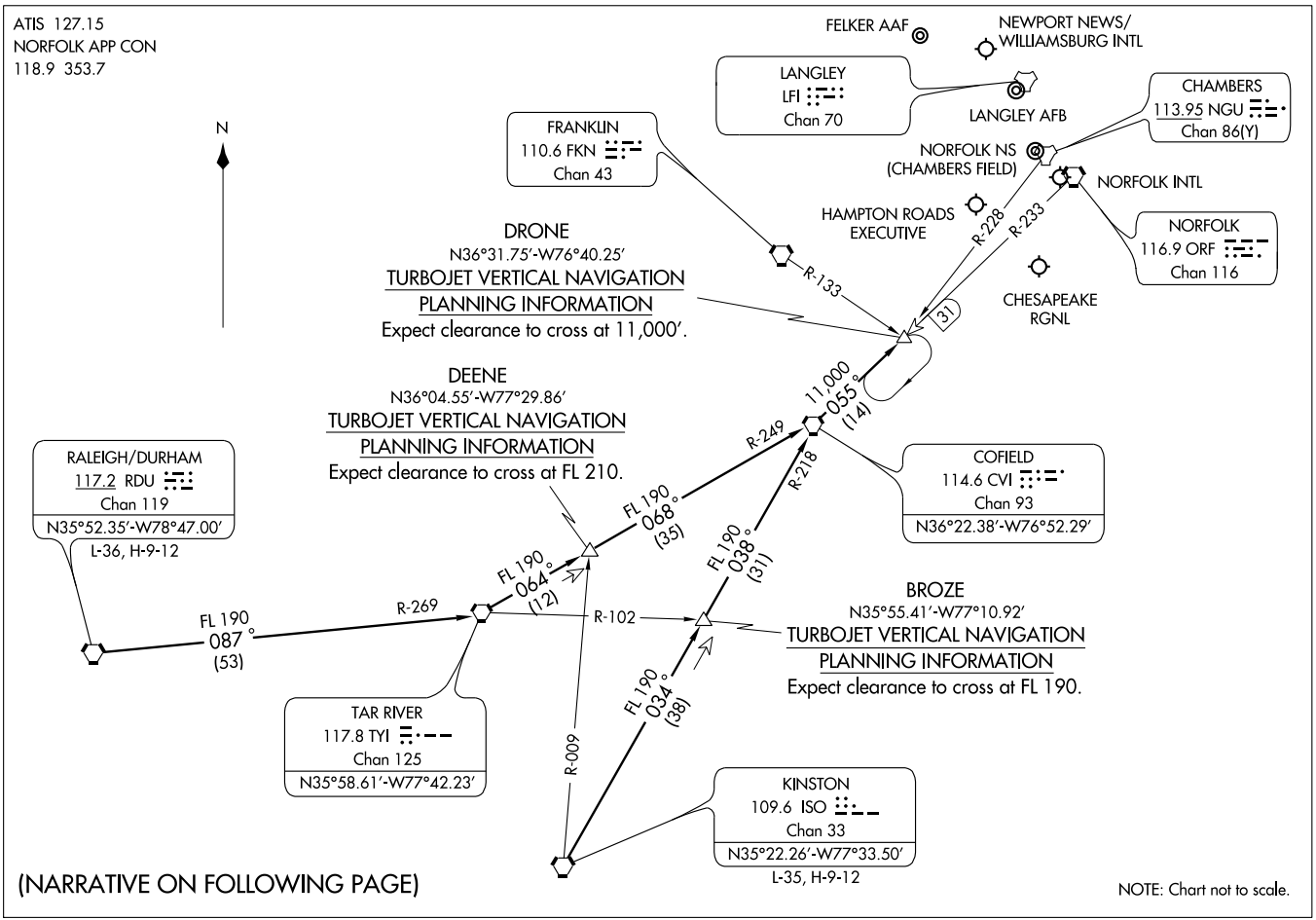
AIRPORT DIAGRAM

AL-291 (FAA)

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA



NE-3, 14 JAN 2010 to 11 FEB 2010


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
FL 190
034°
(38)
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ORF	APP CRS	Rwy Idg	8001
109.1	047°	TDZE	26
Chan 28		Apt Elev	26

ILS or LOC RWY 5

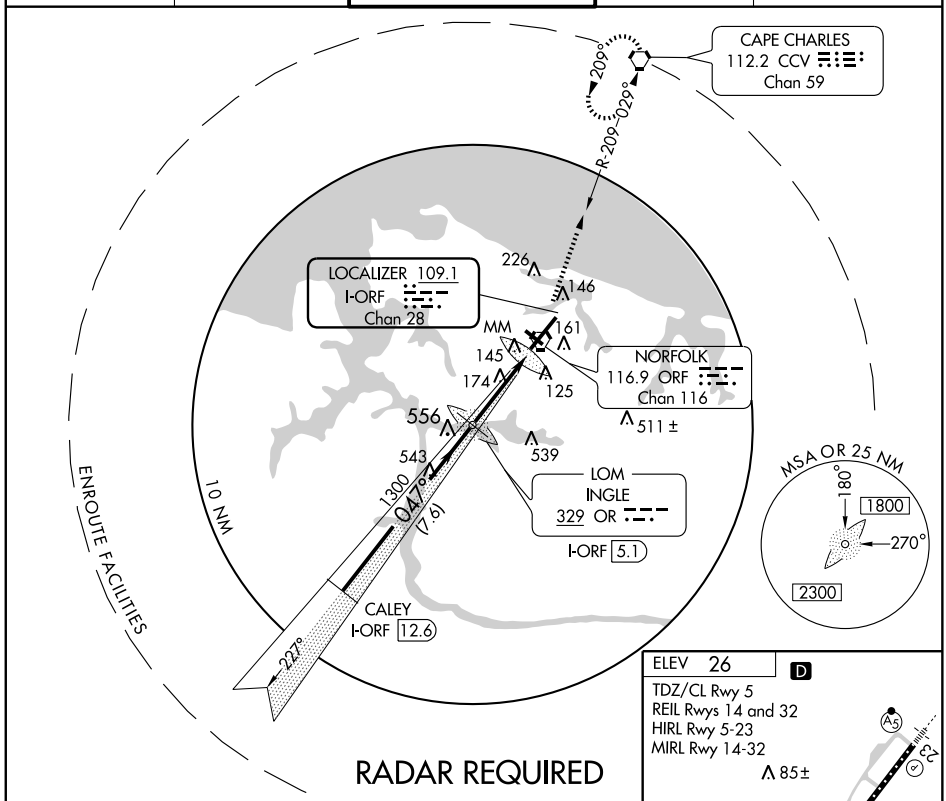
NORFOLK INTL (ORF)

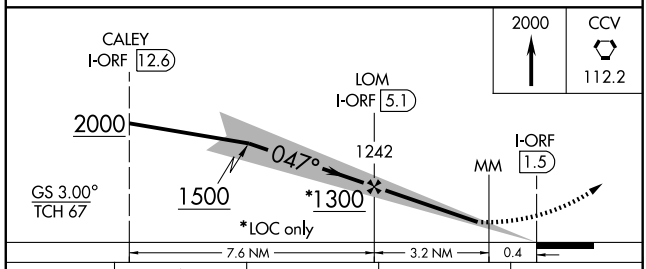
Autopilot coupled approach NA below 744.

MALSR

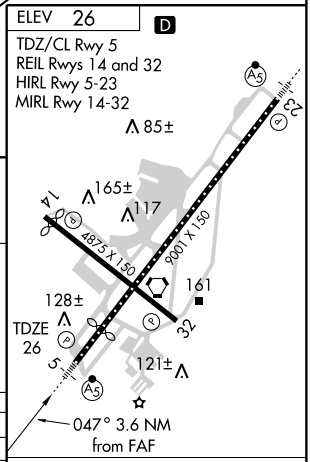
MISSED APPROACH: Climb to 2000 direct CCV VORTAC and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
S-ILS 5	236/18 210 (300-½)			
S-LOC 5	440/24 414 (500-½)		440/40 414 (500-¾)	
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3. 14 JAN 2010 to 11 FEB 2010

NORFOLK, VIRGINIA

AL-291 (FAA)

ILS RWY 23

NORFOLK INTL (ORF)

LOC/DME I-JZQ	APP CRS	Rwy Idg	9001
109.1	227°	TDZE	26
Chan 28		Apt Elev	26

S-LOC Cats A, B, C, increase visibilities ¼ mile for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 2000 via ORF VORTAC R-225 to CALEY Int and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5

HARCUM
108.8 HCM
Chan 25

2000
134°
(39.7)

2000 NoPT
198° (18.2)

IAF
CAPE CHARLES
112.2 CCV
Chan 59

R-134

227°
1 min
047°

(IAF)
KLINK INT
I-JZQ 10.7

1700
227°
(5.8)

LUFSY
I-JZQ 4.9
RADAR

226
146
MM

2000 to Klink Int
044° (11.8)

LOCALIZER 109.1
I-JZQ
Chan 28

145
161
125
174
556
539
511
543

NORFOLK
116.9 ORF
Chan 116

R-225

1282
1245

MSA ORF 25 NM
180°
1800
270°
2300

CALEY
ORF 11.5

045°
225°

10 NM

DME or RADAR REQUIRED

2000
ORF R-225
116.9

CALEY
ORF 11.5

LUFSY
I-JZQ 4.9
RADAR

KLINK INT
I-JZQ 10.7

One Minute
Holding Pattern

MM
I-JZQ
0.1

1688

227°
1700*

047°
227° 2000

2000

GS 3.00°
TCH 55

*LOC only

0.2 0.2 4.6 NM 5.8 NM

ELEV 26

227° 5 NM
from FAF

D

85±

165±

117

14

23

TDZE
26

4875 X 150

9001 X 150

161

128±

32

5

121±

TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

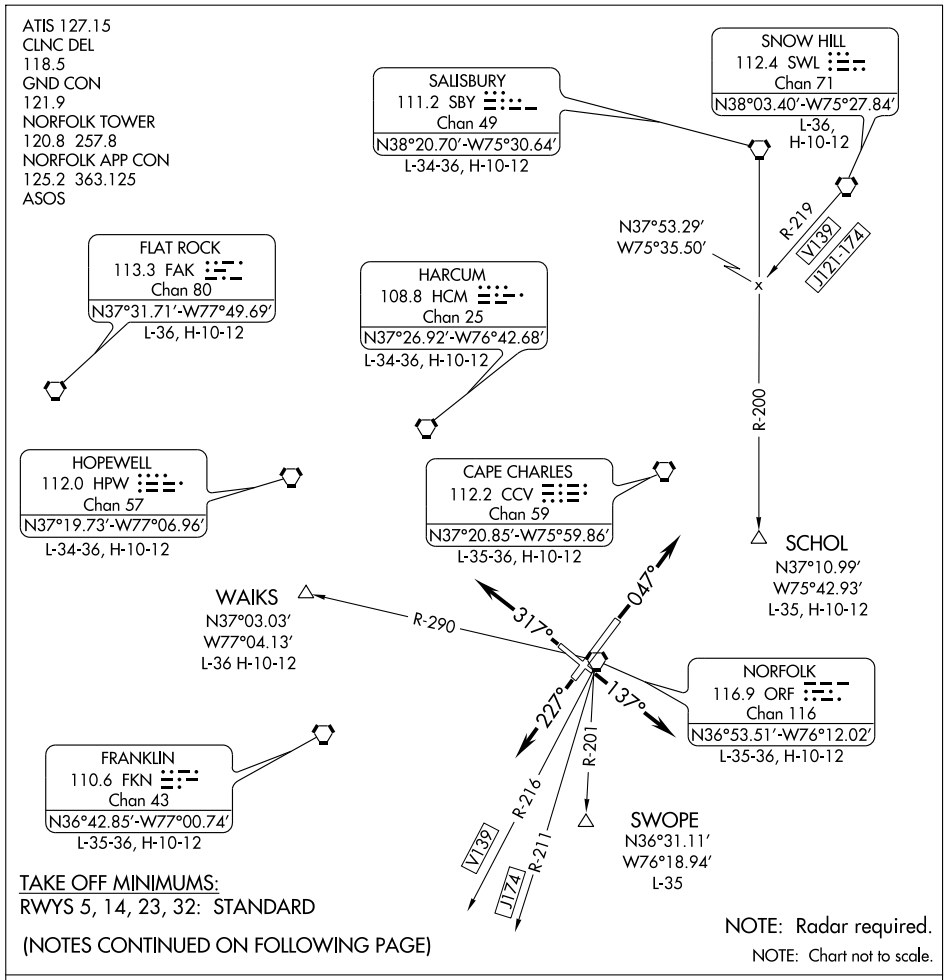
CATEGORY	A	B	C	D
S-ILS 23	321-¾ 295 (300-¾)			
S-LOC 23	400-¾ 374 (400-¾)			400-1 374 (400-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3. 14 JAN 2010 to 11 FEB 2010

KISRR ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 047°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 14: Climb heading 137°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 23: Climb heading 227°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 32: Climb heading 317°. Expect radar vectors to assigned departure route/fix. Thence . . . .

. . . . maintain 4000 feet. Expect clearance to requested altitude 10 minutes after departure.

KISRR ONE DEPARTURE

TAKE-OFF OBSTACLES

Rwy 5: Mobile Crane 4091′ from DER, 1249′ right of centerline, 150′ AGL/163′ MSL. Multiple Ship Masts beginning 2761′ from DER, 22′ right of centerline, up to 100′ AGL/100′ MSL. Multiple Ship Masts beginning 2564′ from DER, 133′ left of centerline, up to 100′ AGL/100′ MSL. Obstruction light on Pole 3978′ from DER, 931′ left of centerline, 138′ AGL/146′ MSL. Multiple Towers beginning 4045′ from DER, 982′ left of centerline, up to 138′ AGL/146′ MSL. Obstruction Light on Pole 2898′ from DER, 811′ right of centerline, 84′ AGL/98′ MSL. Antenna 4115′ from DER, 1585′ right of centerline, 117′ AGL/131′ MSL. Tower 2974′ from DER, 772′ right of centerline, 90′ AGL/98′ MSL. Obstruction light on Pole 2696′ from DER, 1063′ left of centerline, 84′ AGL/91′ MSL. Bush 29′ from DER, 307′ right of centerline, 6′ AGL/20′ MSL. Tree 1459′ from DER, 159′ left of centerline, 41′ AGL/55′ MSL. Tower 2938′ from DER, 1254′ left of centerline, 89′ AGL/94′ MSL. Tree 1399 from DER, 201′ right of centerline, 38′ AGL/52′ MSL. Sign 82′ from DER, 301′ left of centerline, 2′ AGL/19′ MSL. Terrain 23′ from DER, 227′ left of centerline, 0′ AGL/17′ MSL.

Rwy 14: Tree 2541′ from DER, 432′ right of centerline, 101′ AGL/121′ MSL. Multiple Trees beginning 443′ from DER, 398′ left of centerline, up to 75′ AGL/95′ MSL. Pole 1410′ from DER, 254′ right of centerline, 45′ AGL/62′ MSL.

Rwy 23: Rod on Obstruction Light Pole 1012′ from DER, 650′ right of centerline, 56′ AGL/73′ MSL. Multiple Trees beginning 619′ from DER 584′ left of centerline, up to 81′ AGL/98′ MSL. Obstruction Light on Pole, 1433′ from DER, 738′ left of centerline, 54′ AGL/71′ MSL. Multiple Trees beginning 323′ from DER, 504′ right of centerline, up to 26′ AGL/43′ MSL. Pole 2165′ from DER, 840′ right of centerline, 57′ AGL/74′ MSL.

Rwy 32: Multiple Trees beginning 17′ from DER, 460′ right of centerline, up to 81′ AGL/98′ MSL. Multiple Trees and Poles beginning 60′ from DER, 333′ left of centerline, up to 87′ AGL/ 92′ MSL. Road 207′ from DER, 231′ right of centerline, 12′ AGL/29′ MSL. Multiple Obstruction Lights on Towers 201′ from DER, 135′ left of centerline, up to 12′AGL/27′ MSL.

RIVER VISUAL RWY 5

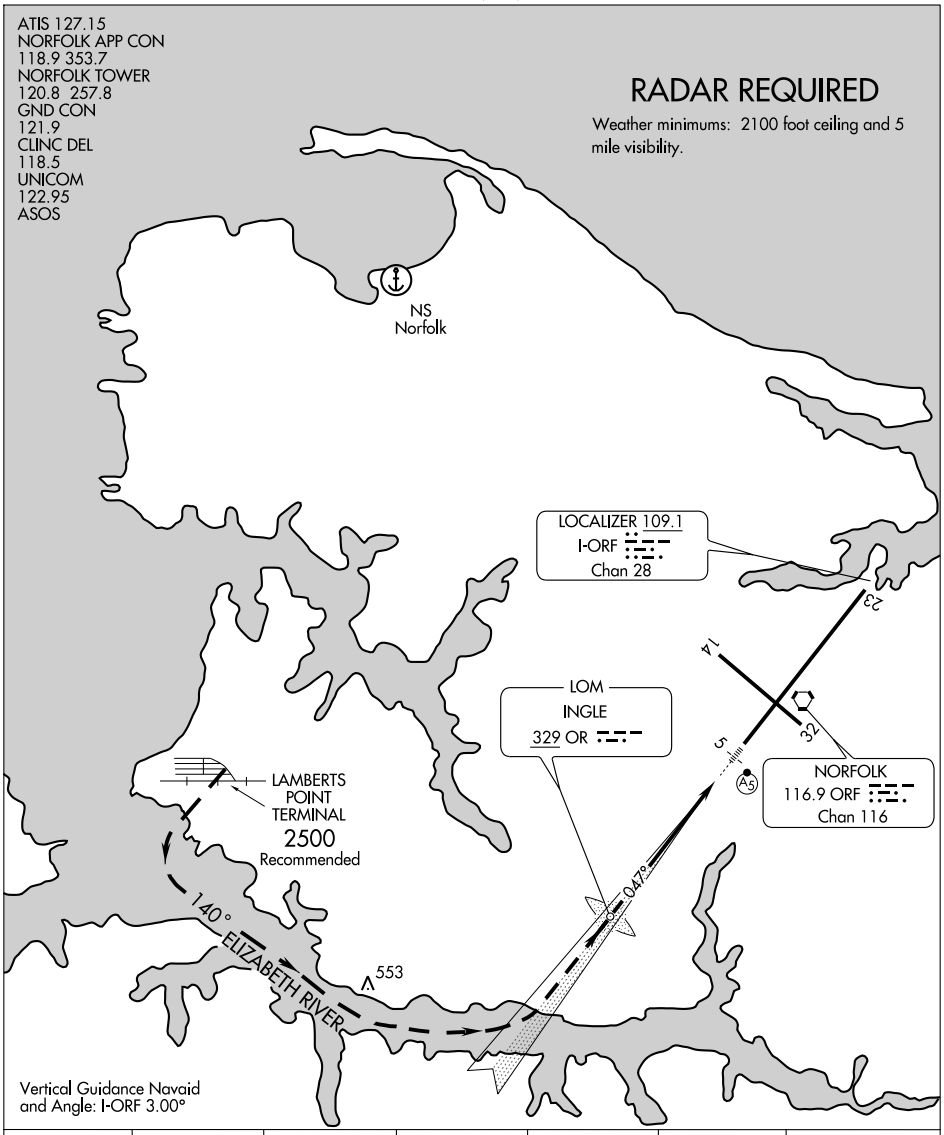
AL-291 (FAA)

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA

ATIS 127.15
NORFOLK APP CON
118.9 353.7
NORFOLK TOWER
120.8 257.8
GND CON
121.9
CLINC DEL
118.5
UNICOM
122.95
ASOS

RADAR REQUIRED

Weather minimums: 2100 foot ceiling and 5 mile visibility.



	1 NM	2	3	4	5	6

RIVER VISUAL RWY 5

PROCEDURE NOT AUTHORIZED AT NIGHT

APP CRS	Rwy Idg	8001
047°	TDZE	26
	Apt Elev	26

RNAV (GPS) RWY 5

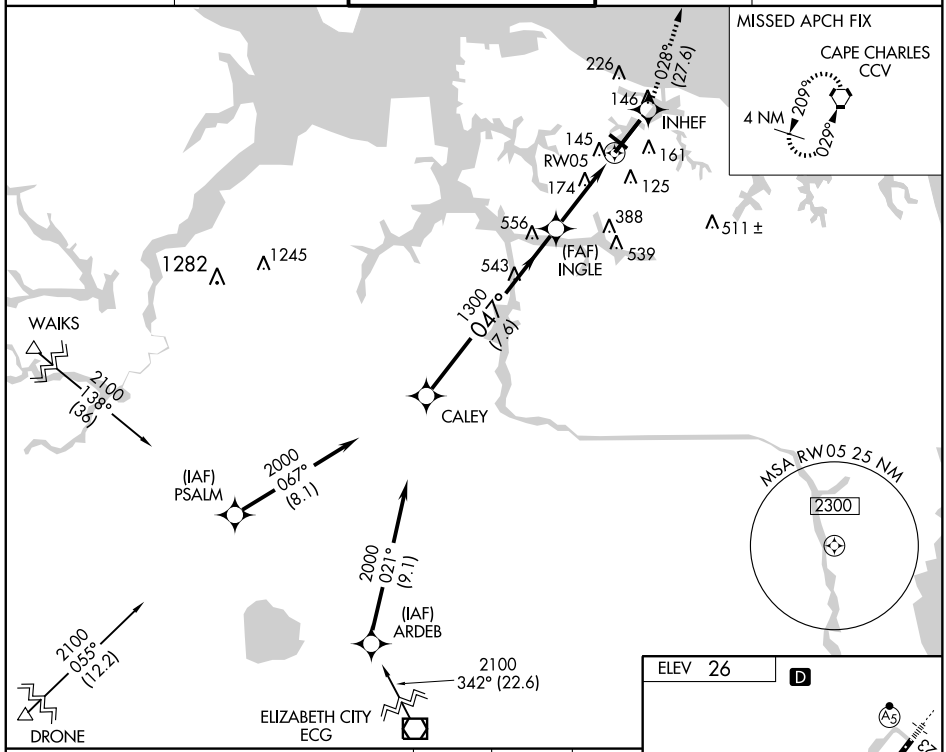
NORFOLK INTL (ORF)

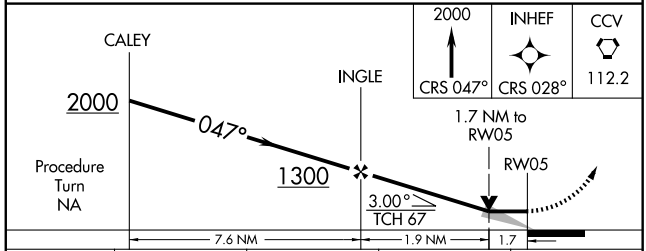
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

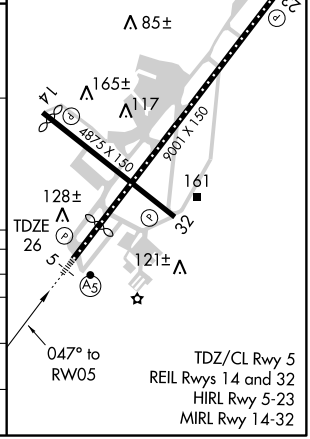
MALSR

MISSED APPROACH: Climb to 2000 via 047° course to INHEF WP, then via 028° course to CCV VORTAC and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	640/24 614 (700-½)		640/60 614 (700-1¼)	640-1½ 614 (700-1½)
CIRCLING	640-1 614 (700-1)		640-1½ 614 (700-1½)	640-2 614 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4662
137°	TDZE	25
	Apt Elev	26

RNAV (GPS) RWY 14
NORFOLK INTL (ORF)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2000 via 137° course to WARIV WP then left turn direct JIMMY WP and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5

HARCUM HCM
2000 149° (29.9)
CAPE CHARLES CCV
2000 231° (22.7)
JIMMY 221° 041° 4 NM
(IAF) CUBEL
2000 227° (5)
(IF) FIDAR
2000 047° (5)
1500 137° (5.6)
(FAF) JADEX
(IAF) HAMKI
226
146
161
RW14
145
174
WARIV
125
MSA RW14 25 NM
2300
556
539
511±
543
1282
1245
2500 359° (11.7)
DEEMS
ORF 13
RADAR

ELEV 26 D

137° to RW14
85±
165±
117
TDZE 25
4875 X 150
9001 X 150
161
128±
121±
32
5

TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

2000 CRS 137° | WARIV | JIMMY

FIDAR
2000
JADEX
137°
1500
RW14
Procedure Turn NA
3.04° TCH 35
5.6 NM
4.5 NM

CATEGORY	A	B	C	D
LNAV MDA	420-1 395 (400-1)			420-1¼ 395 (400-1¼)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 23
NORFOLK INTL (ORF)

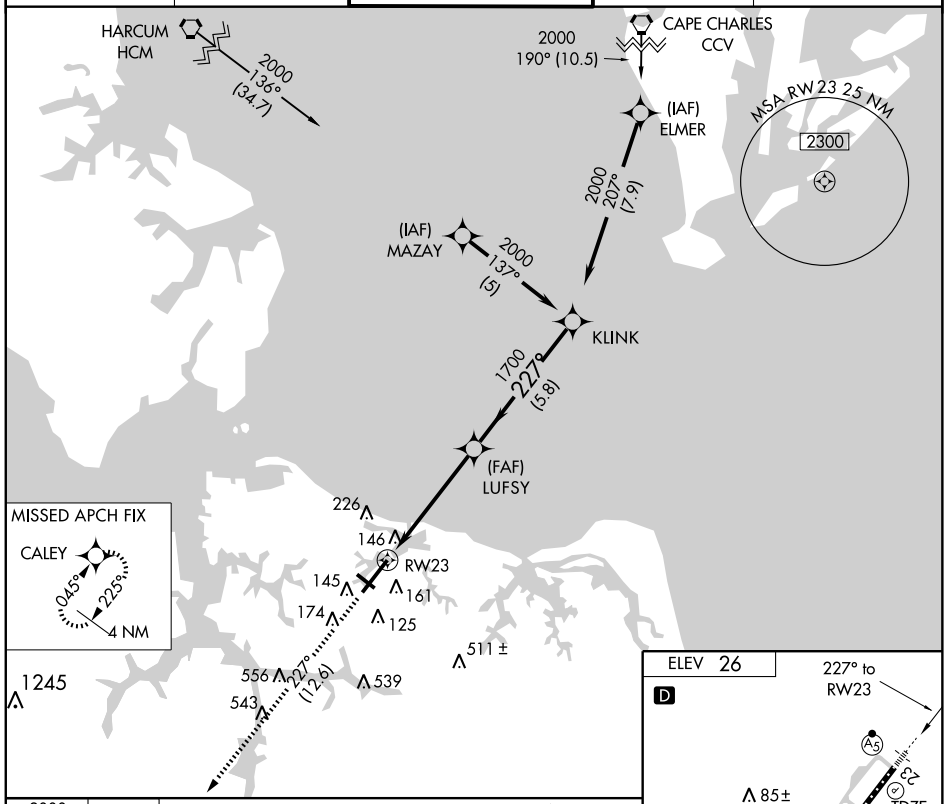
APP CRS	Rwy Idg	TDZE	Apt Elev
227°	9001	26	26

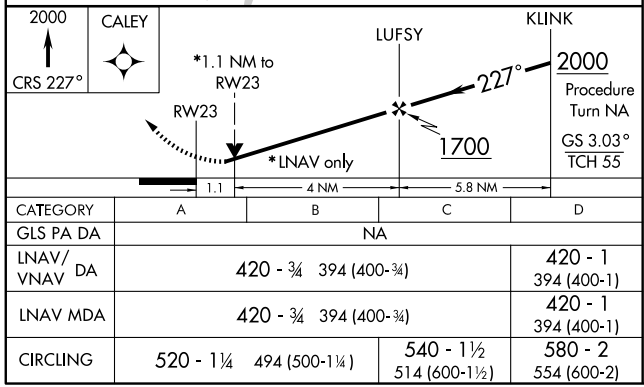
▼ For inoperative MALSR increase LNAV/VNAV and LNAV Cat D visibility to 1¼ miles.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

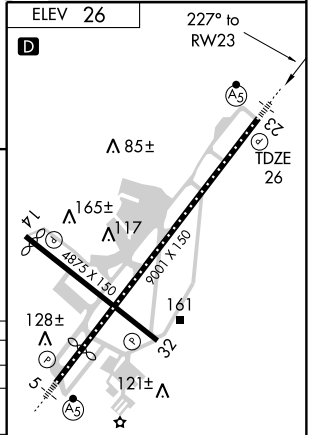
MISSED APPROACH: Climb to 2000 via 227° course to CALEY WP and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420 - ¾ 394 (400-¾)			420 - 1 394 (400-1)
LNAV MDA	420 - ¾ 394 (400-¾)			420 - 1 394 (400-1)
CIRCLING	520 - 1¼ 494 (500-1¼)		540 - 1½ 514 (600-1½)	580 - 2 554 (600-2)



NE-3. 14 JAN 2010 to 11 FEB 2010

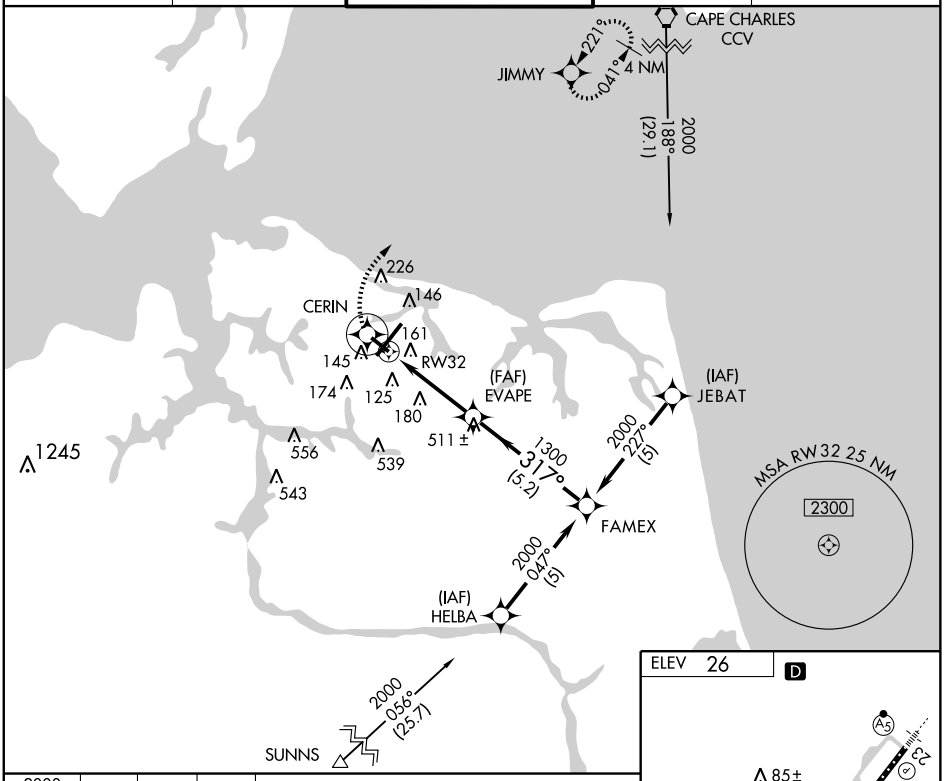
APP CRS	Rwy Idg	4875
317°	TDZE	25
	Apt Elev	26

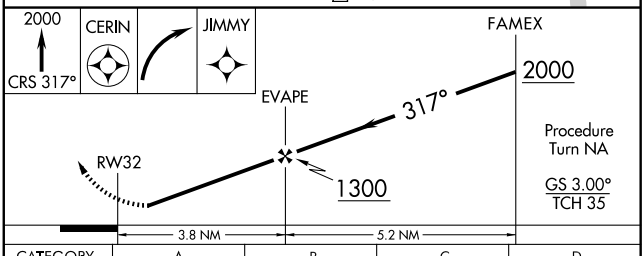
RNAV (GPS) RWY 32
NORFOLK INTL (ORF)

Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

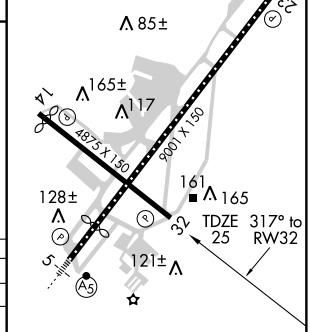
MISSED APPROACH: Climb to 2000 via 317° course to CERIN WP then right turn direct JIMMY WP and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420-1½ 395 (400-1½)			
LNAV MDA	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	520-1½ 494 (500-1½)		540-1½ 514 (600-1½)	580-2 554 (600-2)



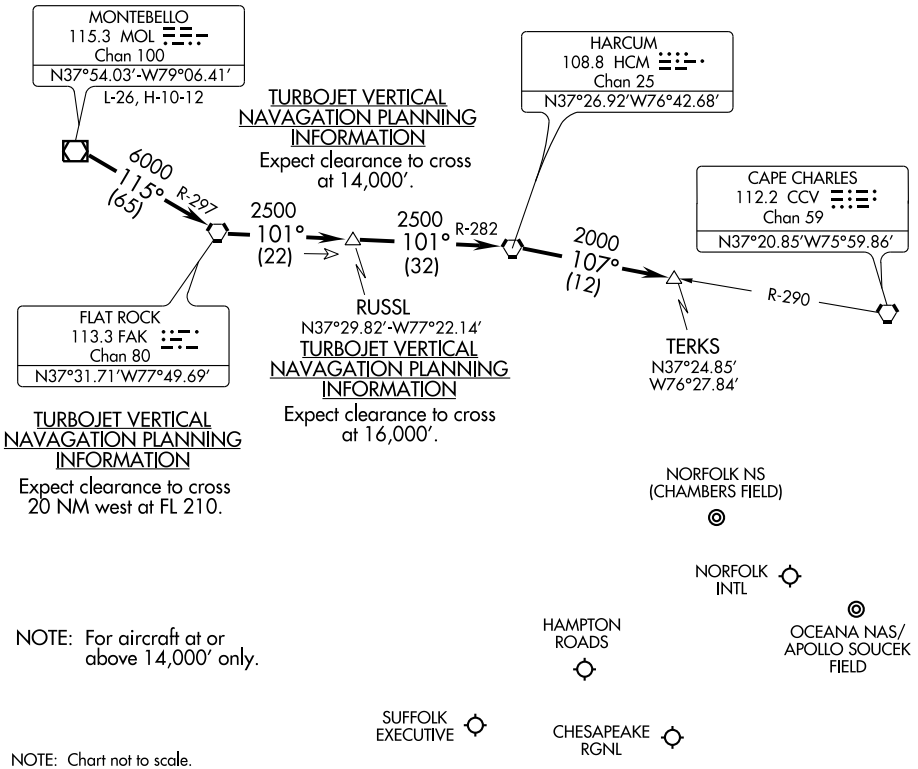
TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3. 14 JAN 2010 to 11 FEB 2010

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

VORTAC ORF 116.9 Chan 116	APP CRS 053°	Rwy Idg 8001 TDZE 26 Apt Elev 26

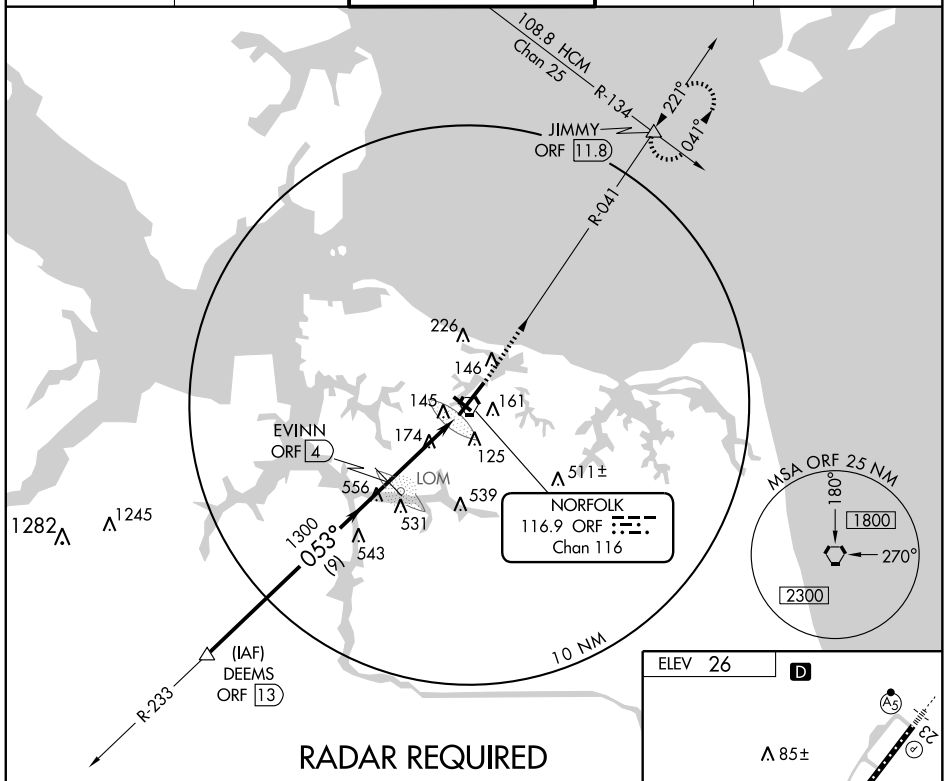
VOR/DME RWY 5
NORFOLK INTL (ORF)

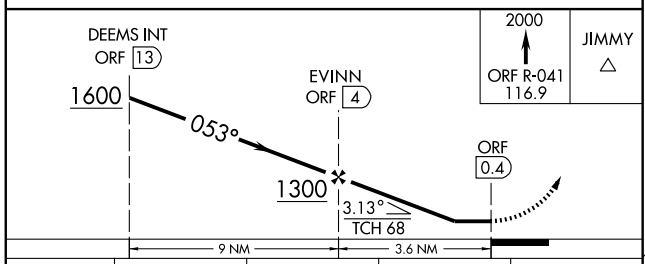
Cat D S-5 visibility increased to RVR 6000 for inoperative MALSR.

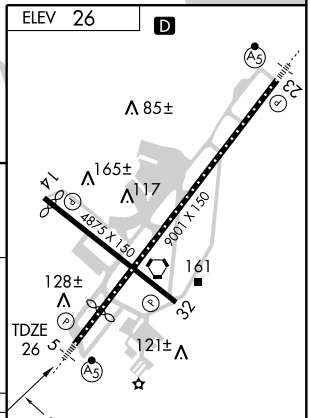
MALSR

MISSED APPROACH: Climb to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-5	480/40 454 (500-¾)			480/50 454 (500-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3. 14 JAN 2010 to 11 FEB 2010

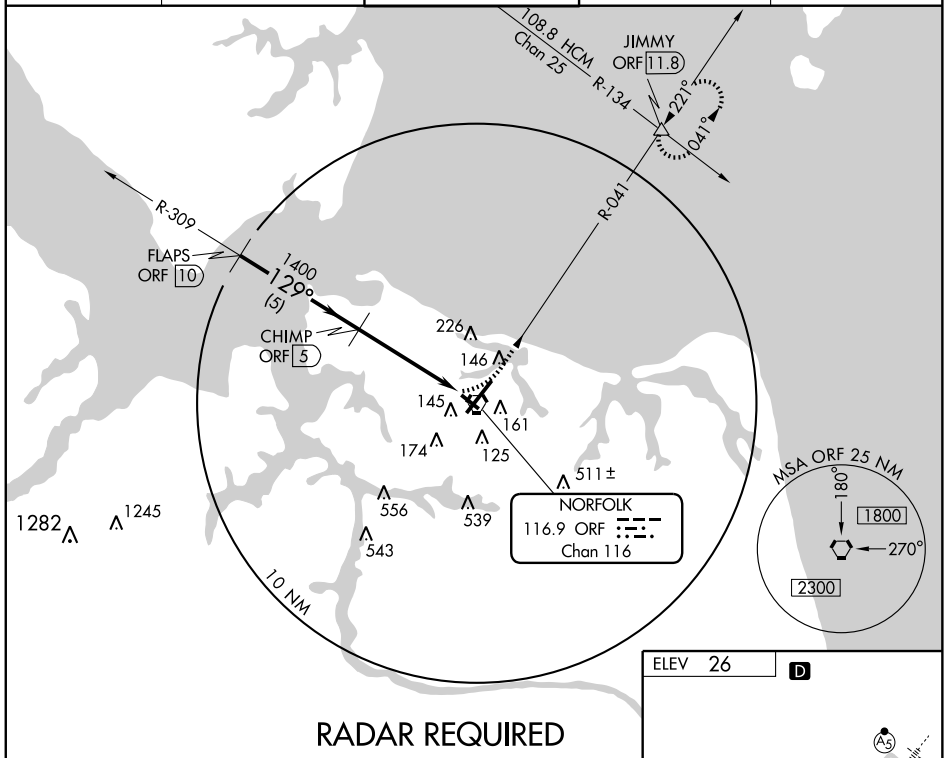
VORTAC ORF	APP CRS	Rwy Idg	4662
116.9	129°	TDZE	25
Chan 116		Apt Elev	26

VOR/DME RWY 14

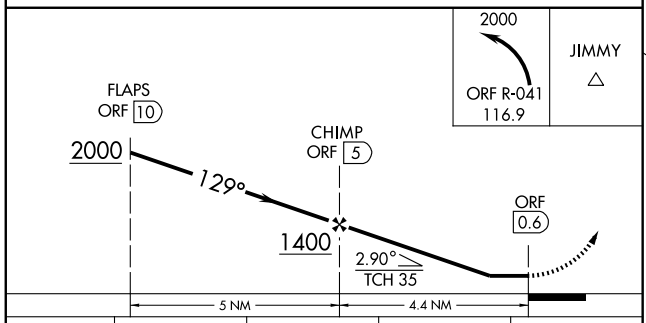
NORFOLK INTL (ORF)

MISSED APPROACH: Climbing left turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

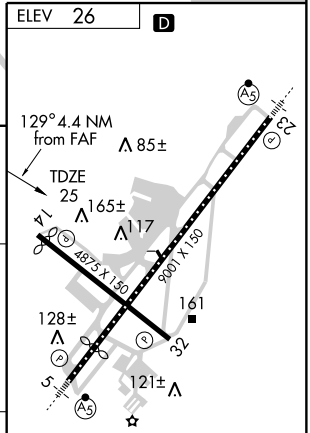
ATIS	NORFOLK APP CON		NORFOLK TOWER		GND CON	CLNC DEL
127.15	118.9	353.7	120.8	257.8	121.9	118.5



RADAR REQUIRED



CATEGORY	A	B	C	D
S-14	440-1	415 (500-1)	440-1¼	415 (500-1¼)
CIRCLING	520-1	494 (500-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)



TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

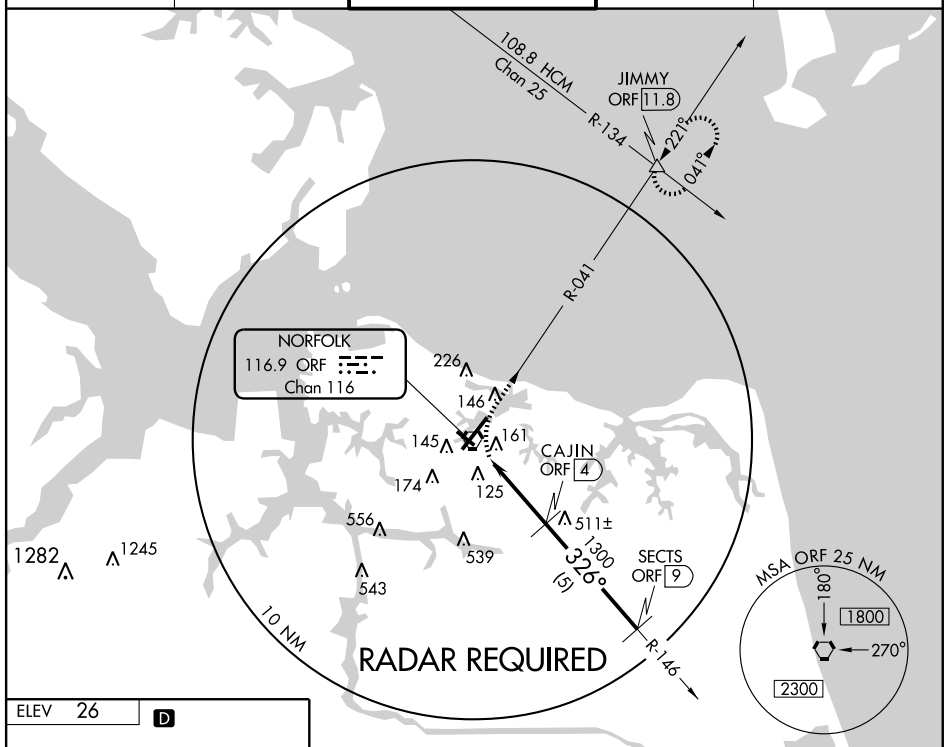
NE-3, 14 JAN 2010 to 11 FEB 2010

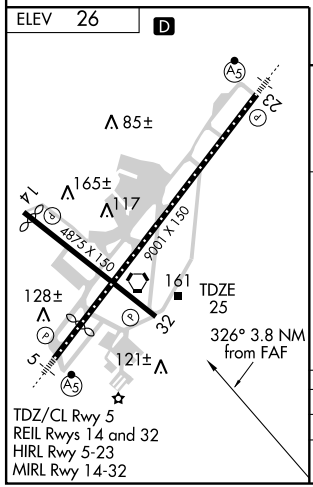
VORTAC ORF 116.9 Chan 116	APP CRS 326°	Rwy Idg 4875 TDZE 25 Apt Elev 26

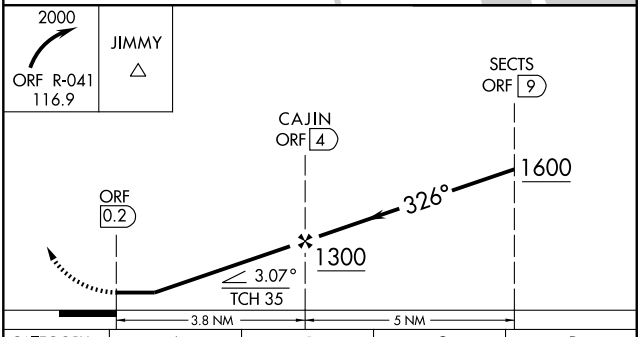
VOR/DME RWY 32
NORFOLK INTL (ORF)

MISSED APPROACH: Climbing right turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-32	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

NORFOLK, VIRGINIA

AL-291 (FAA)

VOR RWY 23

NORFOLK INTL (ORF)

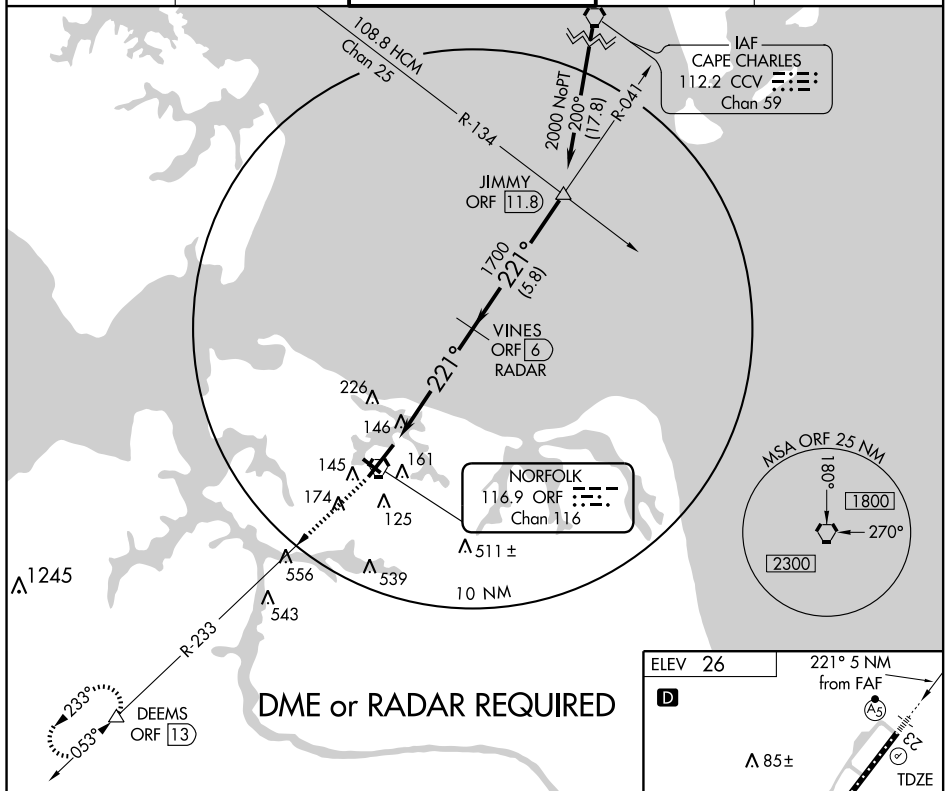
VORTAC ORF	APP CRS	Rwy Idg	9001
116.9	221°	TDZE	26
Chan 116		Apt Elev	26

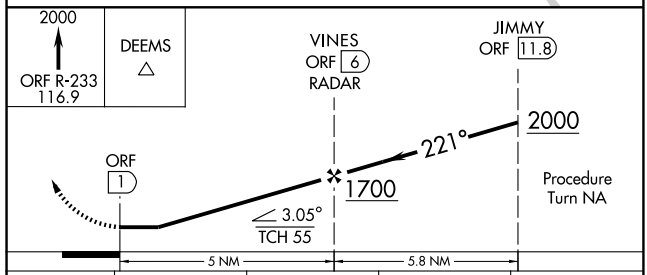
All categories S-23 visibilities increased ¼ mile for inoperative MALSR.

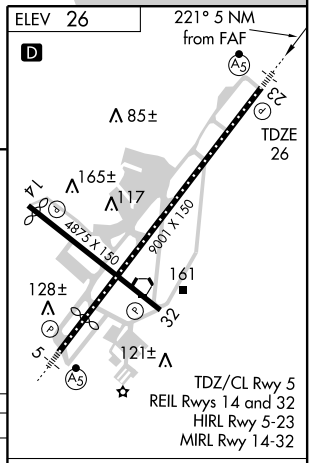
MALSR

MISSED APPROACH: Climb to 2000 via ORF R-233 to DEEMS Int/ORF 13 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





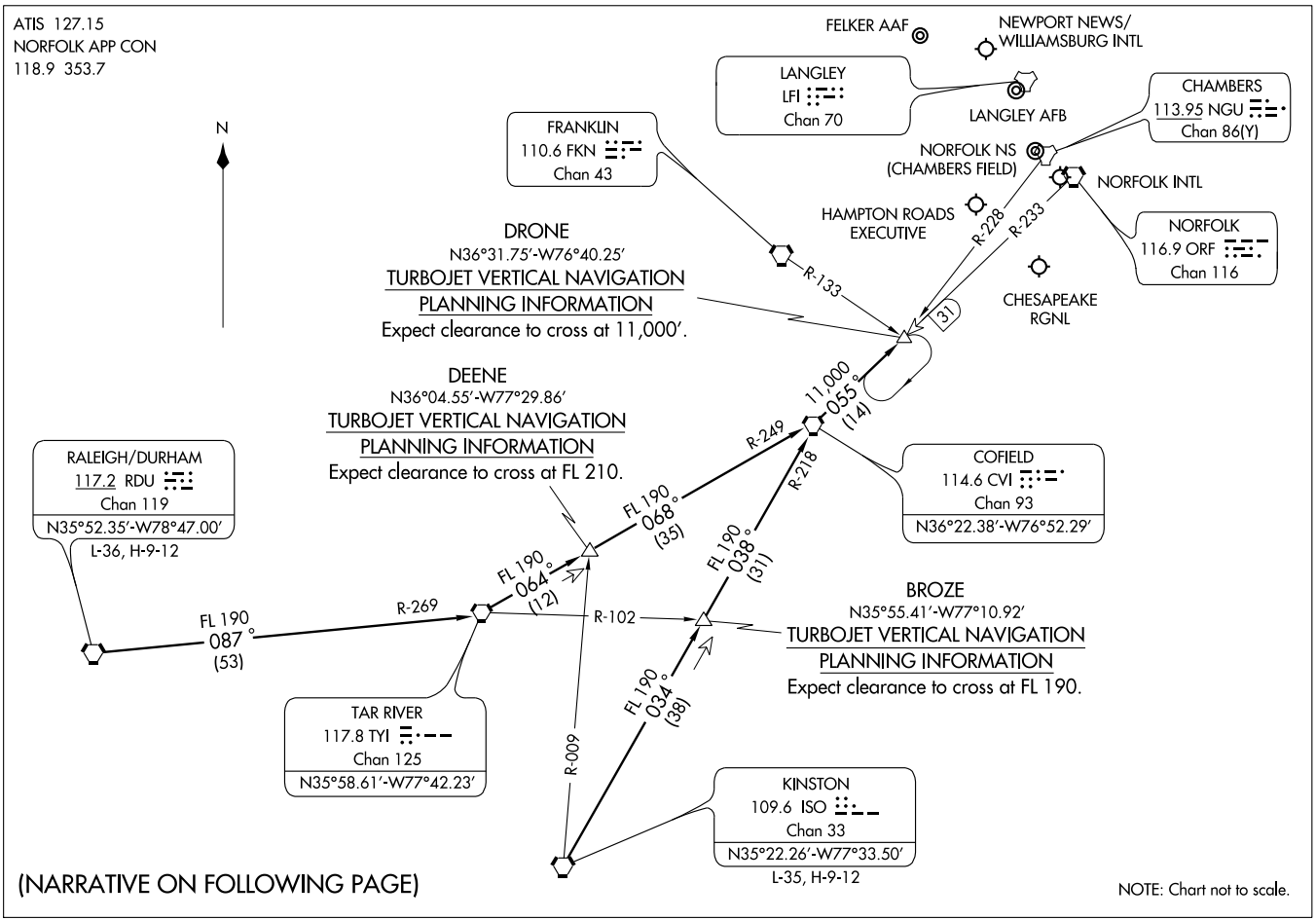


CATEGORY	A	B	C	D
S-23	420- ¾ 394 (400- ¾)			420-1 394 (400-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 14 JAN 2010 to 11 FEB 2010


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
FL 190
034°
(38)
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4056
102°	TDZE	20
	Apt Elev	23

RNAV (GPS) RWY 10

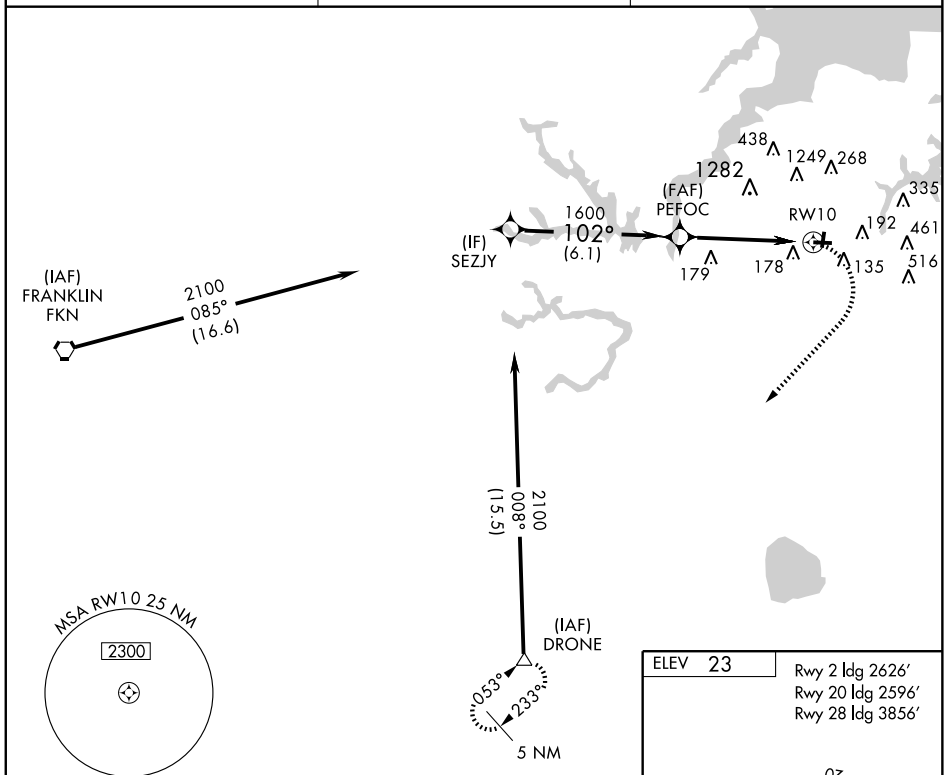
NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

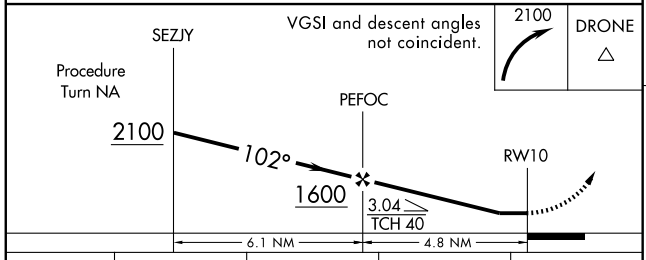
If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

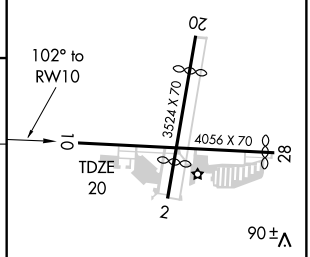
MISSED APPROACH: Climbing right turn to 2100 direct DRONE and hold.

AWOS-3	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1	420 (500-1)	NA	
CIRCLING	500-1	477 (500-1)	NA	



MIRL Rwys 2-20 and 10-28 L

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3856
292°	TDZE	20
	Apt Elev	23

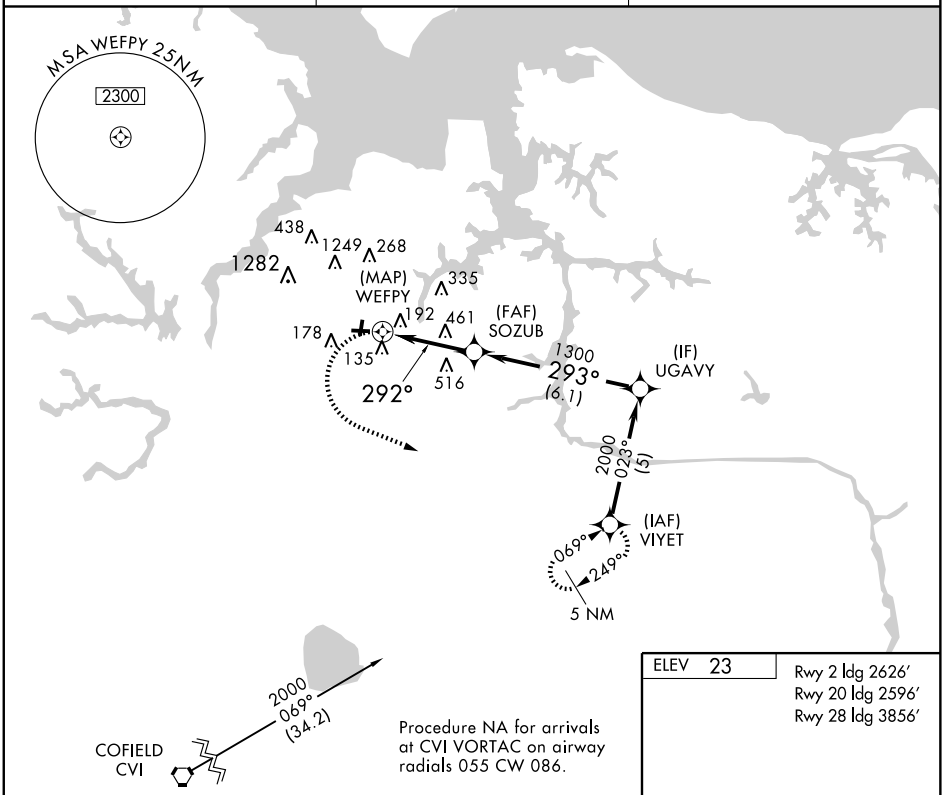
RNAV (GPS) RWY 28

NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

NA — If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct VIYET and hold.

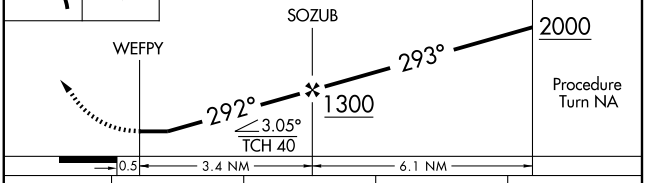
AWOS-3	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	123.0 (CTAF) L



Procedure NA for arrivals at CVI VORTAC on airway radials 055 CW 086.

2000 VIYET

VGSI and descent angles not coincident.

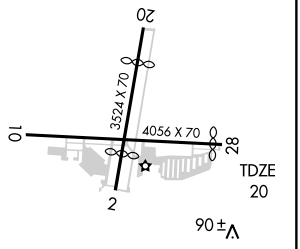


Procedure Turn NA

CATEGORY	A	B	C	D
LNAV MDA	820-1 800 (800-1)	820-1¼ 800 (800-1¼)	NA	
CIRCLING	820-1 797 (800-1)	820-1¼ 797 (800-1¼)	NA	

ELEV 23

Rwy 2 ldg 2626′
Rwy 20 ldg 2596′
Rwy 28 ldg 3856′



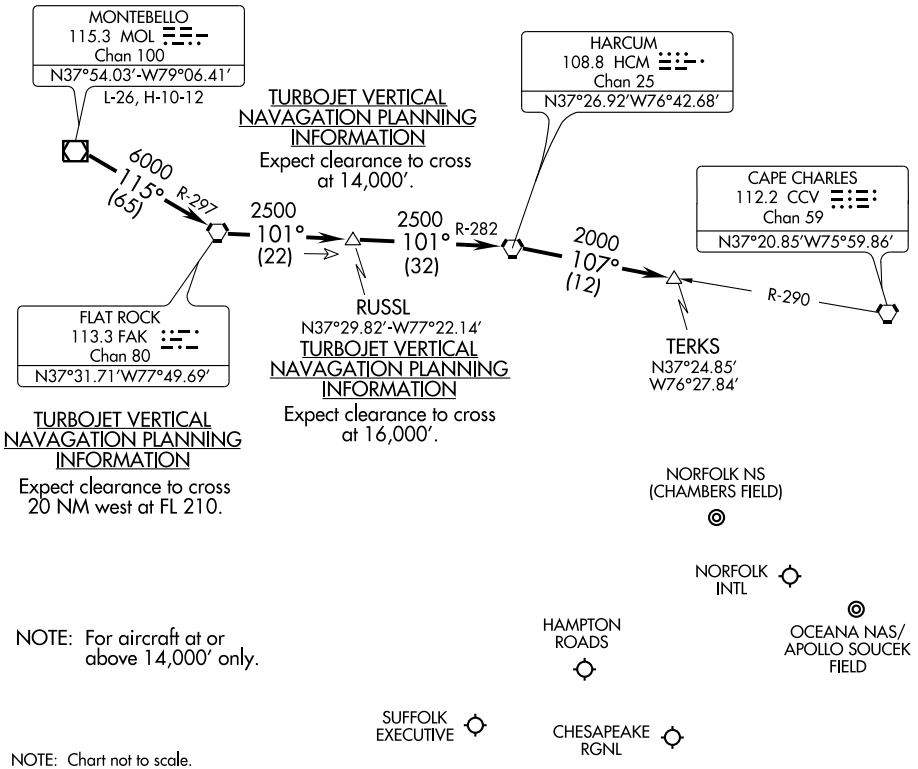
MIRL Rwys 2-20 and 10-28 L

NE-3, 14 JAN 2010 to 11 FEB 2010

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

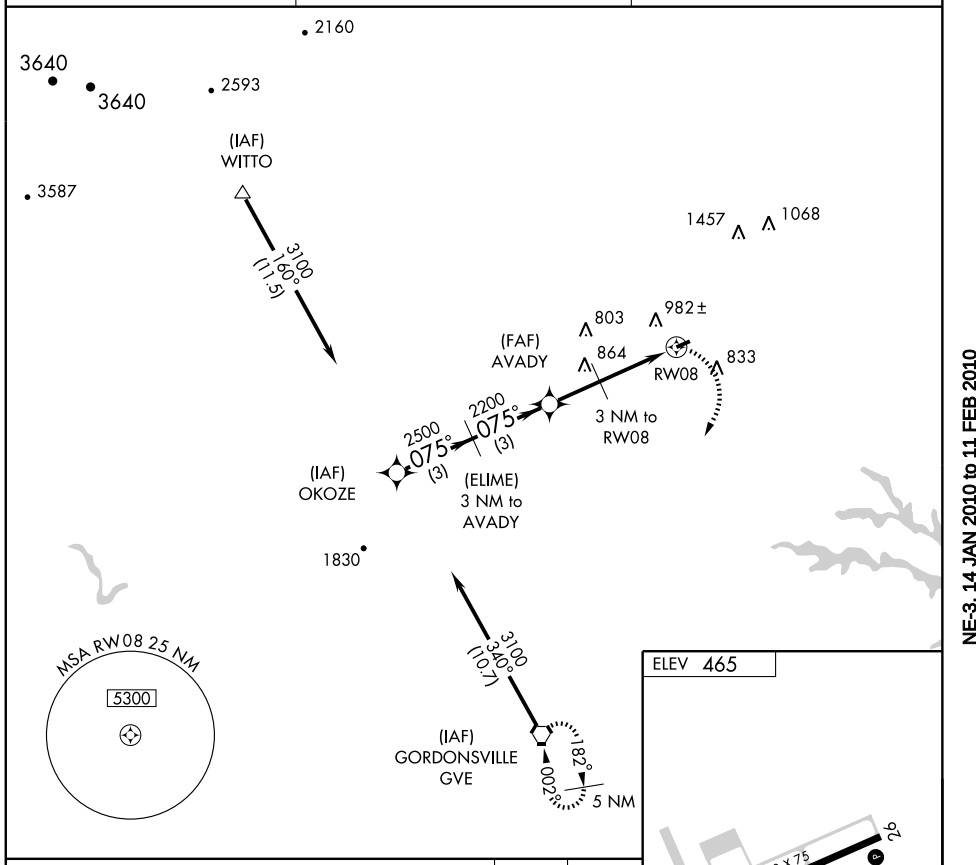
APP CRS	Rwy Idg	3200
075°	TDZE	446
	Apt Elev	465

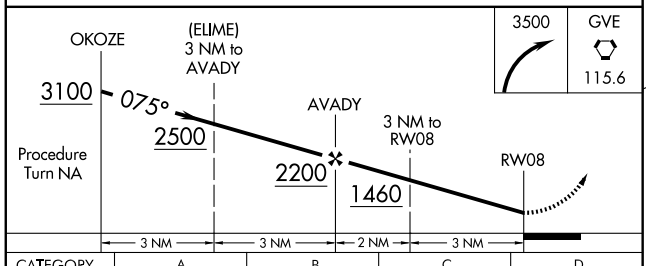
GPS RWY 8
ORANGE COUNTY (OMH)

NA

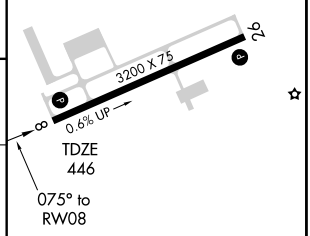
MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 257.75	122.8 (CTAF) L





3500	GVE
	115.6



CATEGORY	A	B	C	D
S-8	1120-1 674 (700-1)		NA	
CIRCLING	1360-1¼ 895 (900-1¼)		NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-3. 14 JAN 2010 to 11 FEB 2010

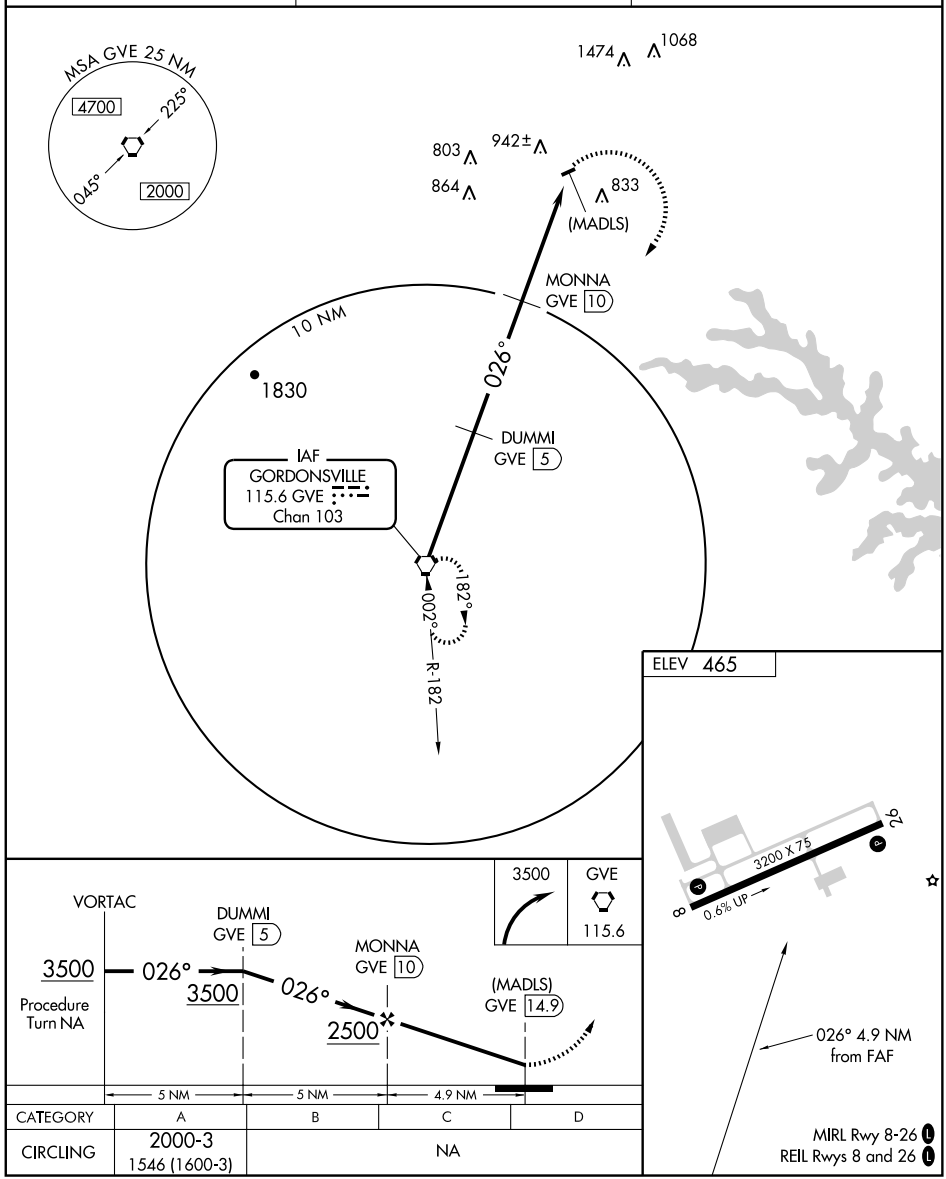
VORTAC GVE 115.6 Chan 103	APP CRS 026°	Rwy Idg N/A TDZE N/A Apt Elev 465

VOR/DME or GPS-A
ORANGE COUNTY (OMH)

NA

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 257.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2000-3 1546 (1600-3)	NA		

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-JLS	APP CRS	Rwy Idg	5002
110.3	051°	TDZE	193
		Apt Elev	193

LOC RWY 5

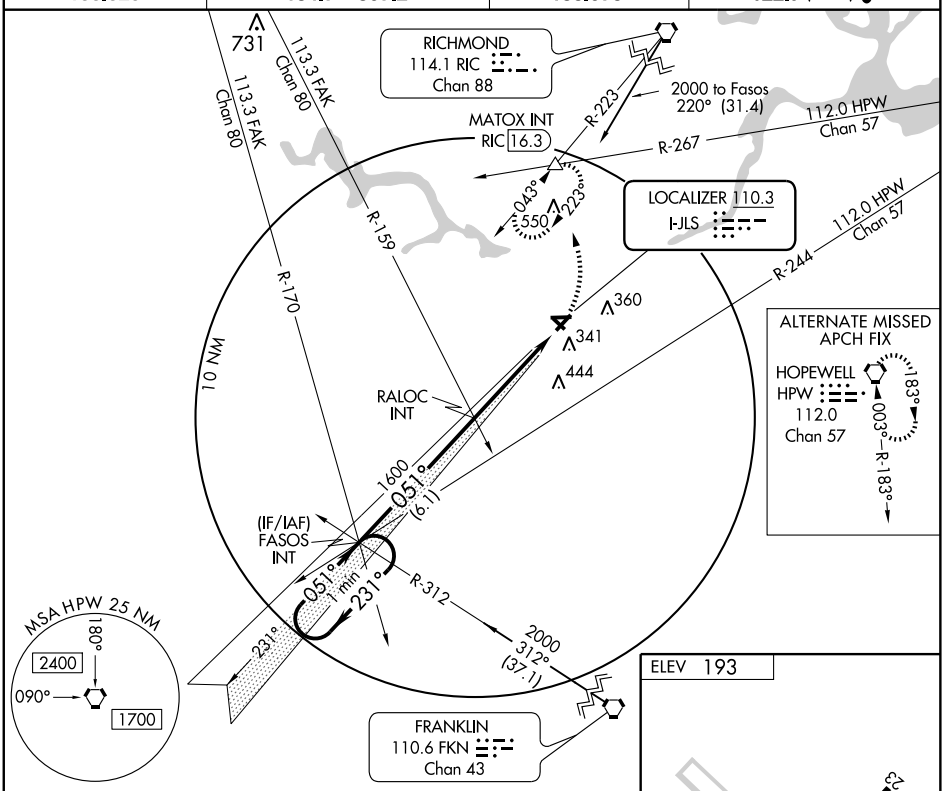
PETERSBURG / DINWIDDIE COUNTY (PTB)

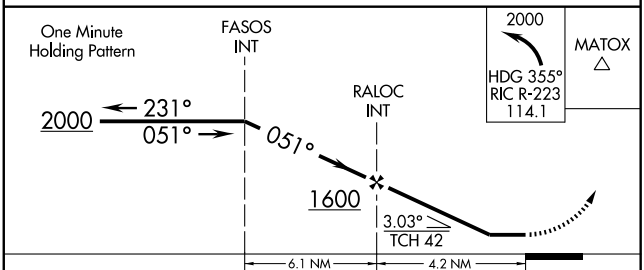
T A NA — Inoperative table does not apply to S-5 Cat C. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDAs 40 feet and Cat C visibility ¼ mile.

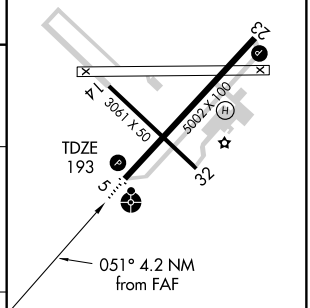
ODALS

MISSED APPROACH: Climbing left turn to 2000 via heading 355° and RIC R-223 to MATOX Int/RIC 16.3 DME and hold.

AWOS-3	POTOMAC APP CON		GCO	UNICOM
133.325	134.7	307.2	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	680-¾ 487 (500-¾)		680-1¼ 487 (500-1¼)	NA
CIRCLING	680-1 487 (500-1)		680-1½ 487 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 70705 W05A	APP CRS 051°	Rwy Idg 5002 TDZE 193 Apt Elev 193

RNAV (GPS) RWY 5

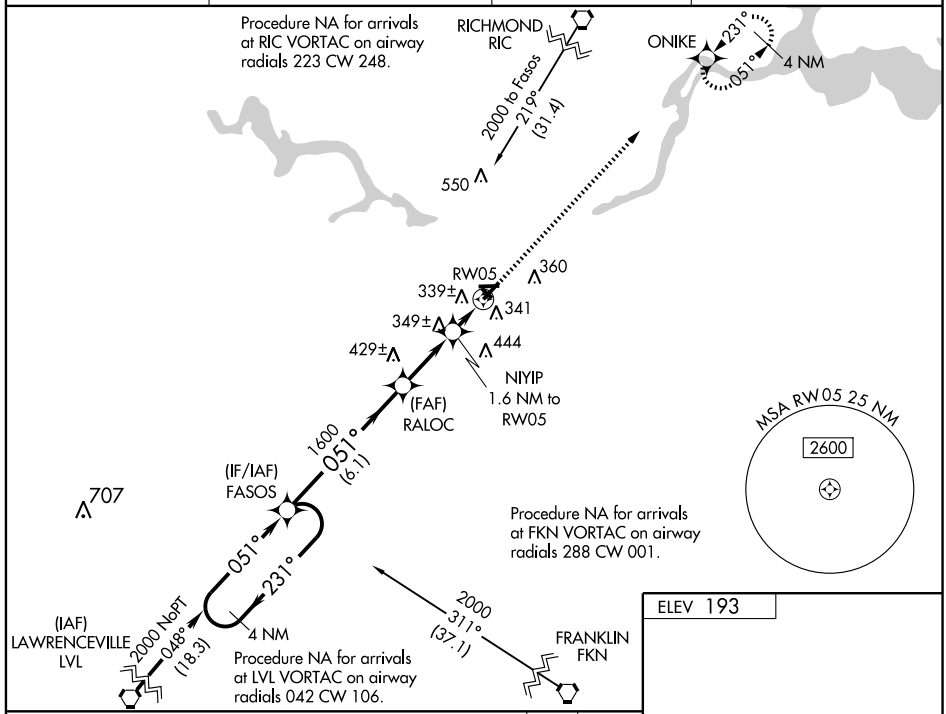
PETERSBURG / DINWIDDIE COUNTY (PTB)

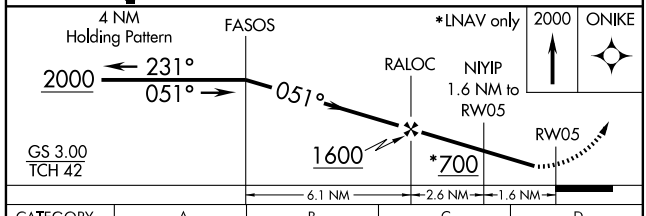
T A Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet, and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Chesterfield County altimeter setting. Visibility reduction by helicopters NA.

ODALS

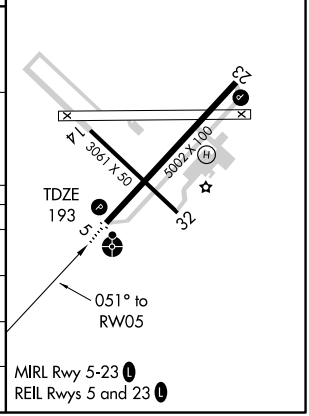
MISSED APPROACH: Climb to 2000 direct ONIKE and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	134.7 307.2	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	529-1¼	336 (400- 1¼)		NA
LNAV/VNAV DA	620-1½	427 (500-1½)		NA
LNAV MDA	600-¾	407 (500-¾)	600-1¼ 407 (500-1¼)	NA
CIRCLING	660-1	467 (500- 1)	660-1½ 467 (500-1½)	NA



NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86706 W23A	APP CRS 231°	Rwy Idg 5002 TDZE 191 Apt Elev 193

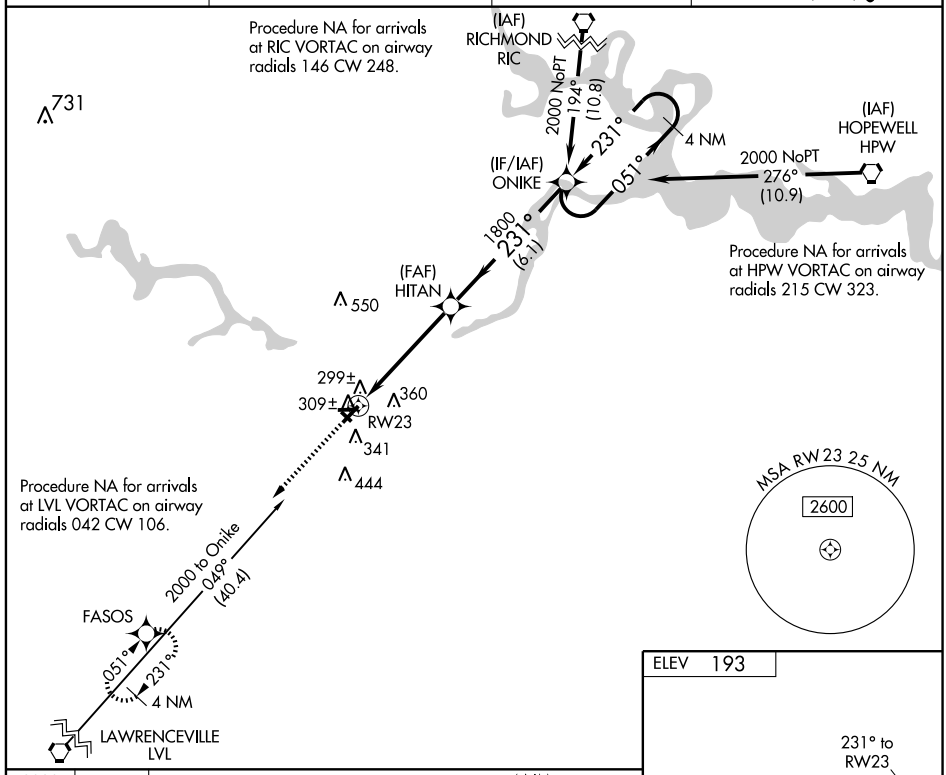
RNAV (GPS) RWY 23

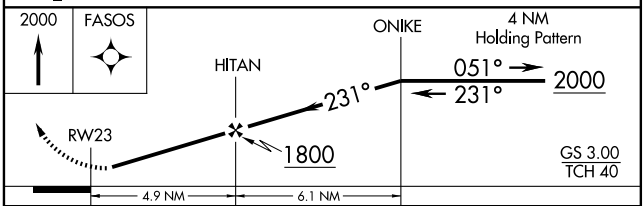
PETERSBURG / DINWIDDIE COUNTY (PTB)

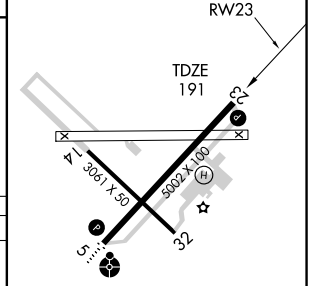
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet. LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FASOS and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	134.7 307.2	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	499-1	308 (400- 1)		NA
LNAV/VNAV DA	644-1½	453 (500-1½)		NA
LNAV MDA	560-1	369 (400- 1)		NA
CIRCLING	660-1	467 (500- 1)	660-1½ 467 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC HPW	APP CRS	Rwy Idg	5002
112.0	252°	TDZE	192
Chan 57		Apt Elev	193

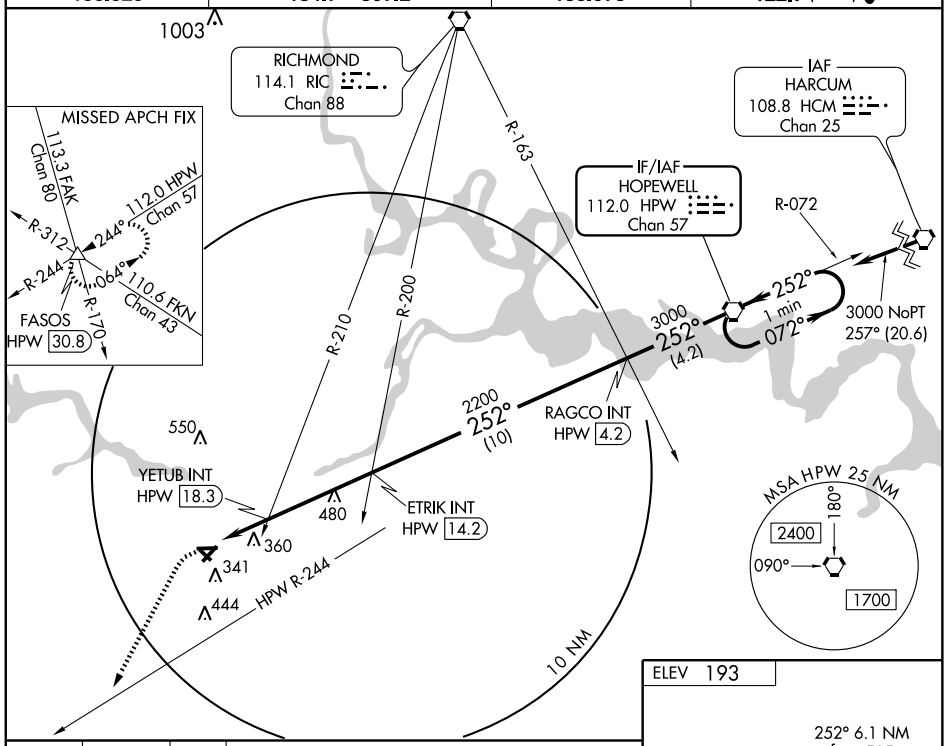
VOR RWY 23

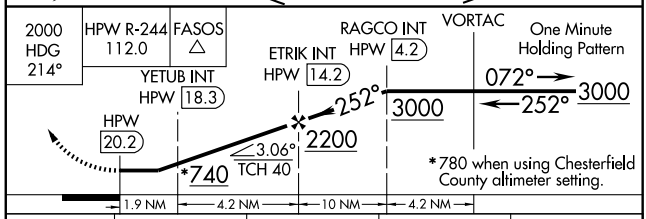
PETERSBURG / DINWIDDIE COUNTY (PTB)

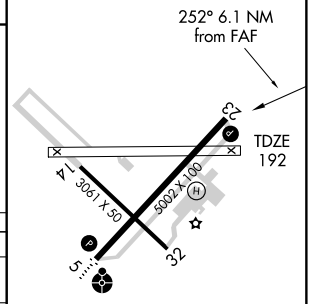
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 via heading 214° and HPW R-244 to FASOS INT/HPW 30.8 DME and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	134.7 307.2	135.075	122.7 (CTAF) L







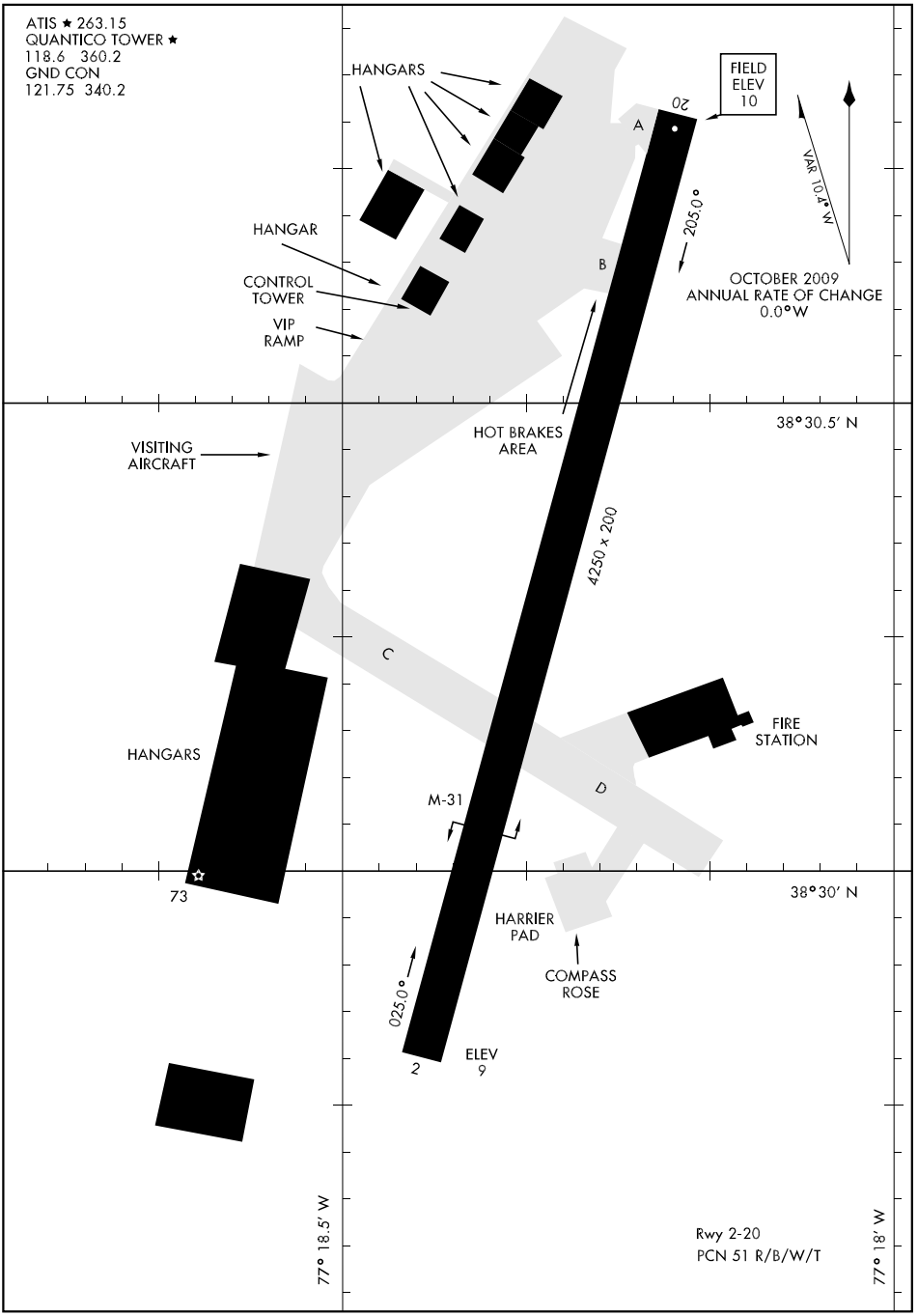
CATEGORY	A	B	C	D
S-23	740-1 548 (600-1)	740-1¼ 548 (600-1¼)	740-1½ 548 (600-1½)	NA
CIRCLING	740-1 547 (600-1)	740-1¼ 547 (600-1¼)	740-1½ 547 (600-1½)	NA
YETUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-23	620-1 428 (500-1)	620-1¼ 428 (500-1¼)	620-1½ 428 (500-1½)	NA
CIRCLING	660-1 467 (500-1)	660-1¼ 467 (500-1¼)	660-1½ 467 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-3. 14 JAN 2010 to 11 FEB 2010


ATIS ★ 263.15
QUANTICO TOWER ★
118.6 360.2
GND CON
121.75 340.2
HANGARS
HANGAR
CONTROL TOWER
VIP RAMP
FIELD ELEV 10
20
A
B
205.0°
VAR 10.4° W
OCTOBER 2009
ANNUAL RATE OF CHANGE
0.0°W
38°30.5′ N
VISITING AIRCRAFT
HOT BRAKES AREA
4250 x 200
C
D
HANGARS
73
FIRE STATION
M-31
38°30′ N
HARRIER PAD
COMPASS ROSE
025.0°
2
ELEV 9
77° 18.5′ W
77° 18′ W
Rwy 2-20
PCN 51 R/B/W/T

RNAV (GPS) RWY 2

APCH CRS	Rwy ldg	4250
024°	TDZE	10
	Arpt Elev	10

AL-339 [USN] QUANTICO MCAF (TURNER FIELD) (KNYG)

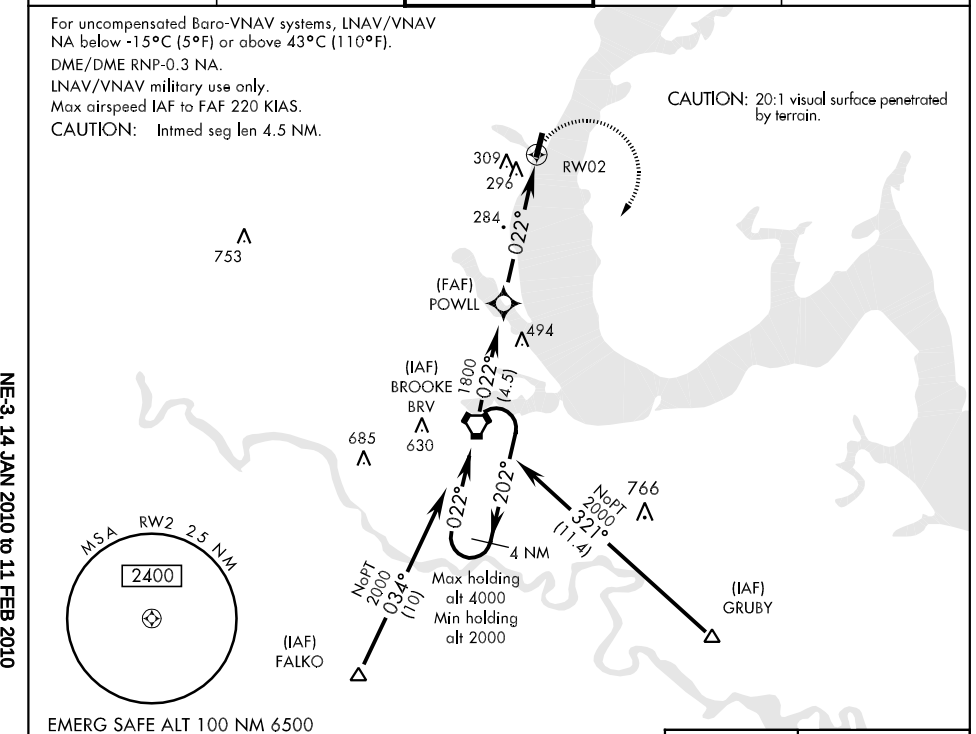
▼ * Circling not authorized W of Rwy 2-20. Procedure NA at night when VGSI inop. Procedure TCH not coincident with PAPI's.

MISSED APPROACH: Climbing right turn direct BRV VORTAC and hold.

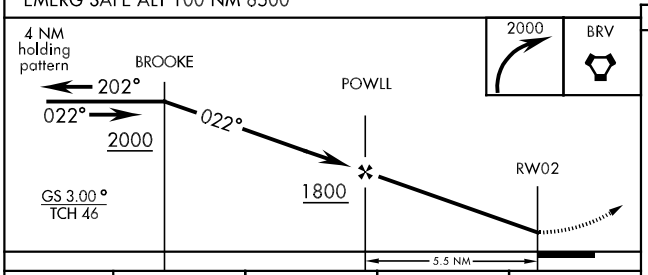
ATIS ★	POTOMAC APP CON	QUANTICO TOWER ★	GND CON	ASR/PAR
263.15	124.65 306.92	118.6 360.2	121.75 340.2	

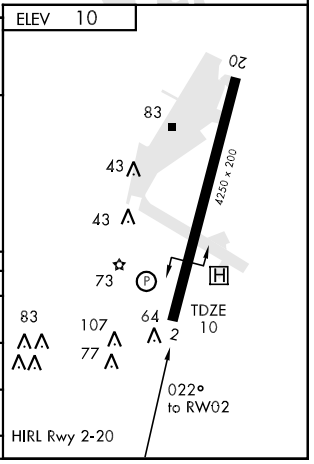
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (110°F).
DME/DME RNP-0.3 NA.
LNAV/VNAV military use only.
Max airspeed IAF to FAF 220 KIAS.
CAUTION: Intmed seg len 4.5 NM.

CAUTION: 20:1 visual surface penetrated by terrain.



EMERG SAFE ALT 100 NM 6500





CATEGORY	A	B	C	D
LNAV/VNAV DA	470-1 ½ 460 (500-1½)			
LNAV MDA	560-1 550 (600-1)		560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)
CIRCLING *	560-1½ 550 (600-1½)			700-2¼ 690 (700-2¼)
S-PAR 2	262-1 252 (300-1) GS 3.0°			

NE-3, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 2

BRV VORTAC	APCH CRS	Rwy ldg	4250
114.5	022°	TDZE	10
Chan 92		Arpt Elev	10

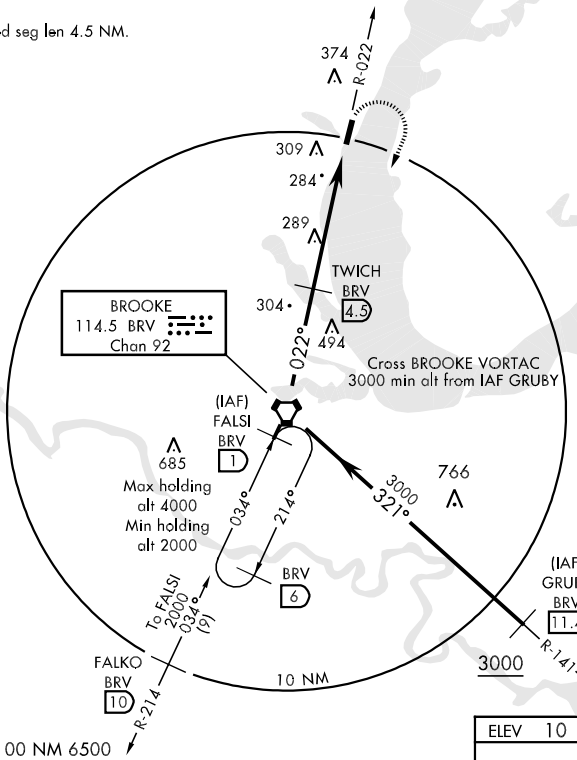
AL-339 [USN] QUANTICO MCAF (TURNER FIELD) (KNYG)

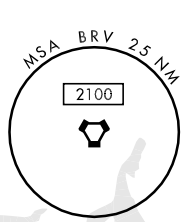
* Circling not authorized W of Rwy 2-20. Procedure NA at night when VGSI inop.

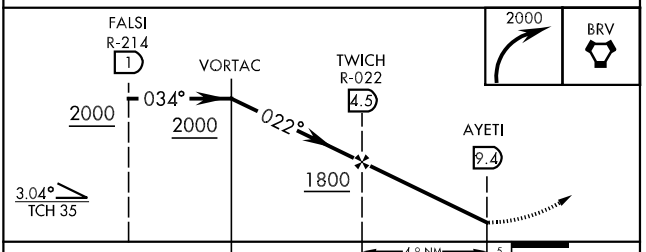
MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via R-214 to FALSI and hold.

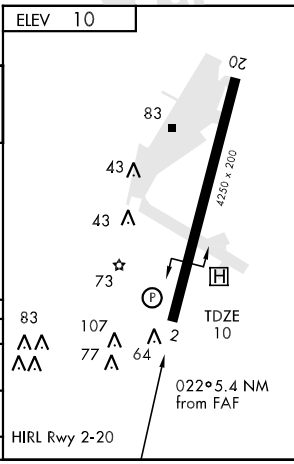
ATIS ★	POTOMAC APP CON	QUANTICO TOWER ★	GND CON	ASR/PAR
263.15	124.65 306.92	118.6 360.2	121.75 340.2	

CAUTION: Intmed seg len 4.5 NM.









CATEGORY	A	B	C	D
S-2	560-1 550 (600-1)		560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)
CIRCLING *	560-1 550 (600-1)		560-1½ 550 (600-1½)	700-2¼ 690 (700-2¼)
S-PAR 2	262-1 252	(300-1)	GS 3.0°	

NE-3, 14 JAN 2010 to 11 FEB 2010

QUINTON, VIRGINIA

APP CRS	Rwy Idg	3600
120°	TDZE	123
	Apt Elev	123

AL-6855 (FAA)

RNAV (GPS) RWY 10

QUINTON / NEW KENT COUNTY (W96)

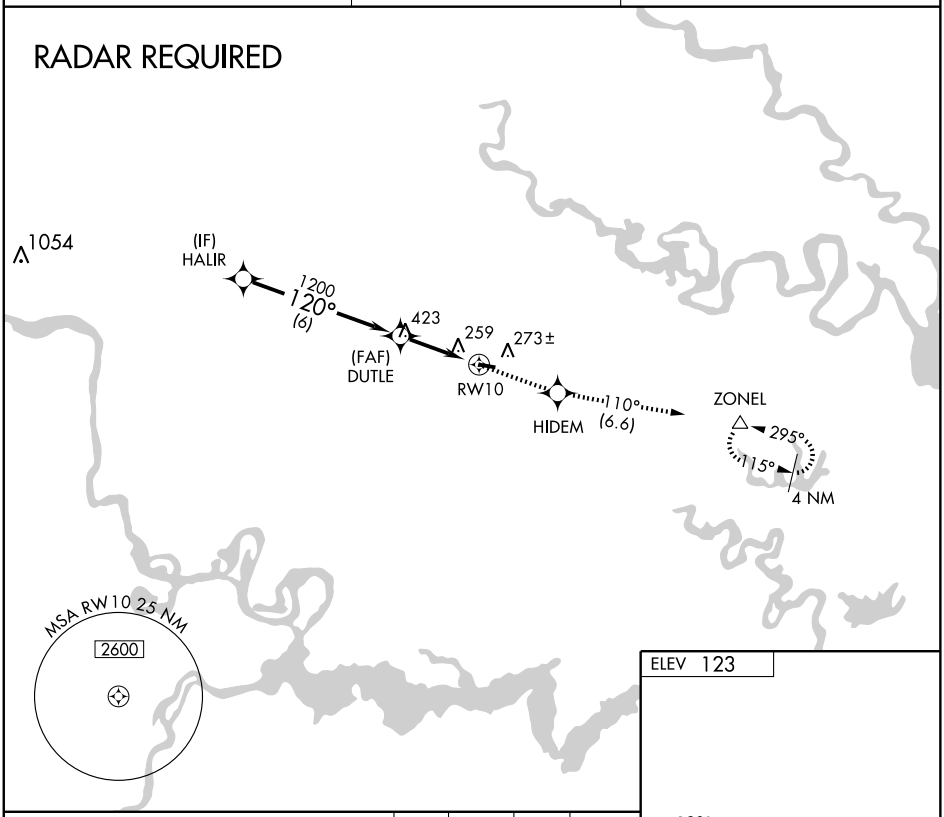
Use Richmond Intl altimeter setting.
DME/DME RNP-0.3 NA.

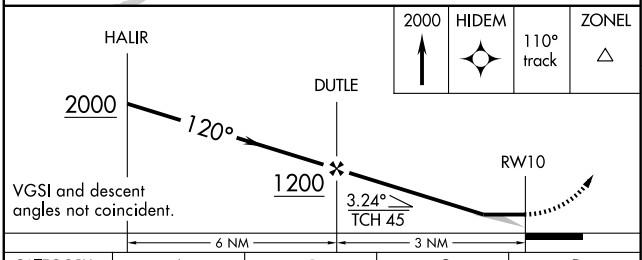
NA

MISSED APPROACH: Climb to 2000 direct HIDEM and via 110° track to ZONEL and hold.

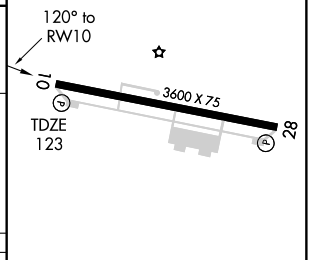
POTOMAC APP CON	GCO	UNICOM
126.4 282.375	135.075	122.8 (CTAF) L

RADAR REQUIRED





2000	HIDEM	110° track	ZONEL



CATEGORY	A	B	C	D
LNAV MDA	560-1 437 (500-1)		560-1¼ 437 (500-1¼)	NA
CIRCLING	600-1 477 (500-1)		600-1½ 477 (500-1½)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3. 14 JAN 2010 to 11 FEB 2010

QUINTON, VIRGINIA

APP CRS	Rwy Idg	3600
290°	TDZE	123
	Apt Elev	123

AL-6855 (FAA)

RNAV (GPS) RWY 28

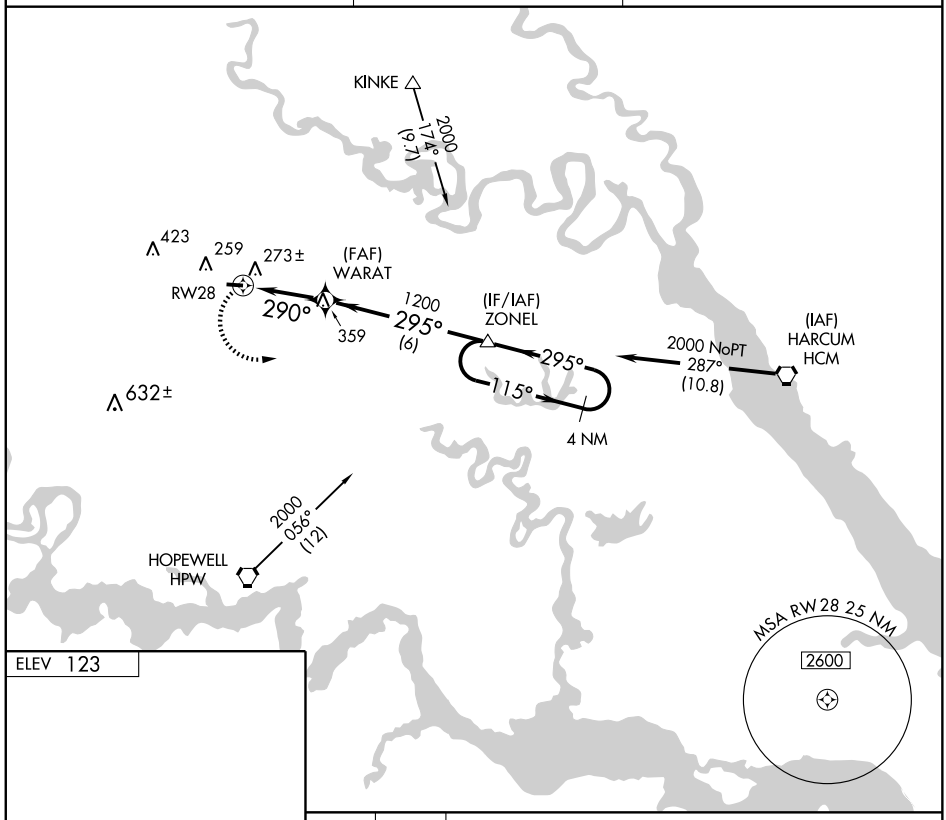
QUINTON / NEW KENT COUNTY (W96)

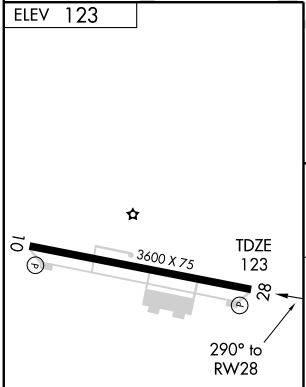
NA

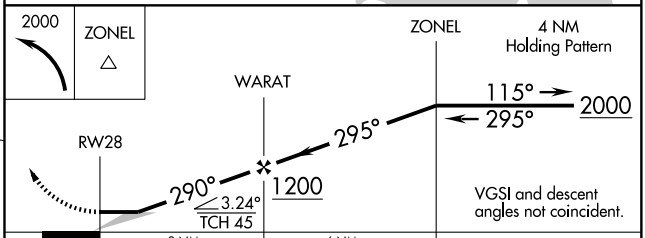
Use Richmond Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct ZONEL and hold.

POTOMAC APP CON	GCO	UNICOM
126.4 282.375	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 417 (500-1)		540-1¼ 417 (500-1¼)	NA
CIRCLING	600-1 477 (500-1)		600-1½ 477 (500-1½)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3, 14 JAN 2010 to 11 FEB 2010

QUINTON, VIRGINIA

VORTAC HPW	APP CRS	Rwy Idg	N/A
112.0	003°	TDZE	N/A
Chan 57		Apt Elev	123

AL-6855 (FAA)

VOR-A

QUINTON / NEW KENT COUNTY (W96)

NA

Use Richmond altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

POTOMAC APP CON	GCO	UNICOM
126.4 282.375	135.075	122.8 (CTAF) L

RADAR REQUIRED

RICHMOND
114.1 RIC
Chan 88

1054

10 NM

423

259

273±

R-119

379

IAF
HOPEWELL
112.0 HPW
Chan 57

QUILT INT
HPW 7

1700
(7)
003°

NoPT for arrivals on HPW VORTAC airway radials 178 CW 237.

183°
1 min
003°

R-183

MSA HPW 25 NM
180°
2600
090°
2000

ELEV 123
MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

10
3600 X 75
28

003° 3.4 NM from FAF

2000
HPW
112.0

VORTAC

One Minute Holding Pattern

QUILT INT
HPW 7

HPW
10.4

003°
183°
003°
2000

1700

3.4
7 NM

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CATEGORY	A	B	C	D
CIRCLING	660-1 537 (600-1)		660-1½ 537 (600-1½)	NA

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JFZ	APP CRS	Rwy Idg	4300
109.75	252°	TDZE	2653
Chan 34 (Y)		Apt Elev	2653

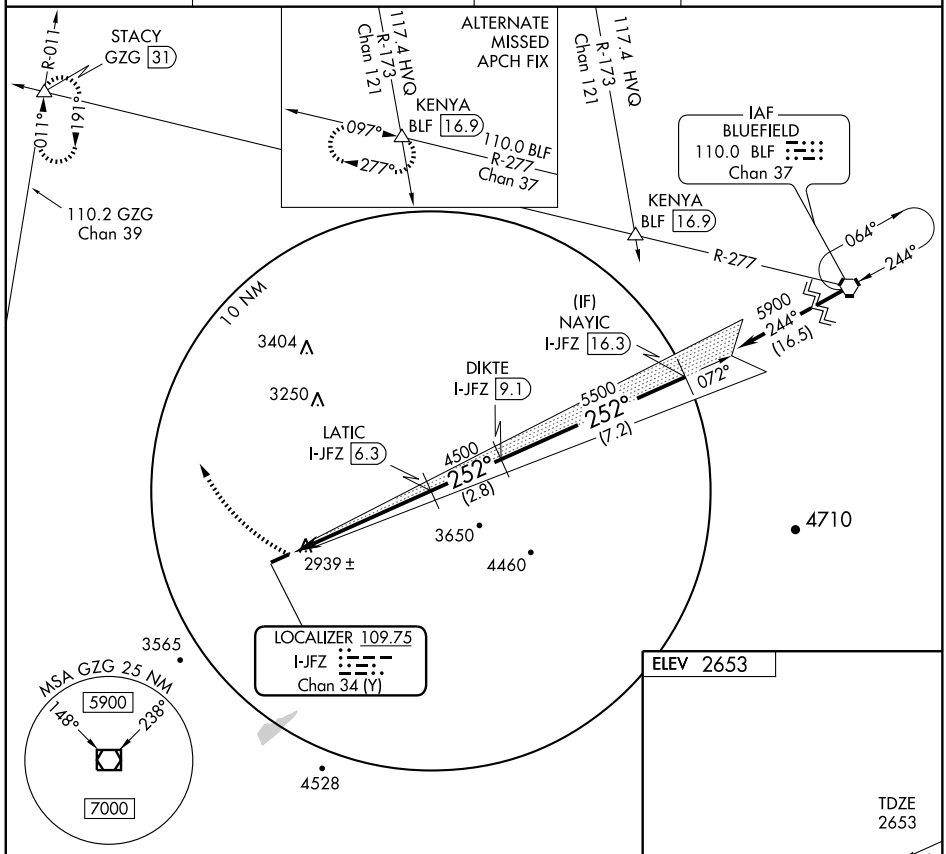
LOC/DME RWY 25

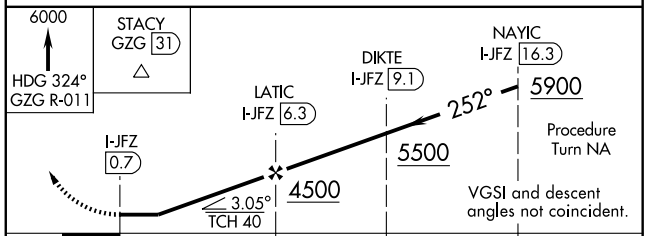
RICHLANDS / TAZEWELL COUNTY (JFZ)

Procedure NA at night.
If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

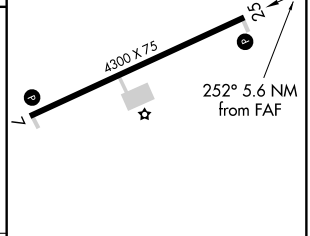
MISSED APPROACH: Climb to 6000 via heading 324° and GZG VOR/DME R-011 to STACY INT/GZG VOR/DME 31 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	GCO	UNICOM
118.075	126.575 257.85	135.075	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-25	3200-1	547 (600-1)	NA	
CIRCLING	3240-1	587 (600-1)	NA	



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4300
238°	TDZE	2653
	Apt Elev	2653

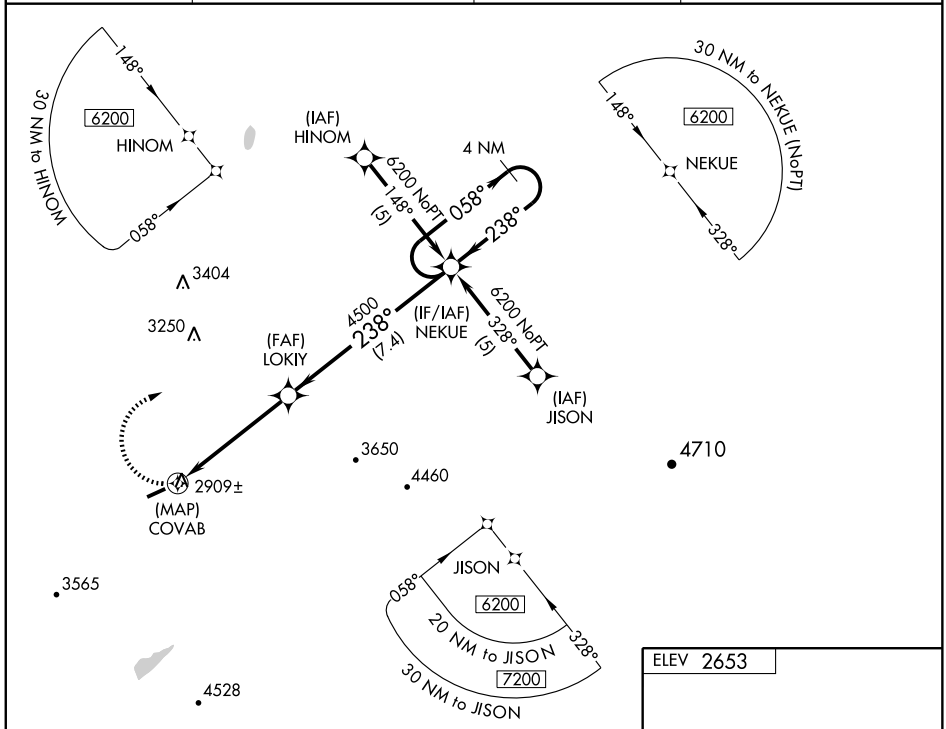
RNAV (GPS) RWY 25

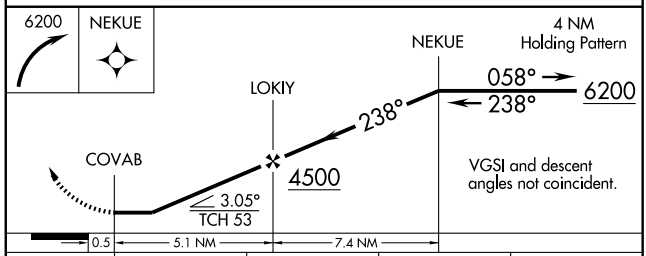
RICHLANDS / TAZEWELL COUNTY (JFZ)

DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

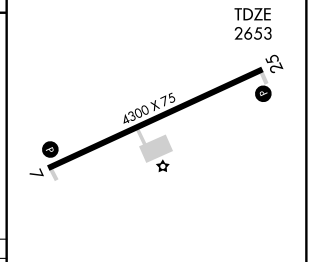
MISSED APPROACH: Climbing right turn to 6200 direct NEKUE and hold, continue climb-in-hold to 6200.

AWOS-3	INDIANAPOLIS CENTER	GCO	UNICOM
118.075	126.575 257.85	135.075	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3160-1 507 (600-1)		3160-1½ 507 (600-1½)	
CIRCLING	3220-1 567 (600-1)		3220-1½ 567 (600-1½)	3220-2 567 (600-2)



MIRL Rwy 7-25 L

REIL Rwys 7 and 25 L

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CFU	APP CRS	Rwy Idg	5500
108.3	331°	TDZE	218
Chan 20		Apt Elev	237

ILS or LOC RWY 33

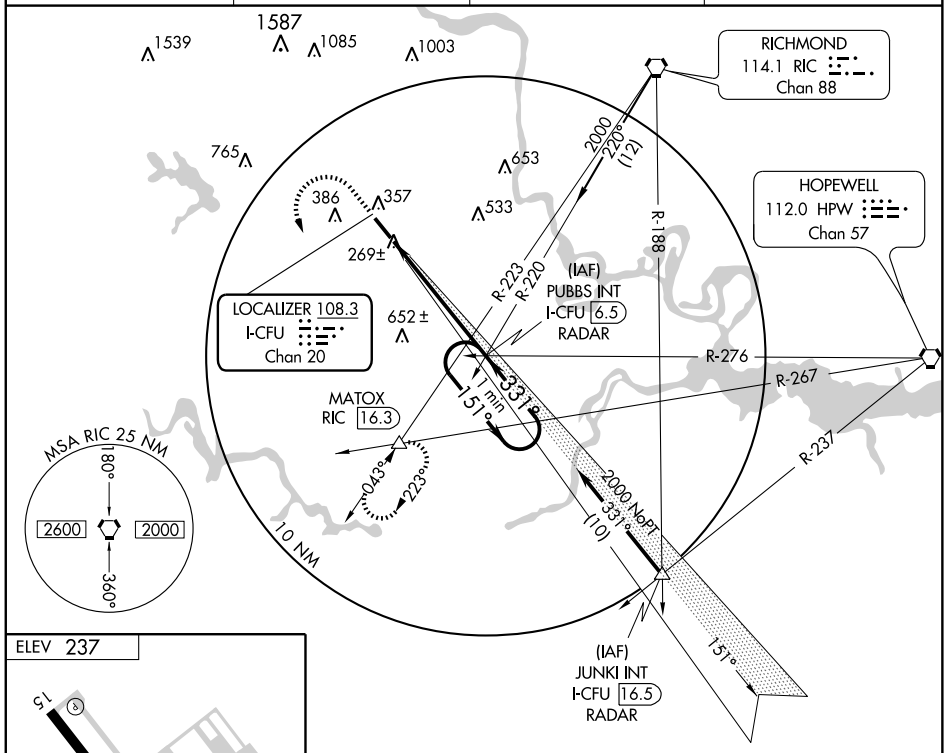
RICHMOND/ CHESTERFIELD COUNTY (FCI)

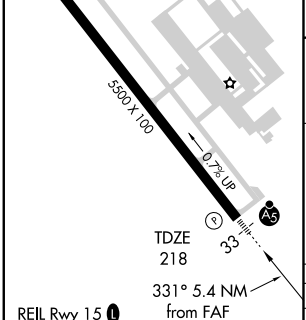
NA — For inoperative MALSR, increase S-LOC 33 visibility Cat D to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Richmond Intl altimeter setting.

MALSR

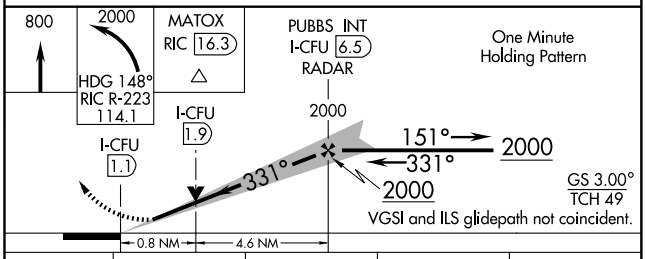
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via heading 148° and RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	134.7 307.2	124.6	123.050 (CTAF) L





REIL Rwy 15 L
HIRL Rwy 15-33 L



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 33	418-½	200 (200-½)		
S-LOC 33	520-½	302 (300-½)		520-¾ 302 (300-¾)
CIRCLING	720-1	483 (500-1)	720-1½ 483 (500-1½)	800-2 563 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5500
151°	TDZE	237
	Apt Elev	237

RNAV (GPS) RWY 15

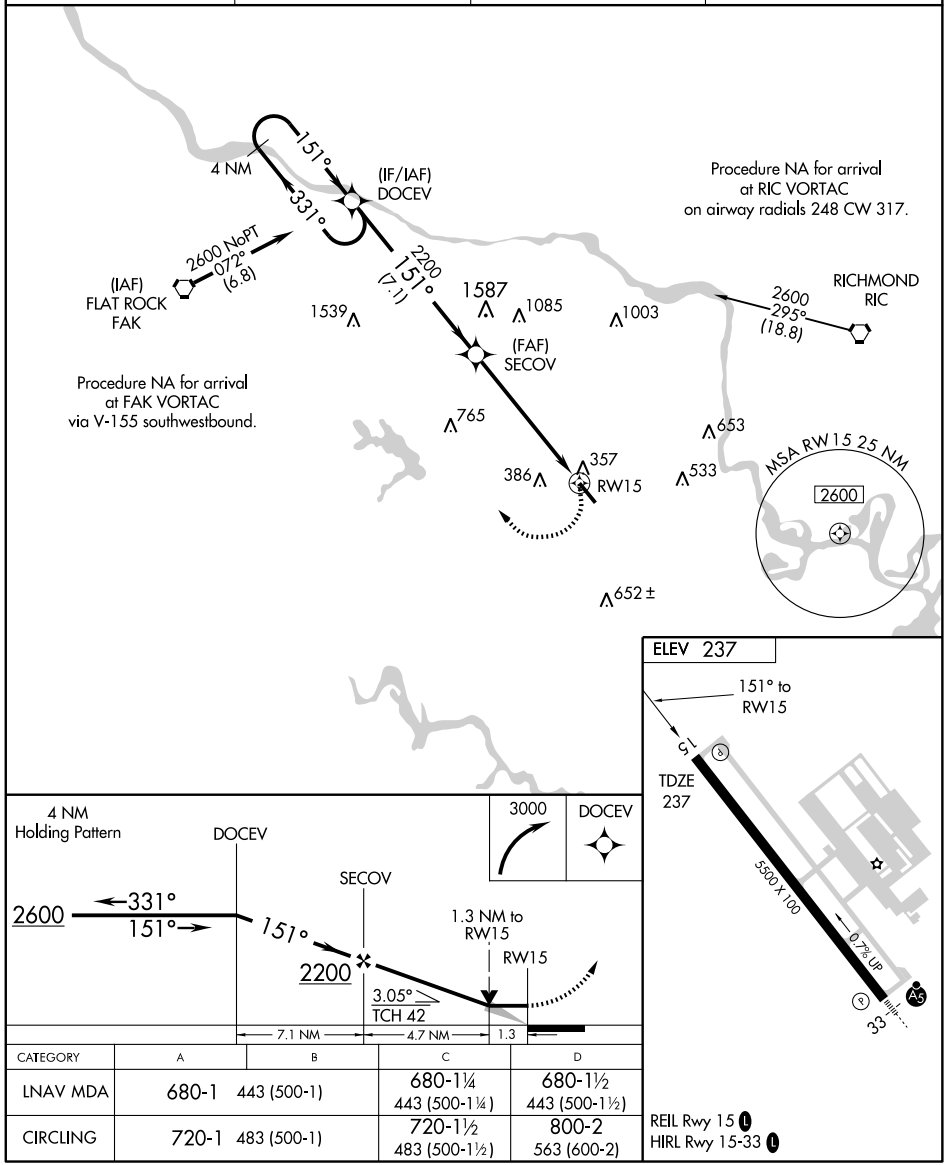
RICHMOND/CHESTERFIELD COUNTY (FCI)

If local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. VDP NA when using Richmond Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 3000 direct DOCEV and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	134.7 307.2	124.6	123.050 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	680-1	443 (500-1)	680-1¼ 443 (500-1¼)	680-1½ 443 (500-1½)
CIRCLING	720-1	483 (500-1)	720-1½ 483 (500-1½)	800-2 563 (600-2)

REIL Rwy 15 L
HIRL Rwy 15-33 L

WAAS CH 56221 W33A	APP CRS 331°	Rwy Idg 5500 TDZE 218 Apt Elev 237

RNAV (GPS) RWY 33

RICHMOND/CHESTERFIELD COUNTY (FCI)

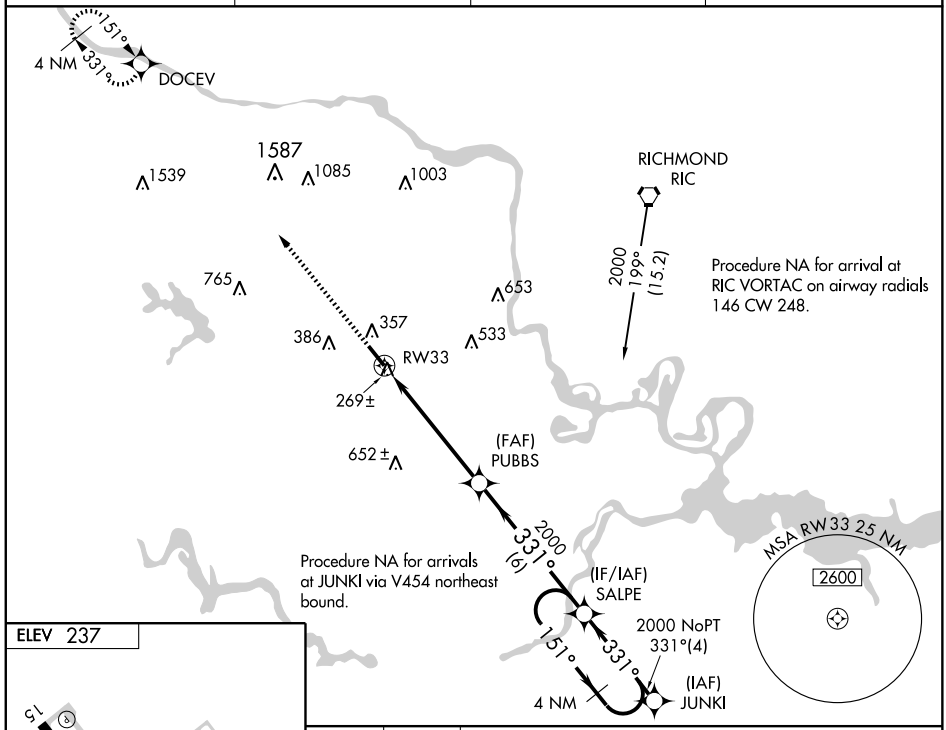
For inoperative MALSR increase LPV all Cats visibility to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

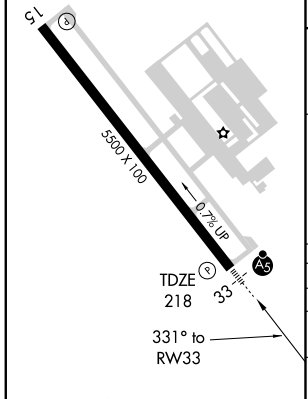
NA

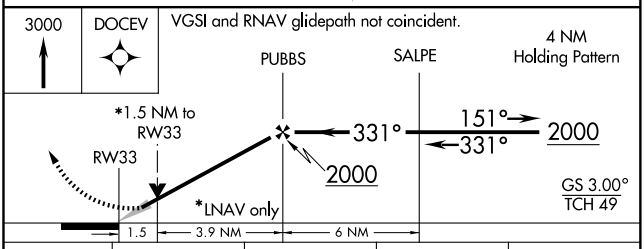
MALSR

MISSED APPROACH: Climb to 3000 direct DOCEV and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	134.7 307.2	124.6	123.050 (CTAF) L







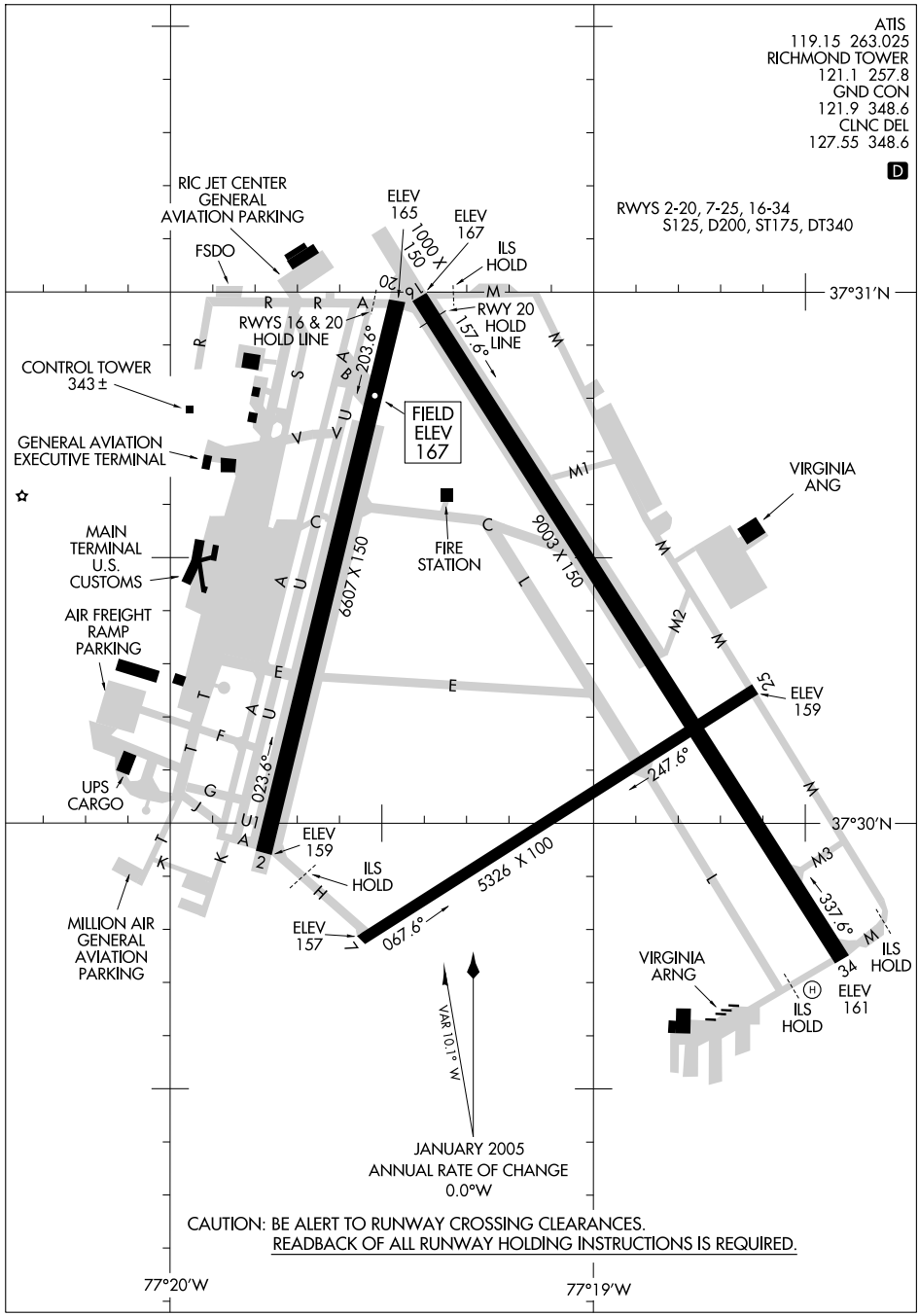
CATEGORY	A	B	C	D
LPV DA	511-½ 293 (300-½)			
LNAV/VNAV DA	599-1 381 (400-1)			
LNAV MDA	720-½ 502 (500-½)		720-1 502 (500-1)	
CIRCLING	720-1 483 (500-1)		720-1½ 483 (500-1½)	800-2 563 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

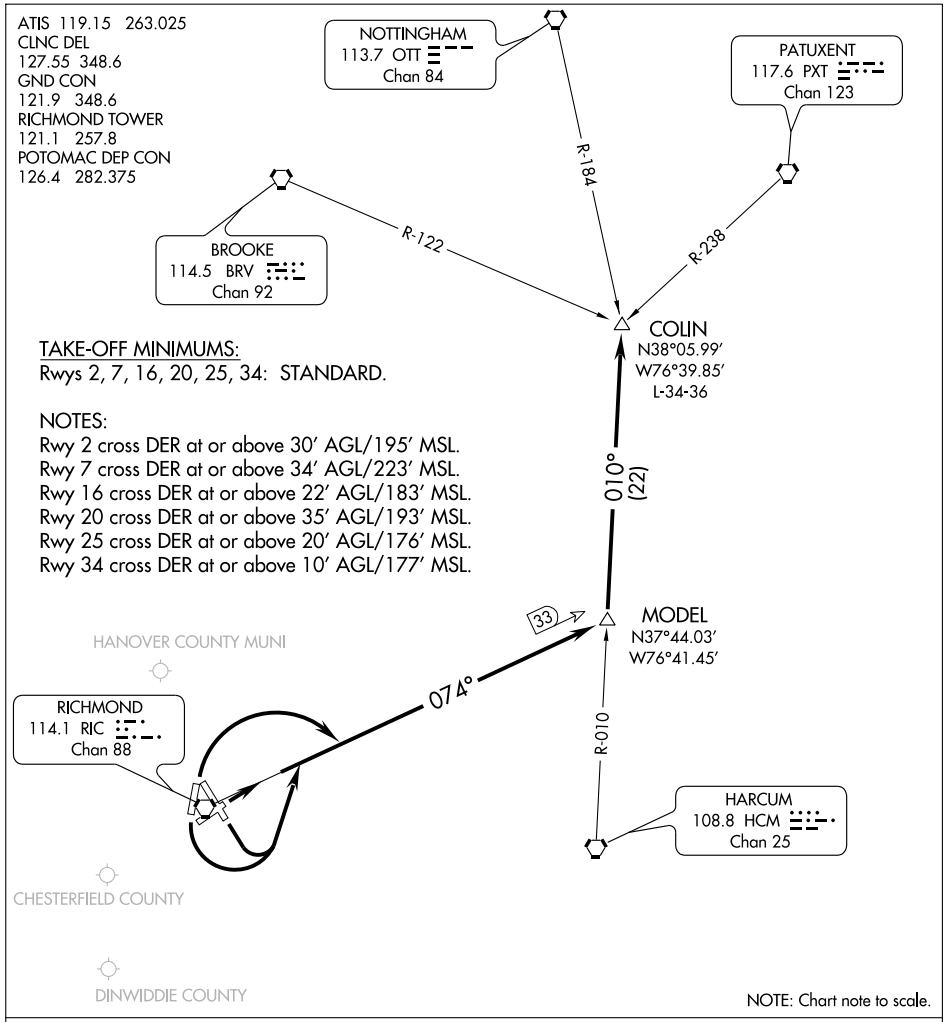
AL-347 (FAA)

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA



NE-3, 14 JAN 2010 to 11 FEB 2010

COLIN FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Climb runway heading or as assigned for radar vectors to intercept RIC R-074 to MODEL INT. Then via HCM R-010 to COLIN INT.

Climb and maintain 3000 feet or as assigned. Expect clearance to filed altitude/ flight level ten minutes after departure.

HI-ILS RWY 16

LOC I-RGJ	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.7	156°	9003 / 167 / 167

JAL-347 [USAF]

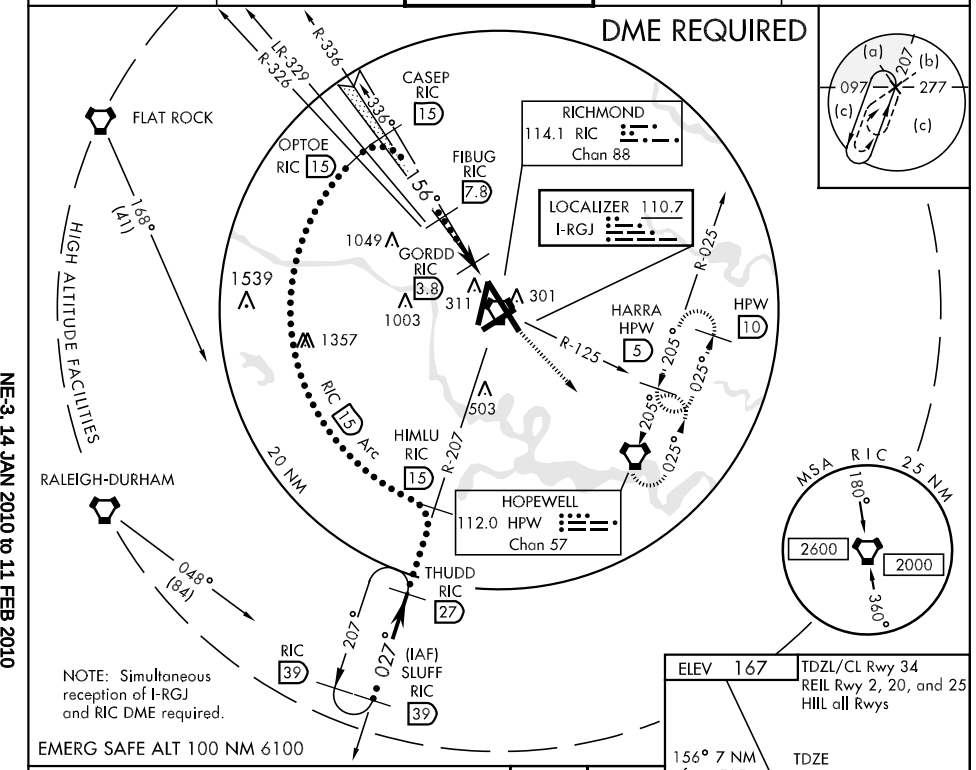
RICHMOND INTL (KRIC)

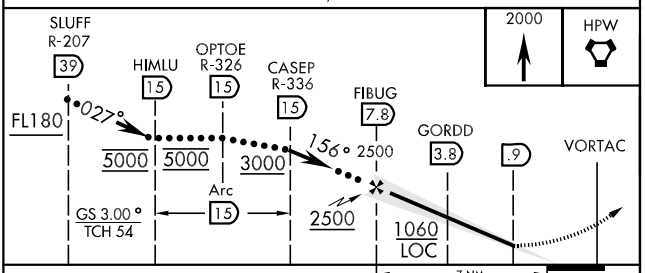
MALSR

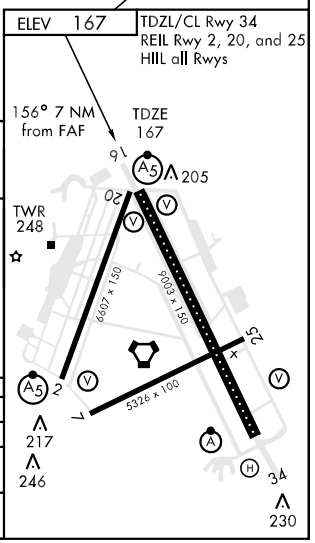
MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold. (TACAN acft climbing left turn to 2000 via RIC R-125 to HARRA 5 DME and hold NE, LT, 205° inbound)

ATIS ★	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55

DME REQUIRED







CATEGORY	C	D	E
S-ILS 16	367/24	200 (200-½)	
S-LOC 16	580/40 413 (500-¾)		580/50 413 (500-1)
CIRCLING	660-1½ 493 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

HI-TACAN RWY 16

TACAN	RIC	APCH CRS	Rwy ldg	9003
Chan	88	171°	TDZE	167
			Arpt Elev	167

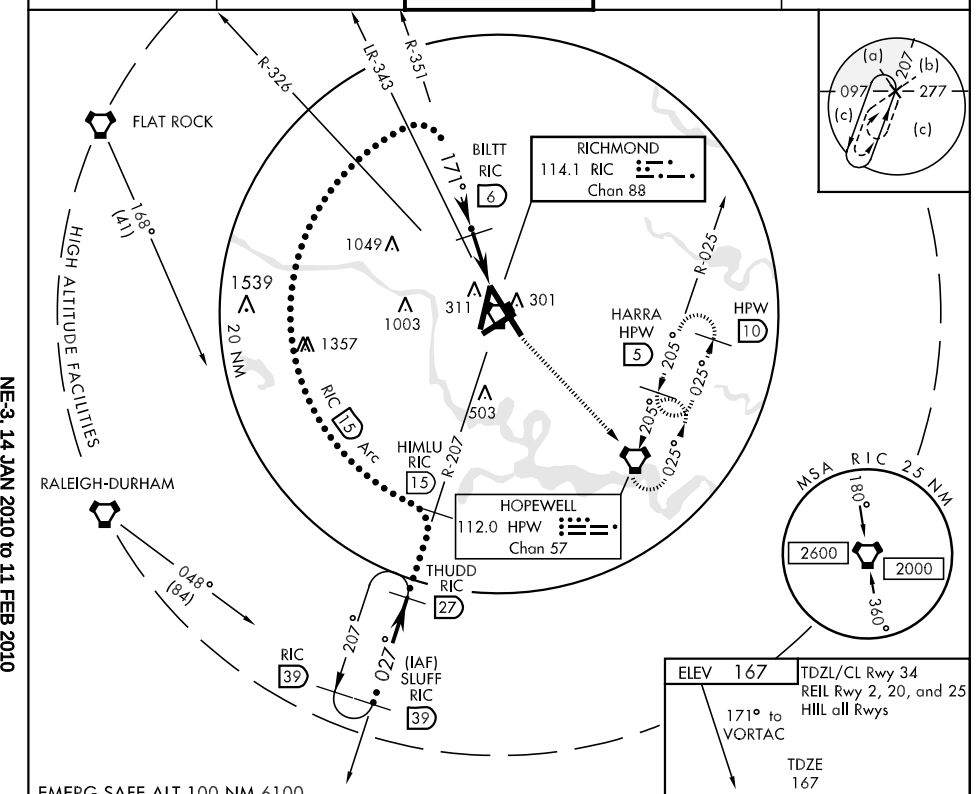
JAL-347 [USAF]

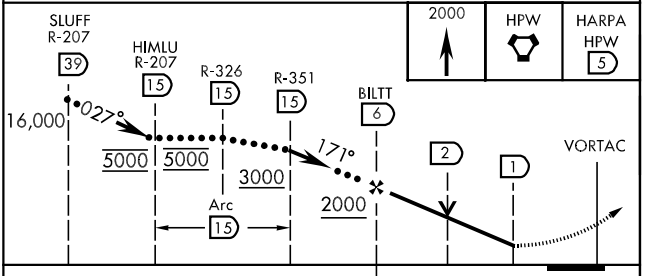
RICHMOND INTL (KRIC)

MALSR

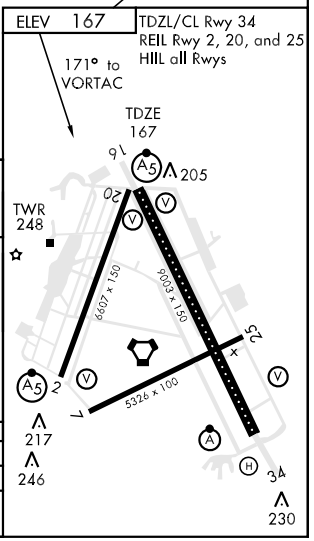
MISSED APPROACH: Climb to 2000 direct to HPW VORTAC and hold. (TACAN acft continue to HARRA and hold.

ATIS ★	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	C	D	E
S-16	640/40 473 (500-¾)	640/50 473 (500-1)	640/60 473(500-1¼)
CIRCLING	640-1½ 473 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)



NE-3, 14 JAN 2010 to 11 FEB 2010

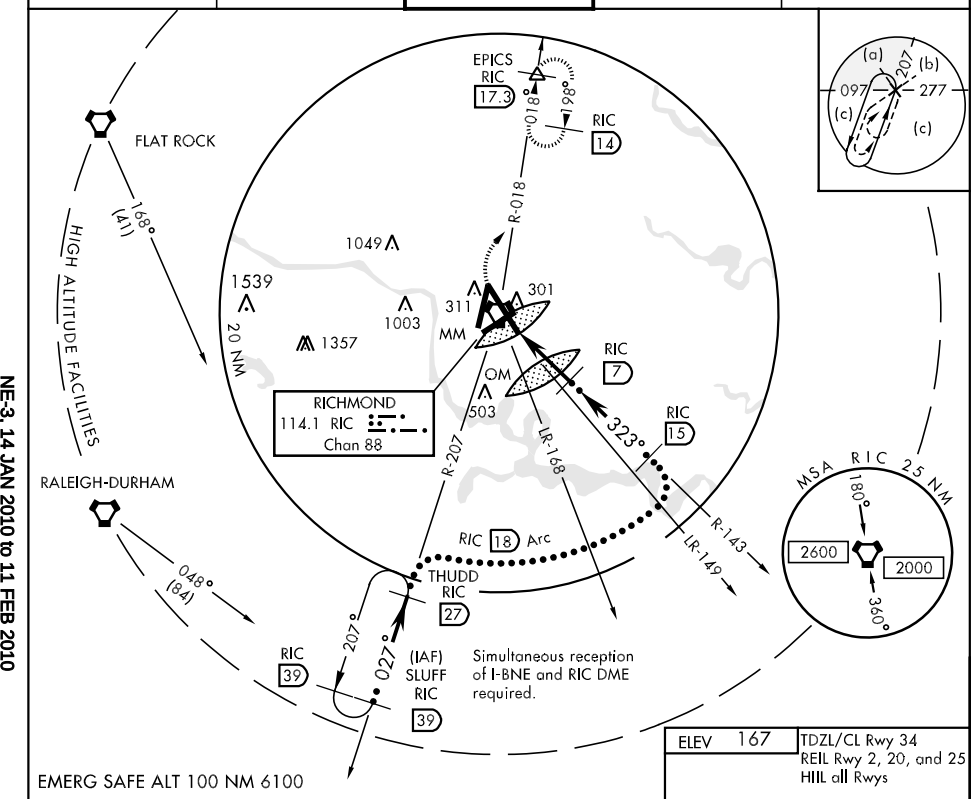
HI-TACAN RWY 34

TACAN RIC Chan 88	APCH CRS 323°	Rwy Idg 9003 TDZE 161 Arpt Elev 167	JAL-347 [USAF]	RICHMOND INTL (KRIC)

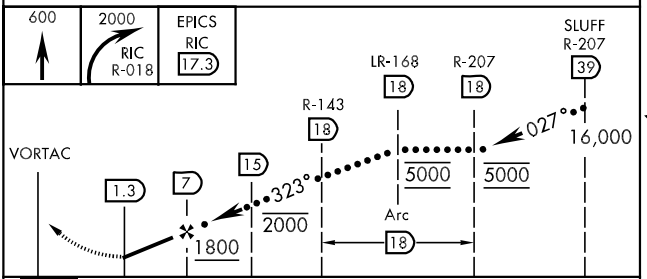
ALSF-2

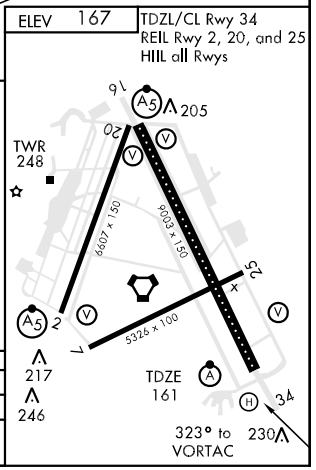
MISSED APPROACH: Climb straight ahead to 600, climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS ★	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6



EMERG SAFE ALT 100 NM 6100





CATEGORY	C	D	E
S-34	500/40 339 (400-¾)	500/50 339 (400-1)	
CIRCLING	640-1½ 473 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

LOC I-RGJ	APP CRS	Rwy Idg	9003
110.7	156°	TDZE	167
		Apt Elev	167

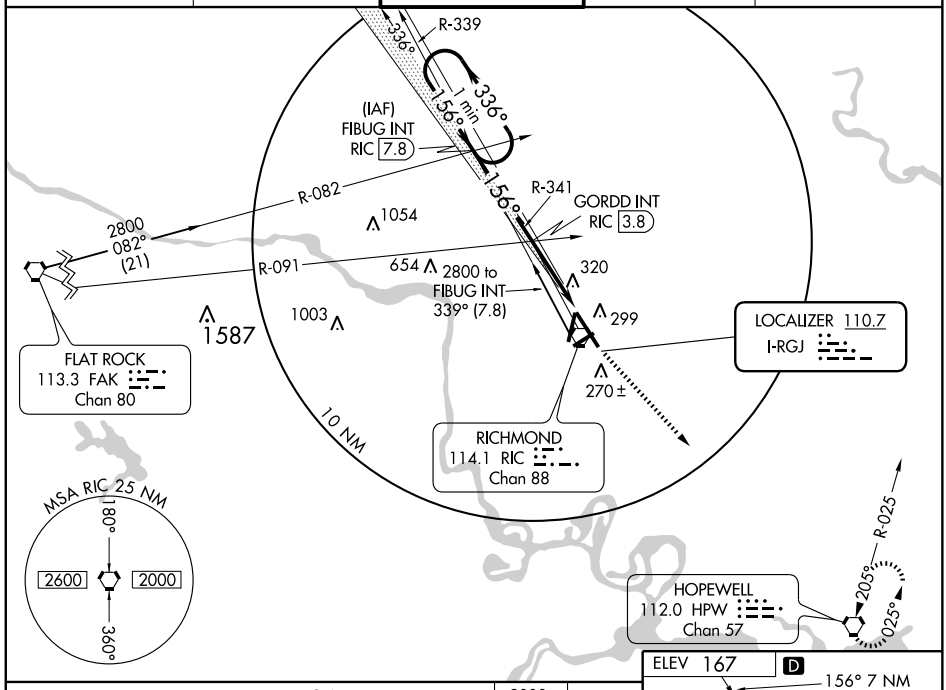
ILS or LOC RWY 16
RICHMOND INTL (RIC)

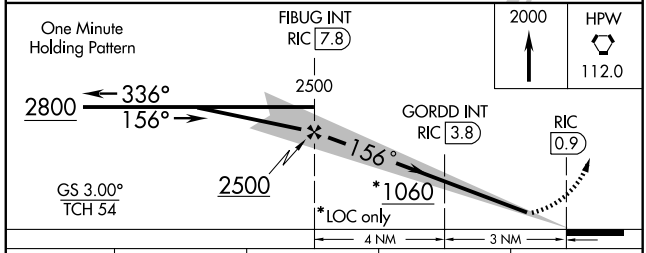
DME from RIC VORTAC.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

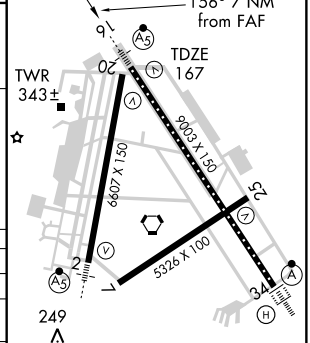
MALSR

MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-ILS 16	** 367/24 200 (200-½)			
S-LOC 16	1060/40 893 (900-¾)		1060-2¼ 893 (900-2¼)	1060-2½ 893 (900-2½)
CIRCLING	1060-1¼ 893 (900-1¼)		1060-2¾ 893 (900-2¾)	1060-3 893 (900-3)
GORDD FIX MINIMUMS				
S-LOC 16	580/24 413 (500-½)		580/40 413 (500-¾)	
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-BNE	APP CRS	Rwy Idg	9003
110.7	337°	TDZE	161
		Apt Elev	167

ILS or LOC RWY 34

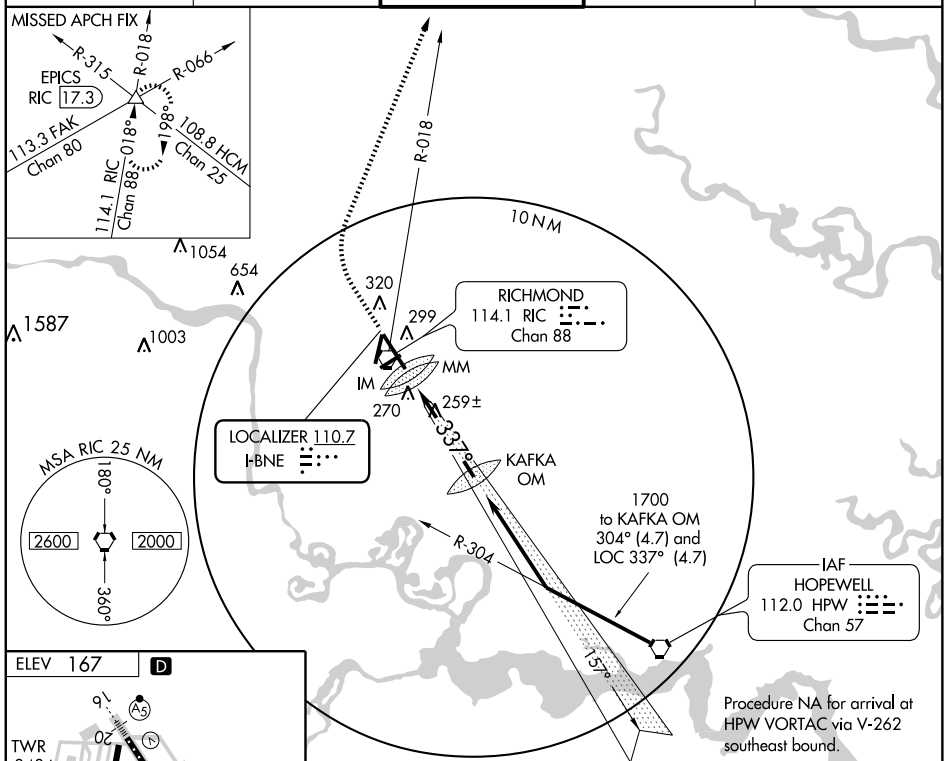
RICHMOND INTL (RIC)

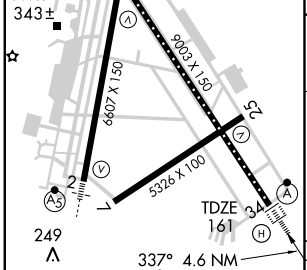
For inoperative ALSF-2, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

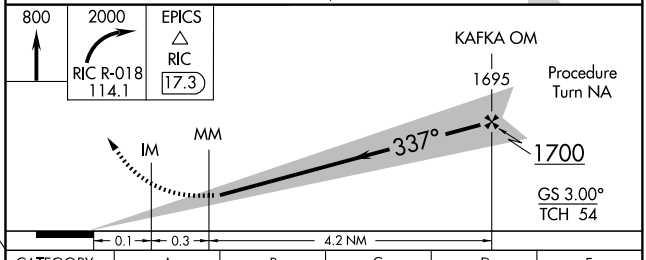
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D	E
S-ILS 34	361/18 200 (200-½)				361/24 200 (200-½)
S-LOC 34	520/24 359 (400-½)			520/40 359 (400-¾)	
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-EZD	APP CRS	Rwy Idg	6607
110.9	022°	TDZE	161
		Apt Elev	167

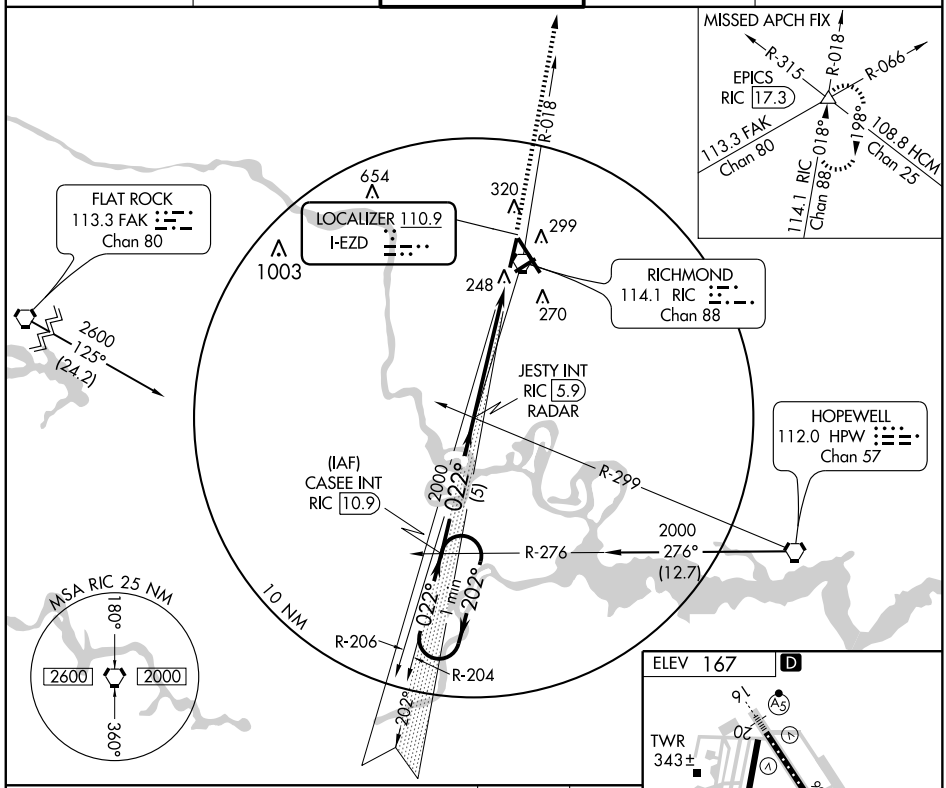
ILS RWY 2
RICHMOND INTL (RIC)

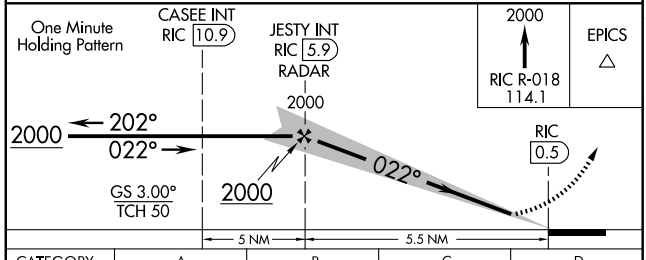
Inoperative table does not apply to S-ILS 2. For inoperative MALSR, increase S-LOC 2 Cat. A and B visibility to 1.

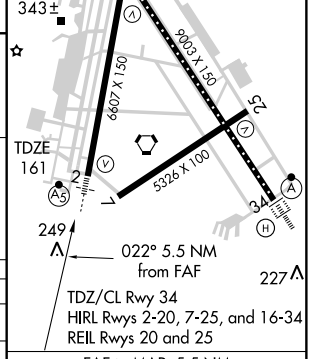
MALSR

MISSED APPROACH: Climb to 2000 via RIC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-ILS 2	411-¾ 250 (300-¾)			
S-LOC 2	580-¾ 419 (500-¾)			
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3. 14 JAN 2010 to 11 FEB 2010

LOC I-BNE	APP CRS	Rwy Idg	9003
110.7	337°	TDZE	161
		Apt Elev	167

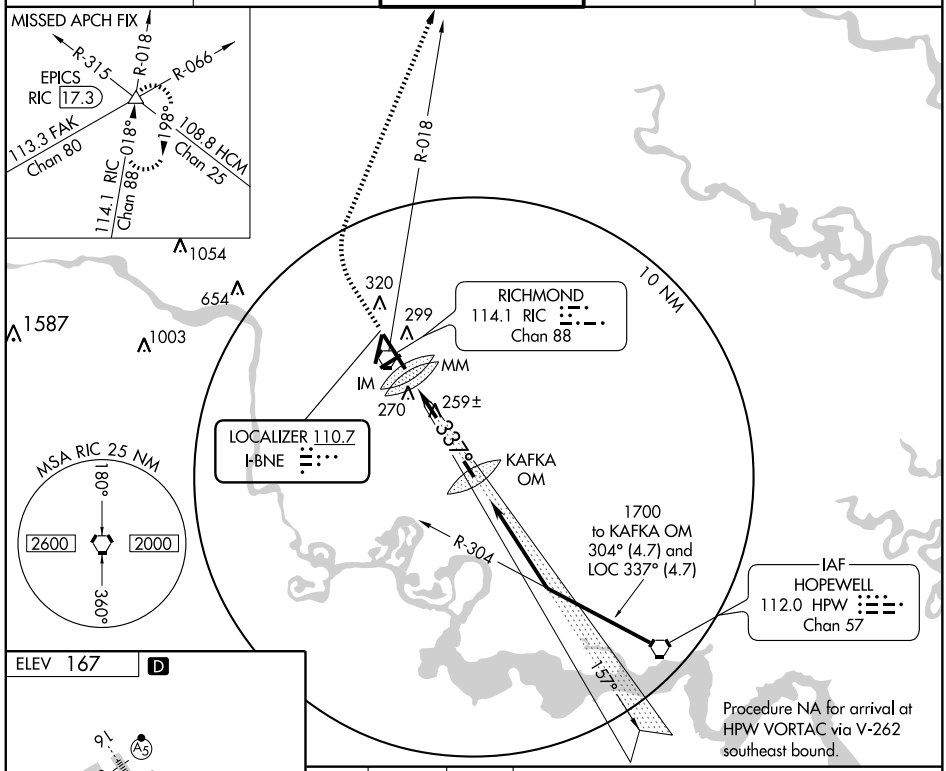
ILS RWY 34 (CAT II)

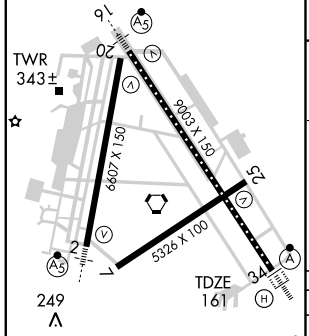
RICHMOND INTL (RIC)

ALSF-2

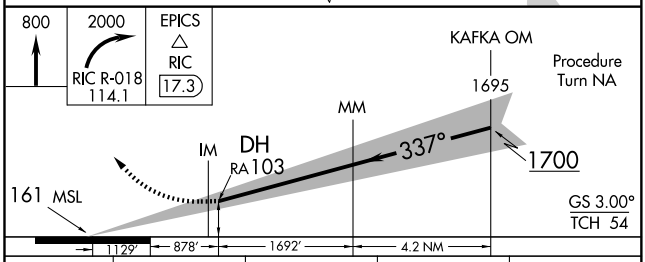
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25



CATEGORY	A	B	C	D
S-ILS 34	RA 103/12 100 DA 261			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-BNE	APP CRS	Rwy Idg	9003
110.7	337°	TDZE	161
		Apt Elev	167

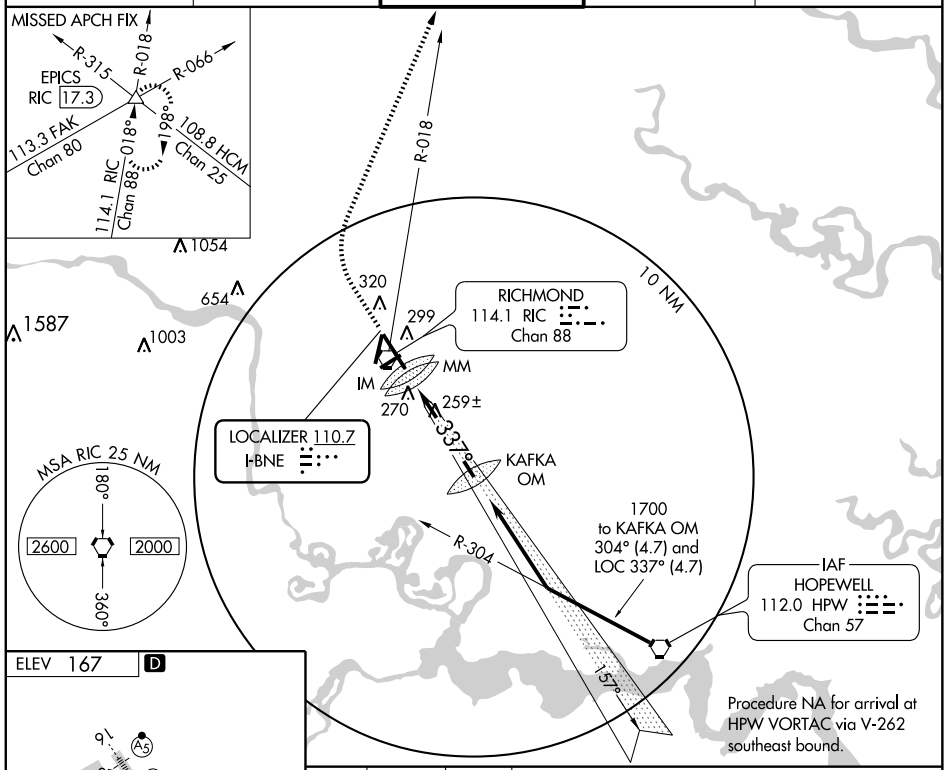
ILS RWY 34 (CAT III)

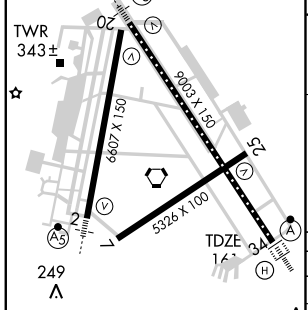
RICHMOND INTL (RIC)

ALSF-2

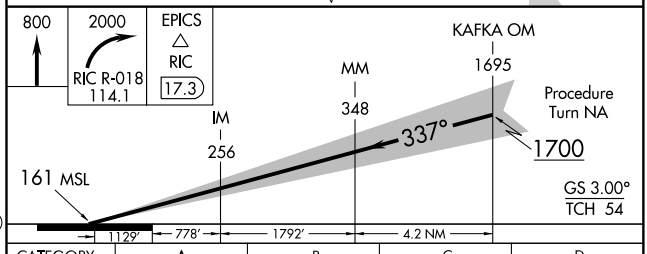
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25



CATEGORY	A	B	C	D
S-ILS 34	CAT IIIa RVR 07			
S-ILS 34	CAT IIIb RVR 06			
S-ILS 34	CAT IIIc NA			

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6607
022°	TDZE	161
	Apt Elev	167

RNAV (GPS) RWY 2

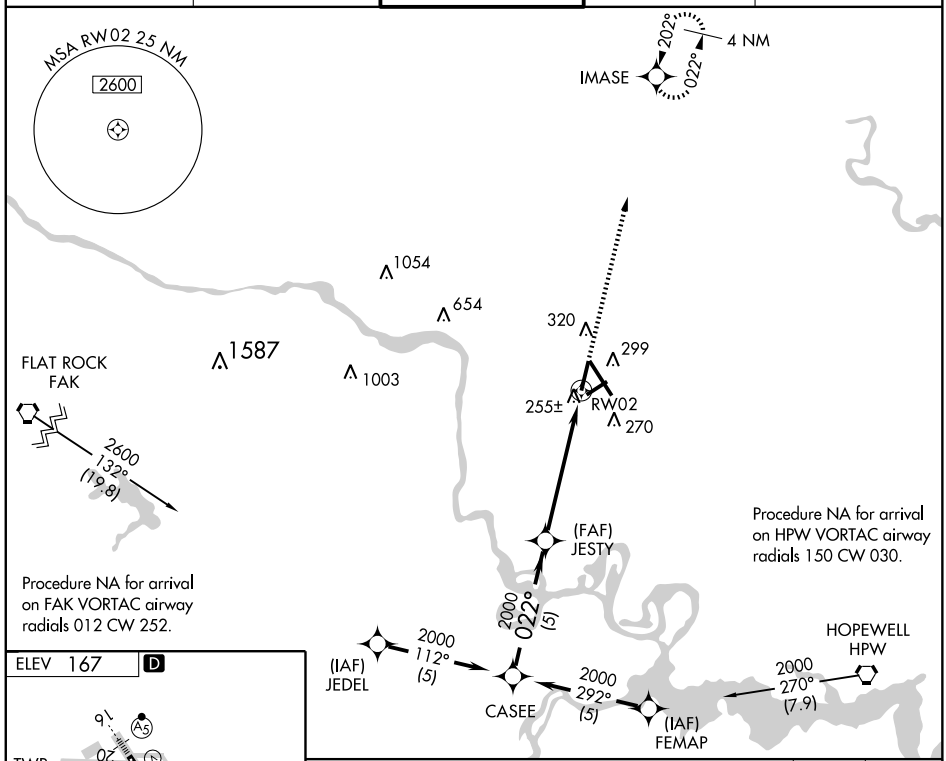
RICHMOND INTL (RIC)

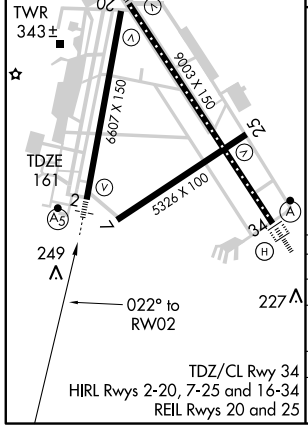
NA — For inoperative MALSR, increase LNAV Cats A and B visibility to 1. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

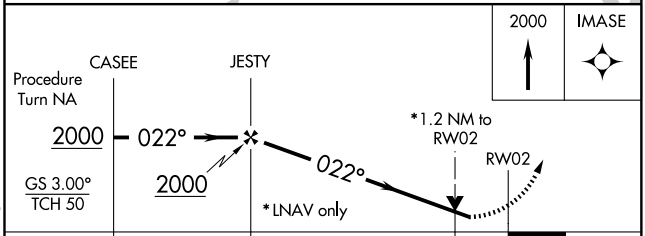
MALSR

MISSED APPROACH: Climb to 2000 direct IMASE WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	520-¾ 359 (400-¾)			
LNAV MDA	580-¾ 419 (500-¾)			
CIRCLING	660-1¼ 493 (500-1¼)		660-1½ 493 (500-1½)	720-2 553 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5326
066°	TDZE	158
	Apt Elev	167

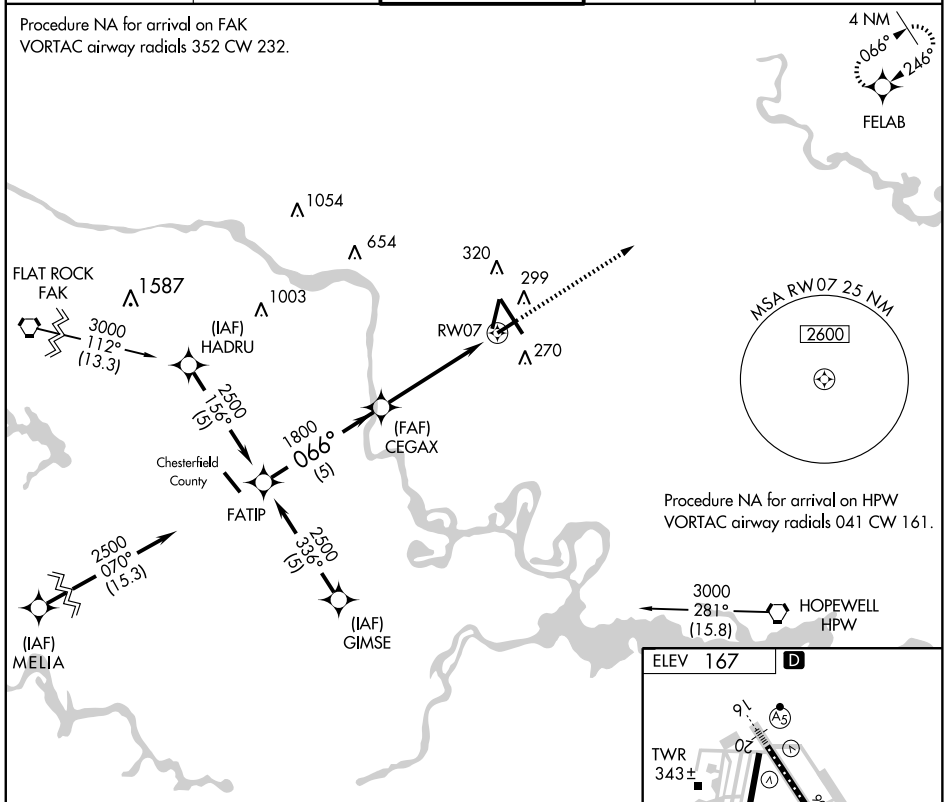
RNAV (GPS) RWY 7
RICHMOND INTL (RIC)

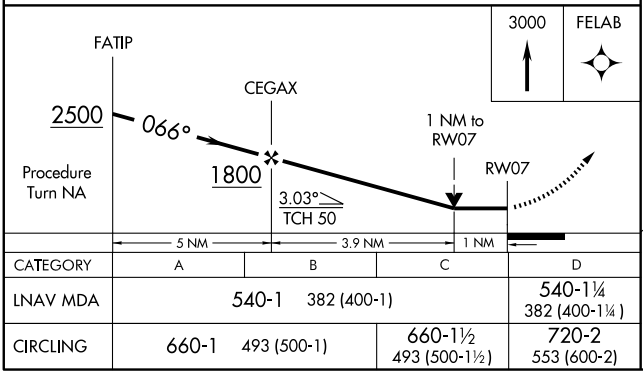
Straight in minimums NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FELAB WP and hold.

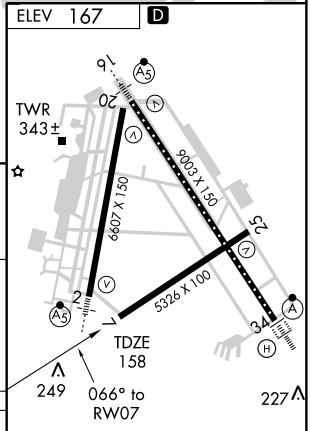
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

Procedure NA for arrival on FAK
VORTAC airway radials 352 CW 232.





CATEGORY	A	B	C	D
LNAV MDA	540-1 382 (400-1)			540-1¼ 382 (400-1¼)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9003
156°	TDZE	167
	Apt Elev	167

RNAV (GPS) RWY 16
RICHMOND INTL (RIC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

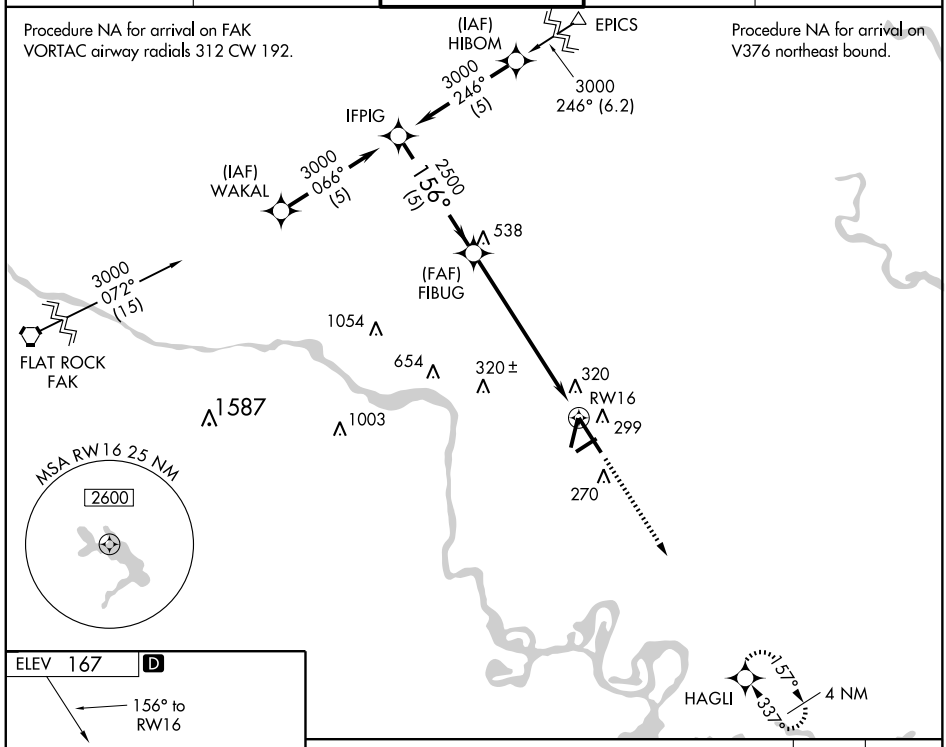
MALSR

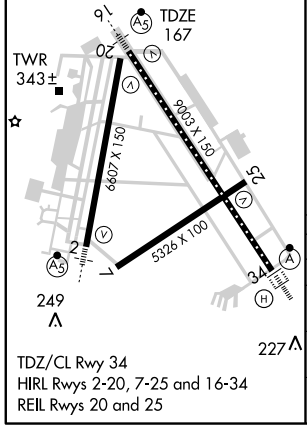
MISSED APPROACH: Climb to 2500 direct HAGLI WP and hold.

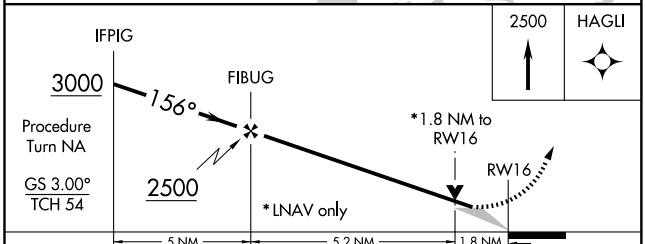
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

Procedure NA for arrival on FAK VORTAC airway radials 312 CW 192.

Procedure NA for arrival on V376 northeast bound.







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	605/50 438 (500-1)			
LNAV MDA	800/24 633 (700-½)		800/60 633 (700-1¼)	800-1½ 633 (700-1½)
CIRCLING	800-1 633 (700-1)		800-1¾ 633 (700-1¾)	800-2 633 (700-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6607
202°	TDZE	167
	Apt Elev	167

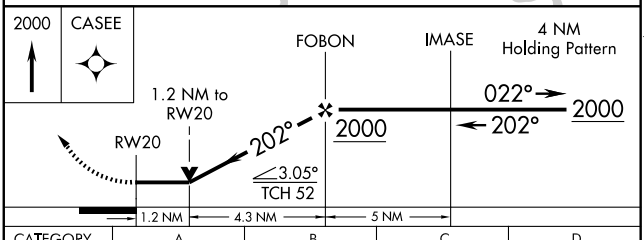
RNAV (GPS) RWY 20
RICHMOND INTL (RIC)

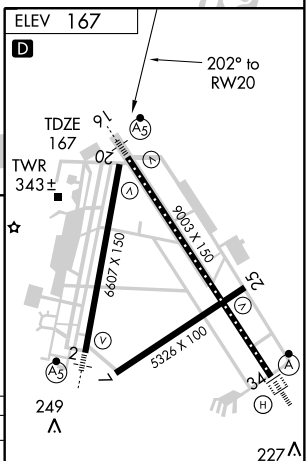
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CASEE WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

(IAF) EPICS
2000 NoPT
194° (6)
4 NM
202°
022°
Hanover County Muni
(IF/IAF) IMASE
2000
202°
(5)
Prodedure NA for arrival on FAK
VORTAC airway radials 319 CW 199.
2600
079°
(28.1)
FLAT ROCK
FAK
(FAF) FOBON
1054
654
320
RW20
299
1003
270
MSA RW20 25 NM
2600
Procedure NA for arrival on HPW
VORTAC airway radials 230 CW 110.
2000
350°
(22.7)
HOPEWELL
HPW
CASEE
022°
202°
4 NM





CATEGORY	A	B	C	D
LNAV MDA	600-1	433 (500-1)	600-1¼ 433 (500-1¼)	600-1½ 433 (500-1½)
CIRCLING	660-1	493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5326
247°	TDZE	160
	Apt Elev	167

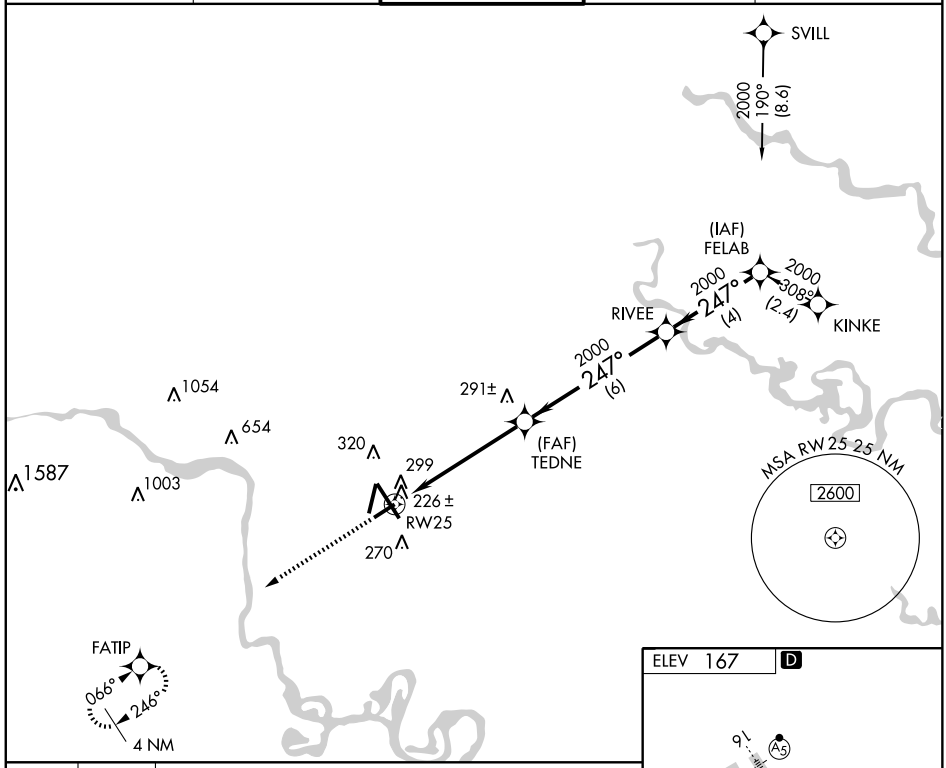
RNAV (GPS) RWY 25
RICHMOND INTL (RIC)

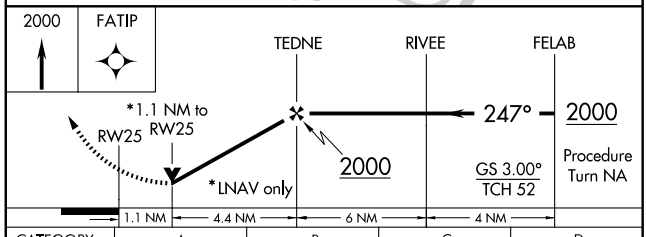
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F)

NA

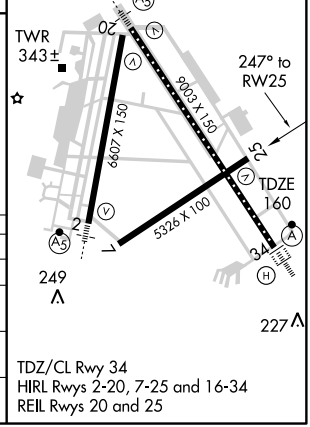
MISSED APPROACH: Climb to 2000 direct FATIP WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	560-1½ 400 (400-1½)			
LNAV MDA	600-1 440 (500-1)		600-1¼ 440 (500-1¼)	600-1½ 440 (500-1½)
CIRCLING	660-1½ 493 (500-1½)			720-2 553 (600-2)



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9003
337°	TDZE	161
	Apt Elev	167

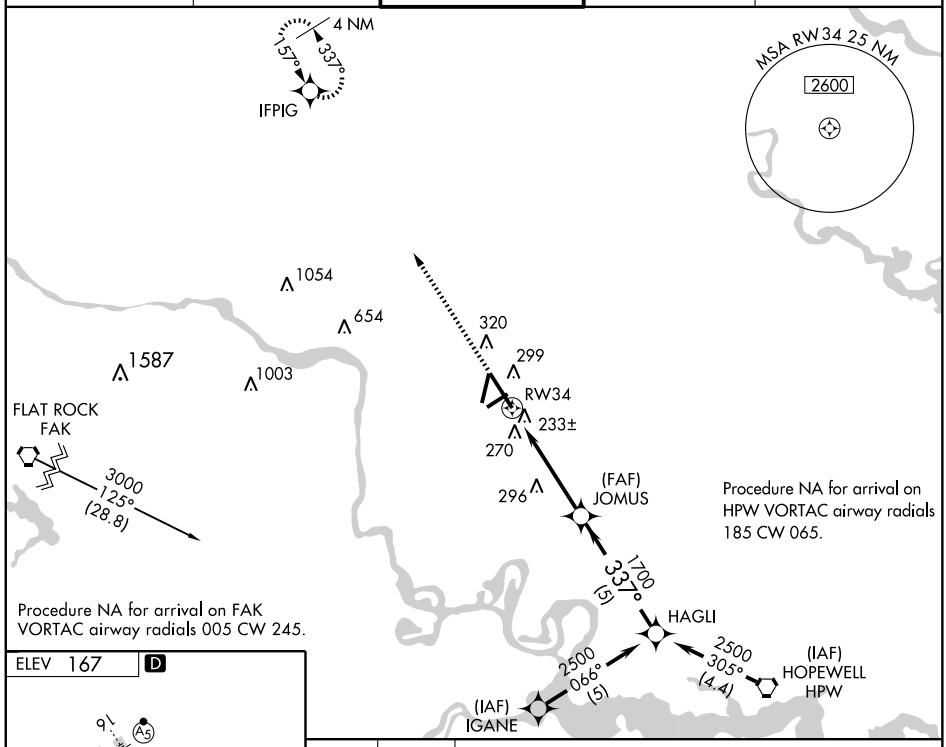
RNAV (GPS) RWY 34
RICHMOND INTL (RIC)

NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

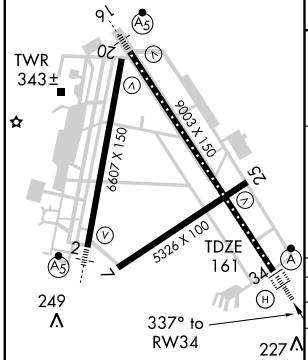
ALSF-2

MISSED APPROACH: Climb to 2500 direct IFPIG WP and hold.

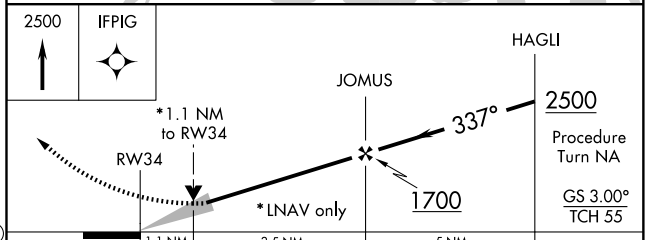
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 167 D



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	570/50 409 (500-1)			
LNAV MDA	560/24 399 (400-½)			560/50 399 (400-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC RIC	APP CRS	Rwy Idg	6607
114.1	041°	TDZE	161
Chan 88		Apt Elev	167

VOR RWY 2
RICHMOND INTL (RIC)

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

EPICS
RIC 17.3
018°
086°
R-018
R-066
R-315
113.3 FAK
Chan 80
108.8 HCM
Chan 24
MSA RIC 25 NM
180°
2600
2000
360°
10 NM
1054
654
320
1587
1003
299
270
RICHMOND
114.1 RIC
Chan 88
(IAF)
LABUR INT
RIC 6.1
041°
2000
221° (6.1)
1 min
041°
221°
HOPEWELL
112.0 HPW
Chan 57
R-298
R-221

ELEV 167 D
TWR
343±
TDZE
161
6607 X 150
9003 X 150
5326 X 100
249
041° to
RIC VORTAC
227

One Minute Holding Pattern
LABUR INT
RIC 6.1
2000
221°
041°
041°
2.98°
TCH 50
RIC
1.4
VORTAC
4.7 NM
600
2000
RIC R-018
114.1
EPICS

CATEGORY	A	B	C	D
S-2	540-1 379 (400-1)			540-1¼ 379 (400-1¼)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC RIC	APP CRS	Rwy Idg	9003
114.1	171°	TDZE	167
Chan 88		Apt Elev	167

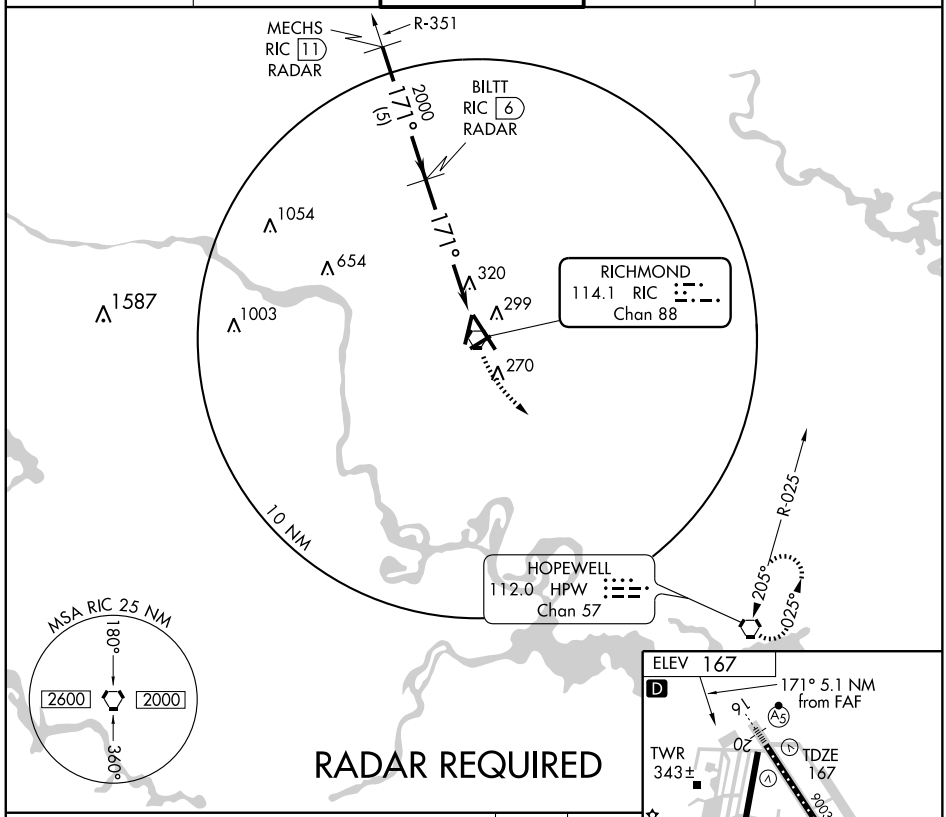
VOR RWY 16
RICHMOND INTL (RIC)

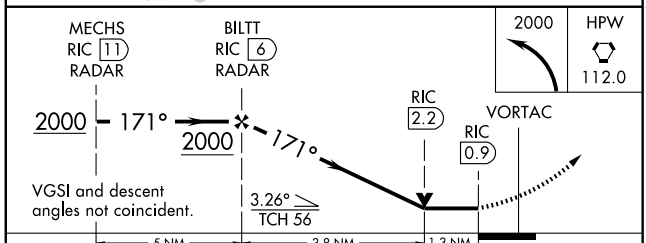
DME or RADAR REQUIRED

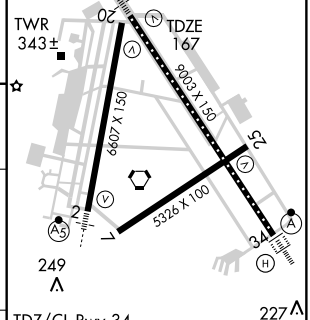
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct HPW VORTAC and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

CATEGORY	A	B	C	D
S-16	640/24 473 (500-½)		640/40 473 (500-¾)	640/50 473 (500-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3. 14 JAN 2010 to 11 FEB 2010

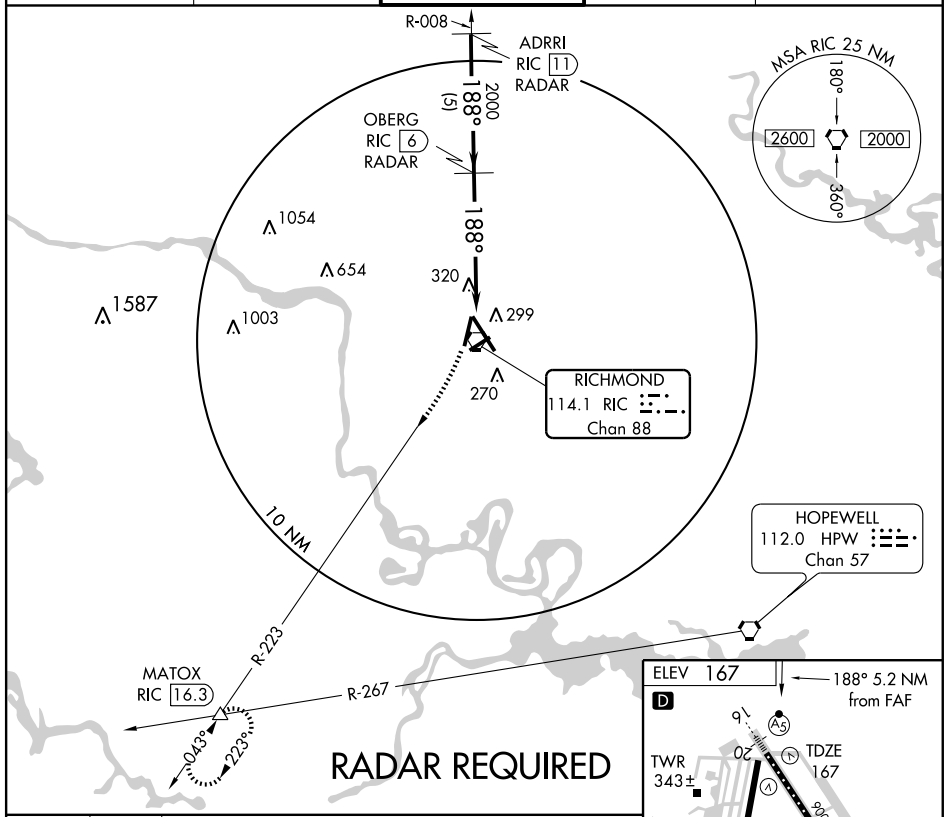
VORTAC RIC	APP CRS	Rwy Idg	6607
114.1	188°	TDZE	167
Chan 88		Apt Elev	167

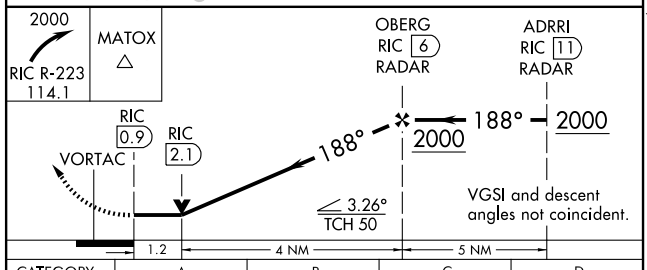
VOR RWY 20
RICHMOND INTL (RIC)

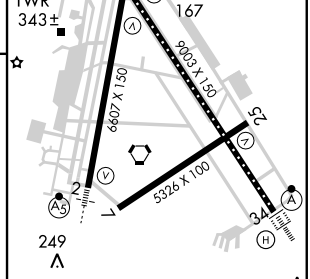
DME or RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2000 via RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

CATEGORY	A	B	C	D
S-20	640-1	473 (500-1)	640-1¼ 473 (500-1¼)	640-1½ 473 (500-1½)
CIRCLING	660-1	493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 14 JAN 2010 to 11 FEB 2010

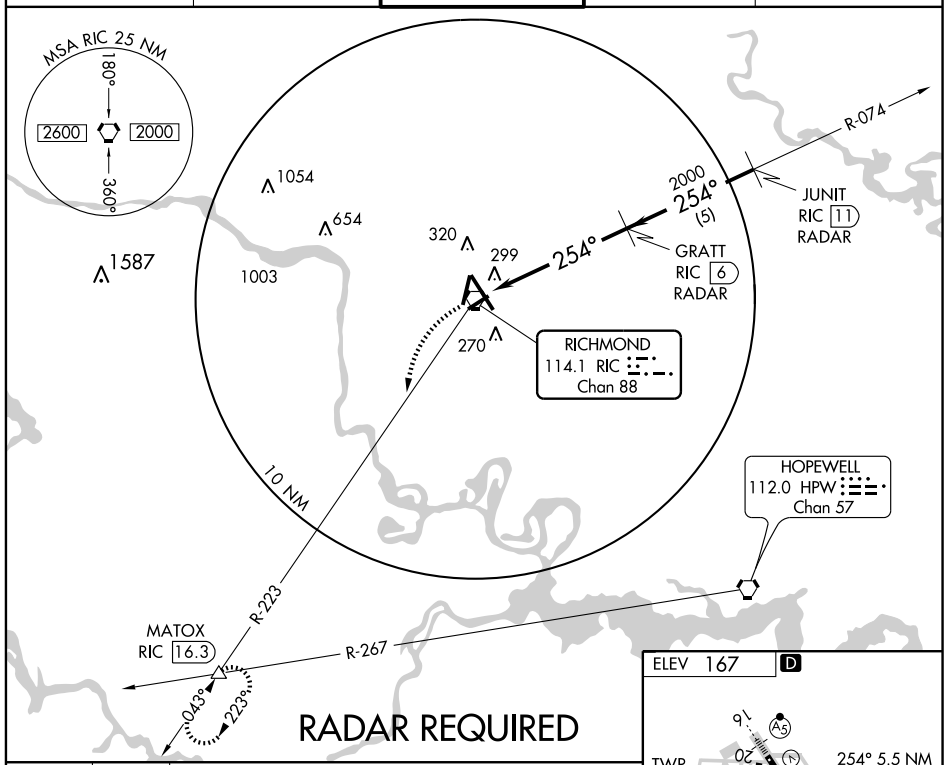
VORTAC RIC	APP CRS	Rwy Idg	5326
114.1	254°	TDZE	160
Chan 88		Apt Elev	167

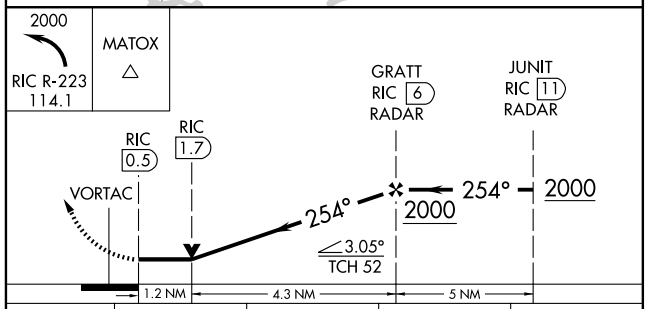
VOR RWY 25
RICHMOND INTL (RIC)

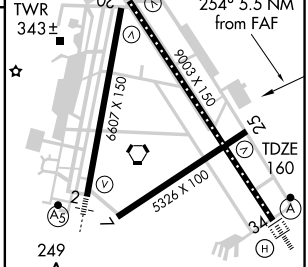
DME or RADAR REQUIRED

MISSED APPROACH: Climbing left turn to 2000 via RIC R-223 to MATOX INT and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

CATEGORY	A	B	C	D
S-25	600-1 440 (500-1)		600-1¼ 440 (500-1¼)	600-1½ 440 (500-1½)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC RIC 114.1 Chan 88	APP CRS 323°	Rwy Idg 9003 TDZE 161 Apt Elev 167

VOR RWY 34
RICHMOND INTL (RIC)

For inoperative ALSF, increase S-34 Cat D visibility to RVR 6000. DME or RADAR REQUIRED

ALSF-2

MISSED APPROACH: Climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

RADAR REQUIRED

MSA RIC 25 NM
180°
2600
2000
360°

EPICS
RIC 17.3

018°
198°

R-066
R-315
R-018
113.3 FAK Chan 80
108.8 HCM Chan 24
10 NM

1054
654
1587
1003
320
299
270

RICHMOND
114.1 RIC
Chan 88

323°
LUCAR
RIC 6
RADAR

2000
323°
(5)
TELEE
RIC 11
RADAR
R-143

NE-3. 14 JAN 2010 to 11 FEB 2010

ELEV 167 D

TWR
343±

9
20
25
2
34
9003 X 150
6607 X 150
5326 X 100
TDZE
161
249
227

323° 5.3 NM from FAF

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

2000
RIC R-018
114.1

EPICS

VORTAC
RIC
0.7
RIC
1.6

323°
2000
323°
2000

LUCAR
RIC 6
RADAR

TELEE
RIC 11
RADAR

3.19°
TCH 55

0.8 NM | 4.4 NM | 5 NM

CATEGORY	A	B	C	D
S-34	540/24 379 (400-½)			540/50 379 (400-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

YEAST ONE DEPARTURE (YEAST1.RIC) 09183

ATIS 119.15 263.025
CLNC DEL
127.55 348.6
GND CON
121.9 348.6
RICHMOND TOWER
121.1 257.8
POTOMAC DEP CON
134.7 307.2

MONTEBELLO
115.3 MOL
Chan 100
N37°54.03′-W79°06.41′
L-26, H-10-12

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′

FLAT ROCK
113.3 FAK
Chan 80

LYNCHBURG
109.2 LYH
Chan 81
N37°15.28′-W79°14.19′
L-26-36, H-10-12

HANOVER COUNTY MUNI

CHESTERFIELD COUNTY

DINWIDDIE COUNTY

N

R-140
J37
R-235
R-223
J75
R-053
R-093
6000
*2600
273°
(44)
*6000
320°
(51)
50
R-220
264°
(32)
(18)
CARML
N37°21.71′
W77°58.14′
18,000
*3000
264°
(33)
YEAST
N37°16.93′
W78°19.73′
R-230
18,000
*4000
264°
(29)
83
SANNY
N37°00.04′
W79°33.35′
H-10-12
DRAIK
N37°08.04′
W78°58.98′
H-10-12
112
J37
J75
R-046
R-039

RICHMOND
114.1 RIC
Chan 88
N37°30.14′-W77°19.22′

SPARTANBURG
115.7 SPA
Chan 104
N35°02.02′-W81°55.62′

GREENSBORO
116.2 GSO
Chan 109
N36°02.74′-W79°58.58′

(NARRATIVE ON FOLLOWING PAGE)

DME REQUIRED

NOTE: Chart not to scale.

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

YEAST ONE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to intercept the RIC R-264 to YEAST intersection, then via assigned transition. Climb and maintain 3000 or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

MONTEBELLO TRANSITION (YEAST1.MOL): From over YEAST INT via MOL VOR/DME R-140 to MOL VOR/DME.

LYNCHBURG TRANSITION (YEAST1.LYH): From over YEAST INT via LYH VORTAC R-093 to LYH VORTAC.

DRAIK TRANSITION (YEAST1.DRAIK): From over YEAST INT via RIC VORTAC R-264 to DRAIK INT.

SANNY TRANSITION (YEAST1.SANNY): From over YEAST INT via RIC VORTAC R-264 to SANNY INT.

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OFP	APP CRS	Rwy Idg	5402
109.7	159°	TDZE	207
Chan 34		Apt Elev	207

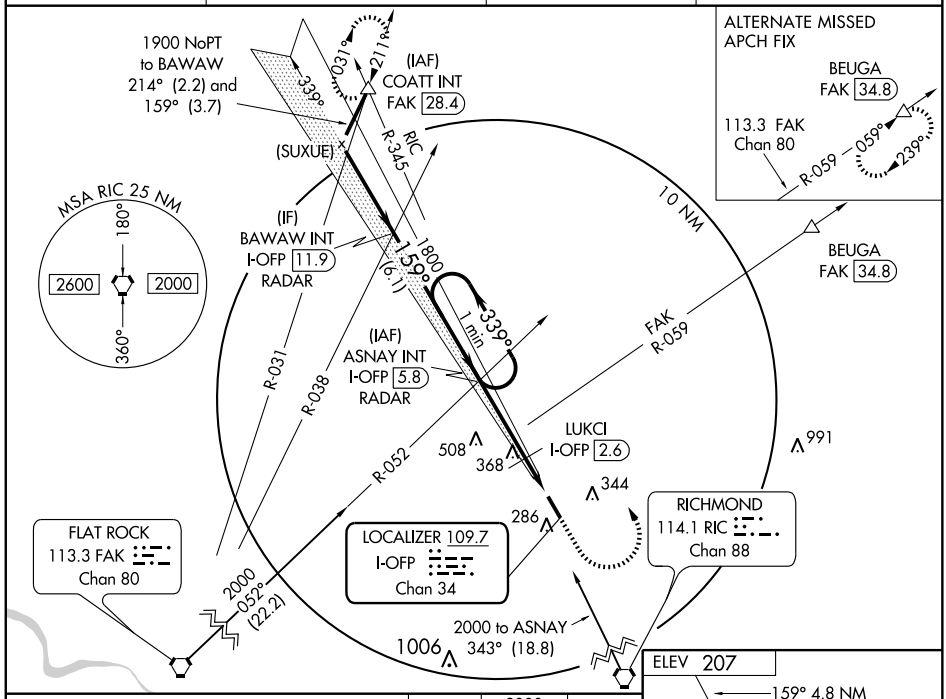
LOC RWY 16

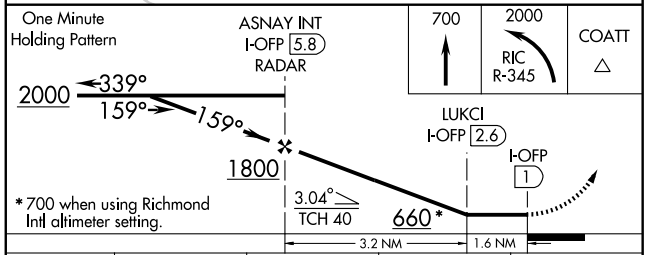
RICHMOND/ASHLAND/ HANOVER COUNTY MUNI (OFP)

Circling to Rwy 34 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet.

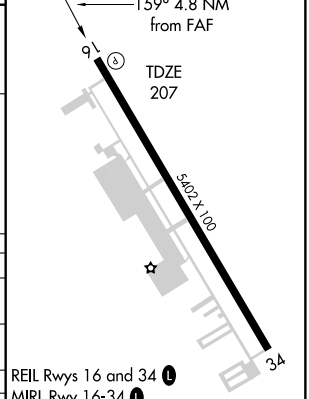
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via RIC VORTAC R-345 to COATT INT and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	134.7 307.2	125.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-16	660-1 453 (500-1)		660 - 1¼ 453 (500-1¼)	660 - 1½ 453 (500-1½)
CIRCLING	660-1 453 (500-1)		660 - 1½ 453 (500-1½)	760 - 2 553 (600-2)
	LUKCI FIX MINIMUMS			
S-16	560-1 353 (400-1)			560 - 1¼ 353 (400-1¼)
CIRCLING	620 - 1 413 (500-1)	660 - 1 453 (500-1)	660 - 1½ 453 (500-1½)	760 - 2 553 (600-2)



FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42904 W16A	APP CRS 159°	Rwy Idg 5402 TDZE 207 Apt Elev 207

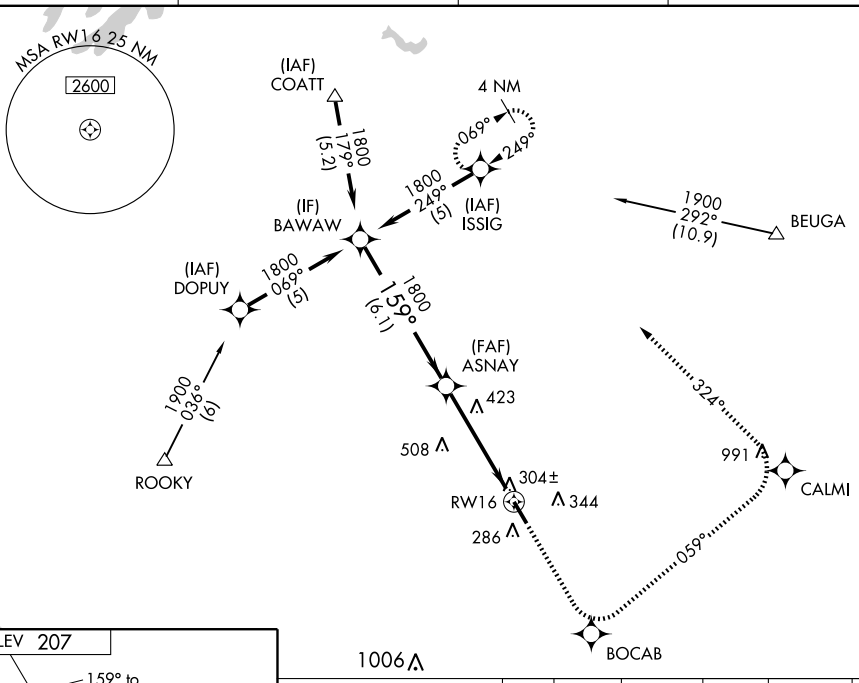
RNAV (GPS) RWY 16

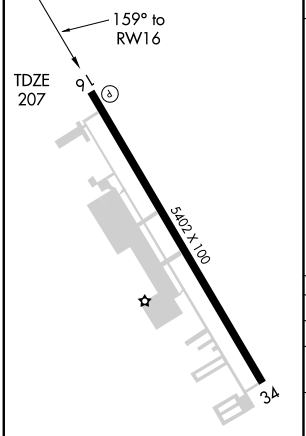
RICHMOND/ASHLAND / HANOVER COUNTY MUNI (OFP)

If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs 37 feet and all MDAs 40 feet. Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 34 NA at night.

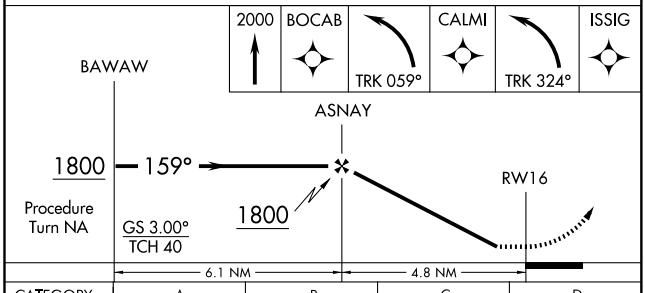
MISSED APPROACH: Climb to 2000 direct BOCAB and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	134.7 307.2	125.4	122.7 (CTAF) L





REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	535-1¼ 328 (400-1¼)			
LNAV/VNAV DA	564-1¼ 357 (400-1¼)			
LNAV MDA	680-1 473 (500-1)		680-1¼ 473 (500-1¼)	680-1½ 473 (500-1½)
CIRCLING	680-1 473 (500-1)	700-1 493 (500-1)	700-1½ 493 (500-1½)	760-2 553 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC RIC	APP CRS	Rwy Idg	5402
114.1	165°	TDZE	207
Chan 88		Apt Elev	207

VOR RWY 16

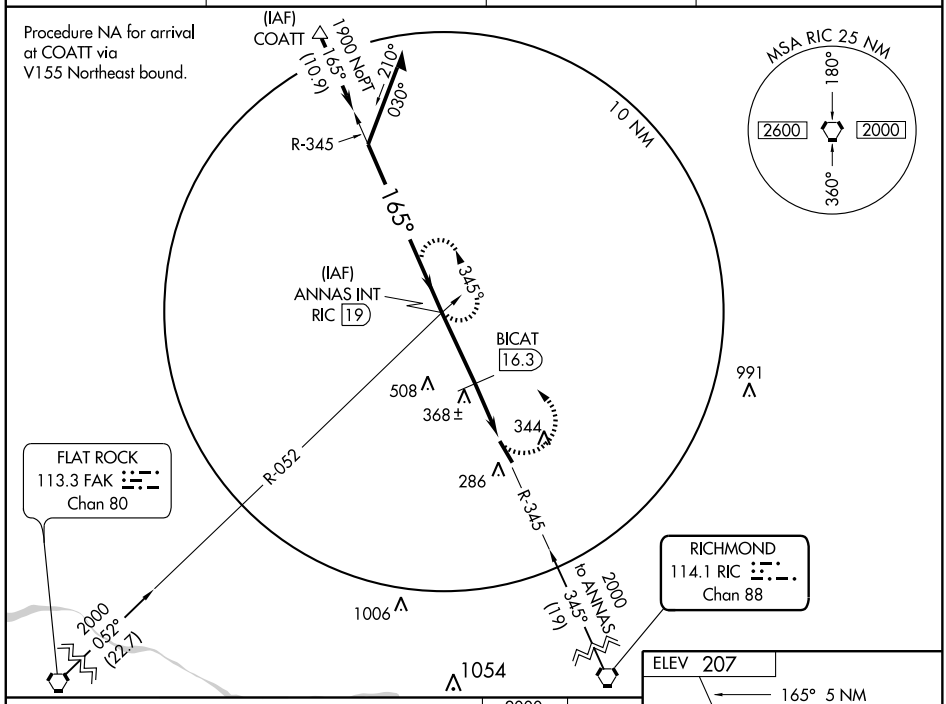
RICHMOND/ASHLAND/ HANOVER COUNTY MUNI (OFP)

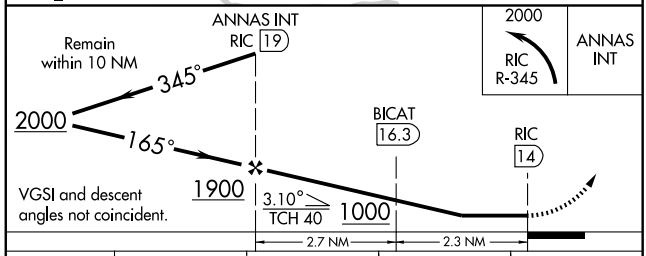
When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDA 40 feet. Circling Rwy 34 NA at night. Visibility reduction by helicopters NA.

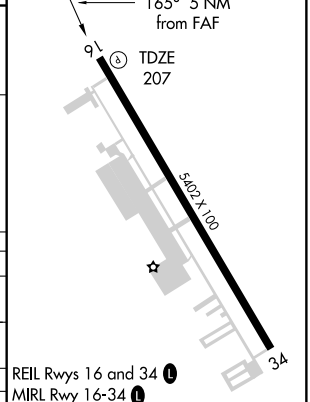
MISSED APPROACH: Climbing left turn to 2000 via RIC R-345 to ANNAS INT/19 DME and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	134.7 307.2	125.4	122.7 (CTAF) L

Procedure NA for arrival at COATT via V155 Northeast bound.







CATEGORY	A	B	C	D
S-16	1000 - 1 795 (800-1)	1000 - 1¼ 795 (800-1¼)	1000 - 2¼ 795 (800-2¼)	1000 - 2½ 795 (800-2½)
CIRCLING	1000 - 1 795 (800-1)	1000 - 1¼ 795 (800-1¼)	1000 - 2¼ 795 (800-2¼)	1000 - 2½ 795 (800-2½)
BICAT FIX MINIMUMS				
S-16	680 - 1 475 (500-1)		680 - 1¼ 475 (500-1¼)	680 - 1½ 475 (500-1½)
CIRCLING	680 - 1 475 (500-1)		680 - 1½ 475 (500-1½)	760 - 2 555 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

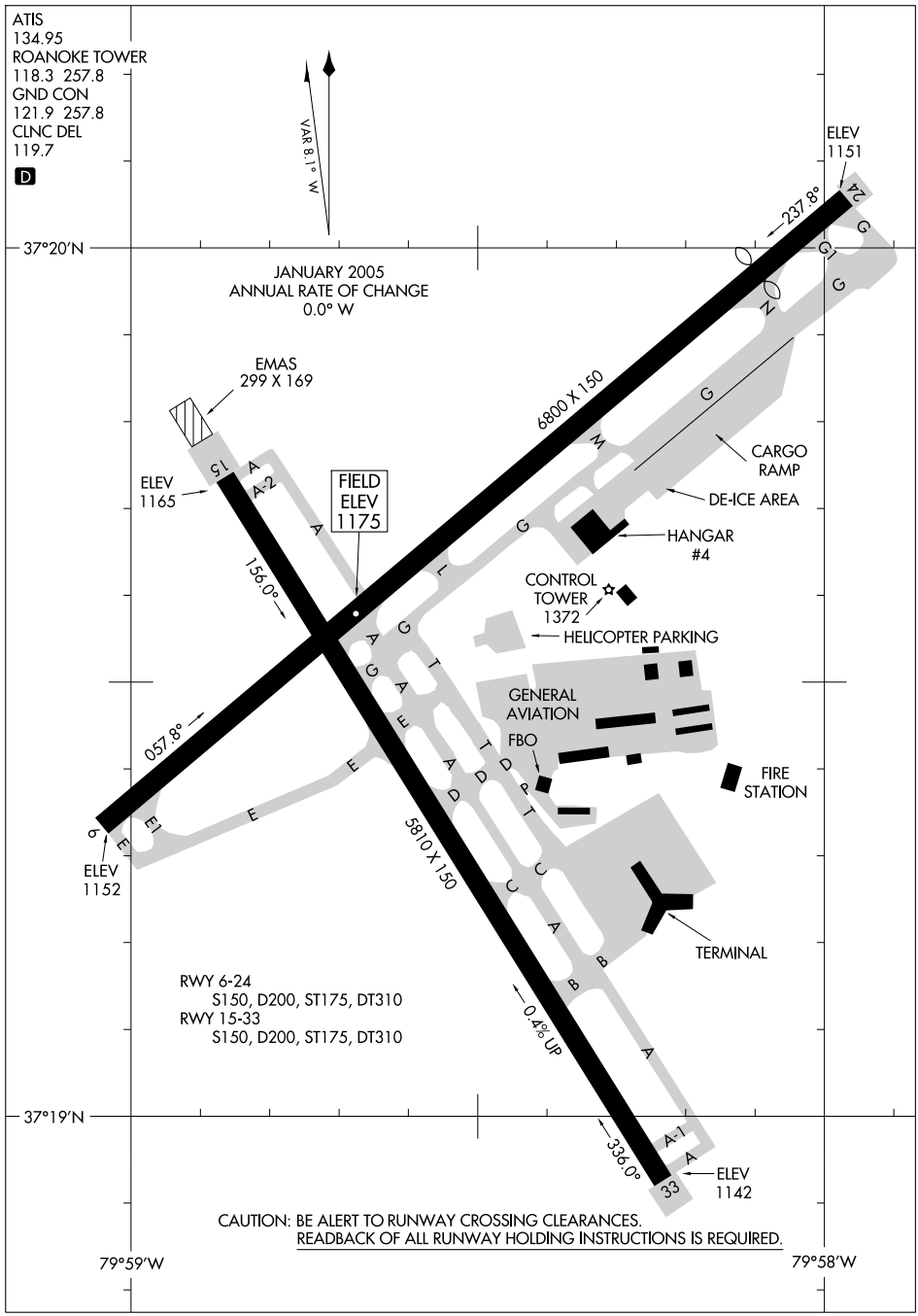
NE-3. 14 JAN 2010 to 11 FEB 2010

09127

AIRPORT DIAGRAM

AL-349 (FAA)

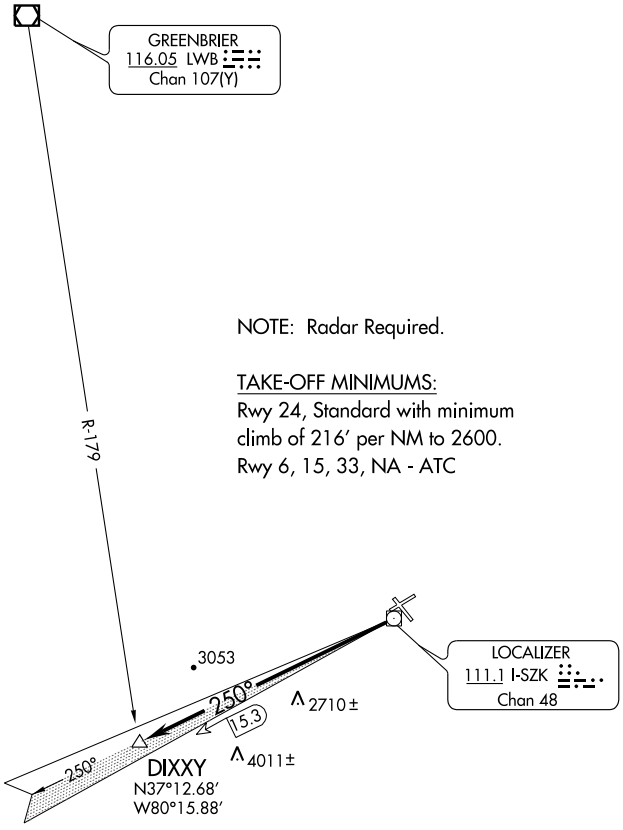
ROANOKE RGNL/WOODRUM FIELD (ROA)
ROANOKE, VIRGINIA



NE-3, 14 JAN 2010 to 11 FEB 2010

DIXXY FIVE DEPARTURE

ROANOKE CLINC DEL
119.7
ROANOKE GND CON
121.9
ROANOKE DEP CON
118.15



TAKE-OFF OBSTACLE NOTES:
Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163' MSL.
Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.
Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.
Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.

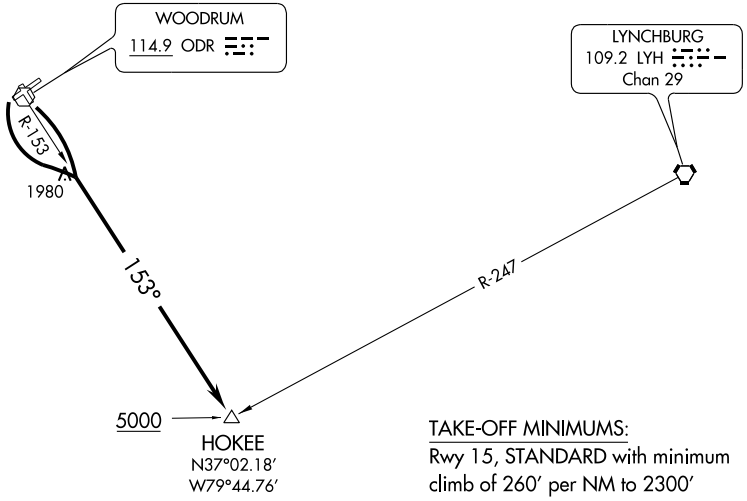
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb west on I-SZK LDA Localizer course to 4200, to DIXXY INT/I-SZK 15.3 DME. Expect radar vectors to filed/assigned route.

HOKEE ONE DEPARTURE

ROANOKE CLINC DEL
119.7
ROANOKE GND CON
121.9
ROANOKE DEP CON
118.15

TAKE-OFF OBSTACLES:
Rwy 15: Tree 1.2 NM from DER, 2,122' left of centerline, 60' AGL/1321' MSL.
Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163 MSL.
Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.
Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.
Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.



TAKE-OFF MINIMUMS:
Rwy 15, STANDARD with minimum climb of 260' per NM to 2300'
Rwy 24, STANDARD
Rwy 6, 33, NA - Obstacles

DEPARTURE ROUTE DESCRIPTION

RUNWAY 15: Climbing right turn to 5000 via ODR R-153 to HOKEE Int.
RUNWAY 24: Climbing left turn within 2 NM to 5000 to intercept ODR R-153 to HOKEE Int.
Expect radar vectors to filed/assigned route.

LOC I-ROA	APP CRS	Rwy ldg	5810
109.7	334°	TDZE	1159
		Apt Elev	1175

ILS or LOC RWY 33

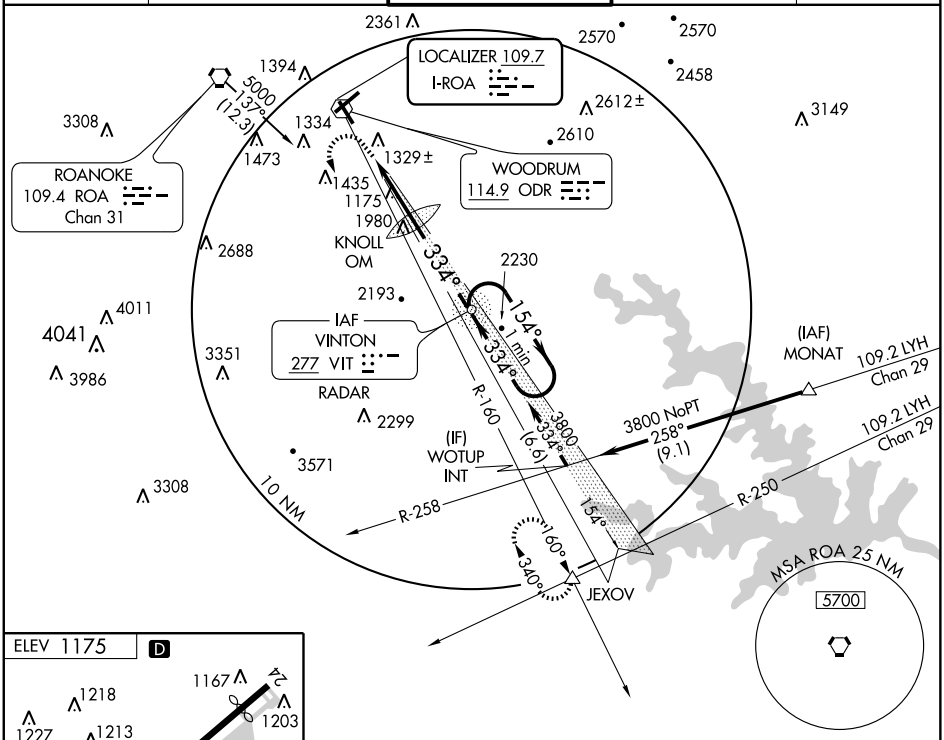
ROANOKE RGNL/WOODRUM FIELD (ROA)

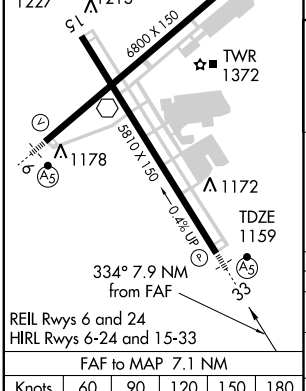
Circling to Rwy 15 NA. Circling NA NW of Rwy 6/24.
ADF or Radar required for S-LOC 33 minimums.
For inoperative MALSR, increase S-ILS 33
Cats A/B/C visibility to 2 miles, and Cat D to 2¼.

MALSR

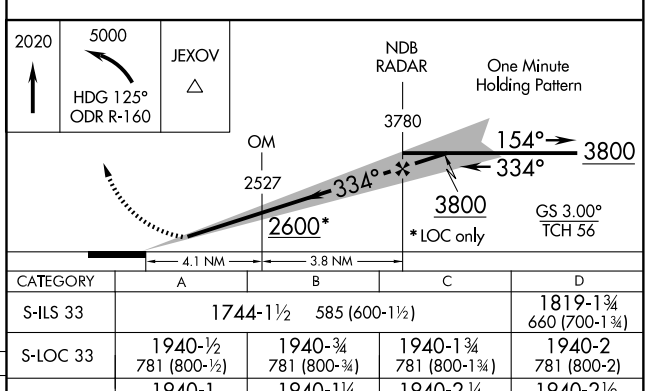
MISSED APPROACH: Climb to 2020 then climbing left turn to 5000 via heading 125° and ODR R-160 to JEXOV INT and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
S-ILS 33	1744-1½ 585 (600-1½)			1819-1¾ 660 (700-1¾)
S-LOC 33	1940-½ 781 (800-½)	1940-¾ 781 (800-¾)	1940-1¾ 781 (800-1¾)	1940-2 781 (800-2)
CIRCLING	1940-1 765 (800-1)	1940-1¼ 765 (800-1¼)	1940-2¼ 765 (800-2¼)	1940-2½ 765 (800-2½)

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SZK	APP CRS	Rwy Idg	6800
111.1	070°	TDZE	1175
Chan 48		Apt Elev	1175

LDA RWY 6

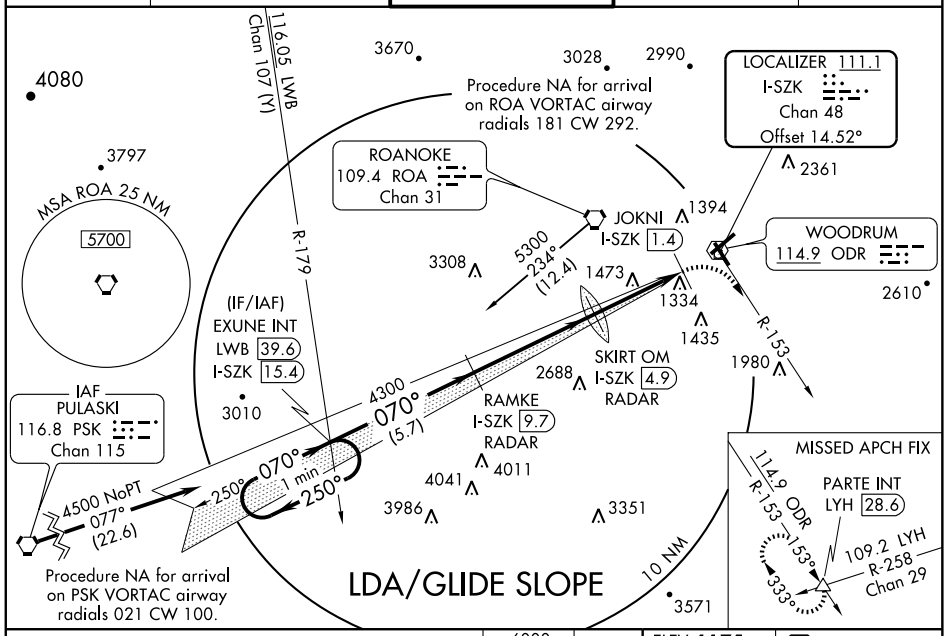
ROANOKE RGNL/WOODRUM FIELD (ROA)

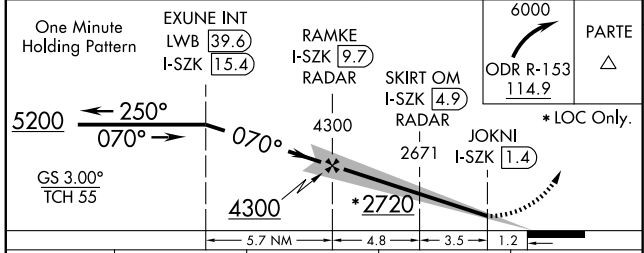
Circling NA NW of Rwy 6-24. Circling NA to Rwy 15.
RADAR or DME REQUIRED. Inoperative table does not apply to S-LDA-6. SKIRT MINIMUMS: For inoperative MALSR increase S-LDA-6 Cats A and B to 1½ and Cat C visibility to 1¾. When VGSI inop, straight-in/circling Rwy 6 procedure NA at night.

MALSR

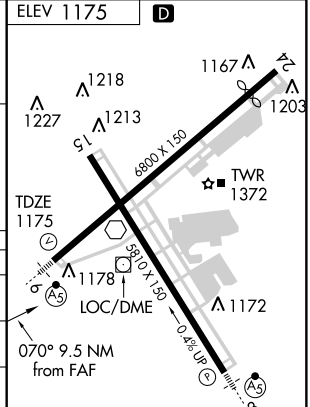
MISSED APPROACH: Climbing right turn to 6000 via ODR R-153 to PARTE Int/LYH 28.6 DME and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7





CATEGORY	A	B	C	D
S-LDA/GS 6	1580-1 405 (500-1)			
S-LDA 6	2720-1½ 1545 (1600-1½)		2720-3 1545 (1600-3)	
CIRCLING	2720-1½ 1545 (1600-1½)		2720-3 1545 (1600-3)	
SKIRT OM/DME/RADAR				
S-LDA 6	1780-1 605 (700-1)		1780-1¼ 605 (700-1¼)	1780-1½ 605 (700-1½)
CIRCLING	1780-1½ 605 (700-1½)		1780-1¾ 605 (700-1¾)	1780-2 605 (700-2)



FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6800
070°	TDZE	1176
	Apt Elev	1176

RNAV (GPS) RWY 6

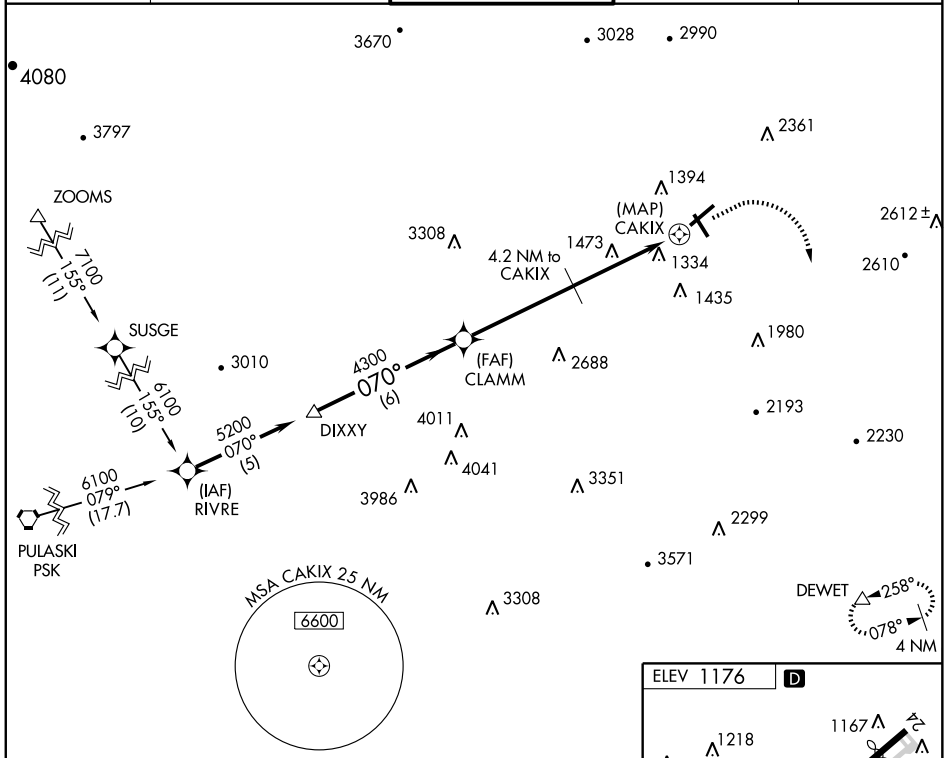
ROANOKE RGNL/WOODRUM FIELD (ROA)

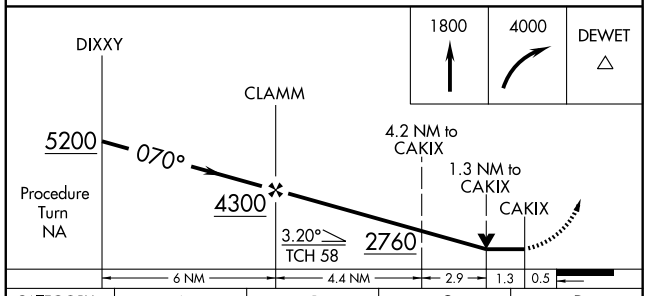
Circling to Rwy 15 is NA. Circling NA northwest Rwy 6-24. For inoperative MALSR, increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

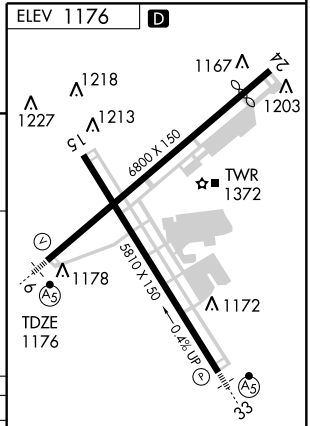
MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct DEWET INT and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7





CATEGORY	A	B	C	D
LNAV MDA	1780-¾ 604 (700-¾)		1780-1¼ 604 (700-1¼)	1780-2 604 (700-2)
CIRCLING	1780-1 604 (700-1)		1780-1¾ 604 (700-1¾)	1840-2 664 (700-2)



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6010
236°	TDZE	1170
	Apt Elev	1176

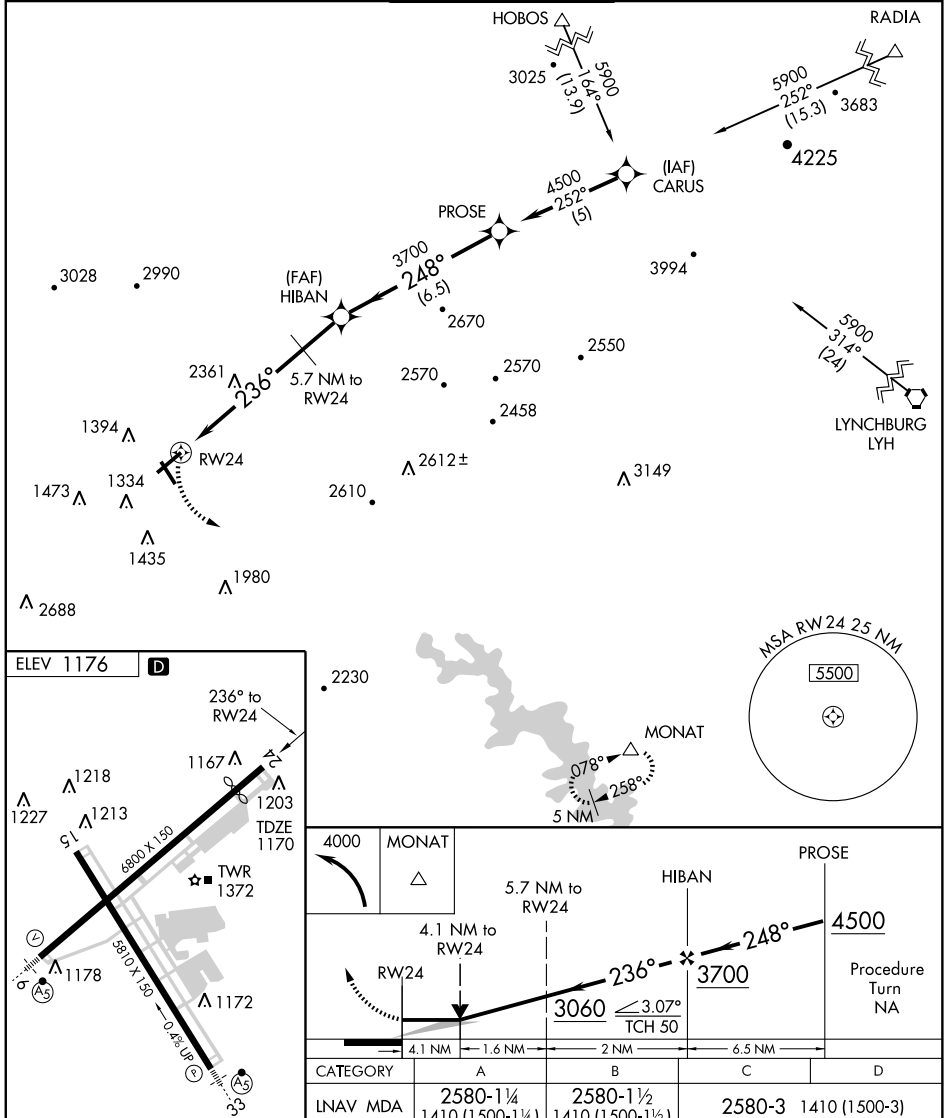
RNAV (GPS) RWY 24

ROANOKE RGNL/WOODRUM FIELD (ROA)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA northwest of Rwy 6-24. Circling to Rwy 15 is NA.

MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7



CATEGORY	A	B	C	D
LNAV MDA	2580-1¼ 1410 (1500-1¼)	2580-1½ 1410 (1500-1½)	2580-3 1410 (1500-3)	
CIRCLING	2580-1¼ 1404 (1500-1¼)	2580-1½ 1404 (1500-1½)	2580-3 1404 (1500-3)	

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5800
334°	TDZE	1160
	Apt Elev	1176

RNAV (GPS) RWY 33

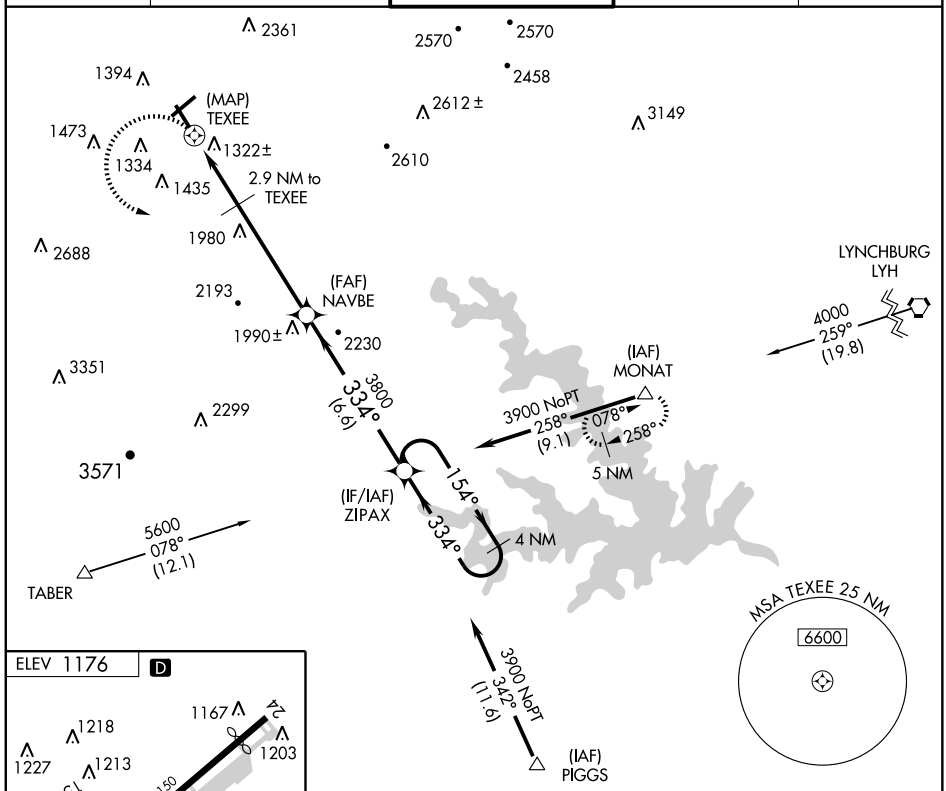
ROANOKE RGNL/WOODRUM FIELD (ROA)

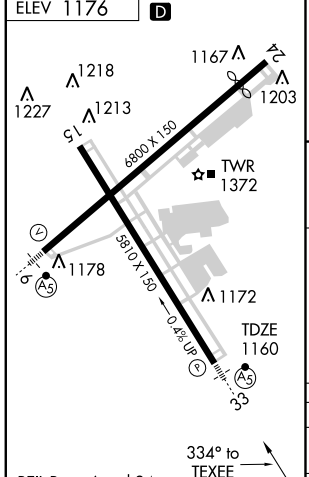
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV MDA Cat D visibility to 1¼ miles. Circling NA NW of Rwy 6-24. Circling to Rwy 15 NA.

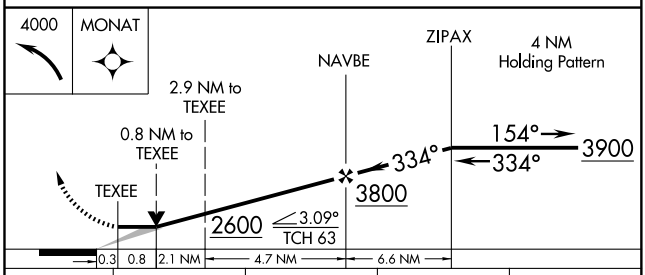
MALSR

MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7







CATEGORY	A	B	C	D
LNAV MDA	1580-½ 420 (500-½)		1580-¾ 420 (500-¾)	1580-1 420 (500-1)
CIRCLING	1640-1 464 (500-1)		1700-1½ 524 (600-1½)	1840-2 664 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR ODR	APP CRS	Rwy Idg	N/A
114.9	234°	TDZE	N/A
		Apt Elev	1175

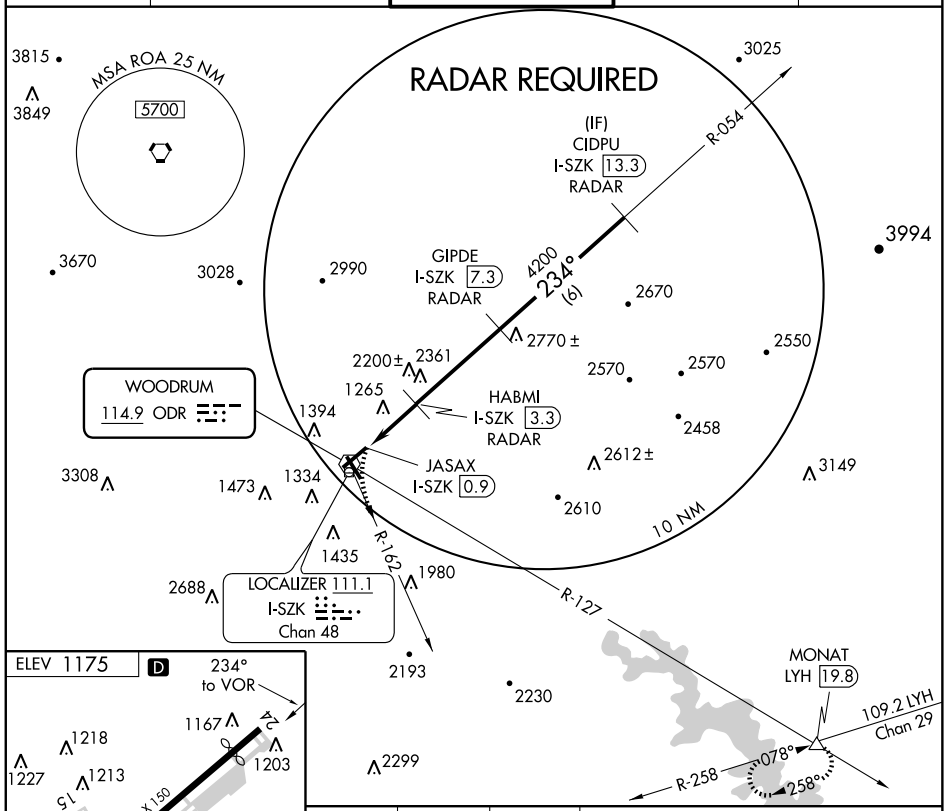
VOR/DME-A

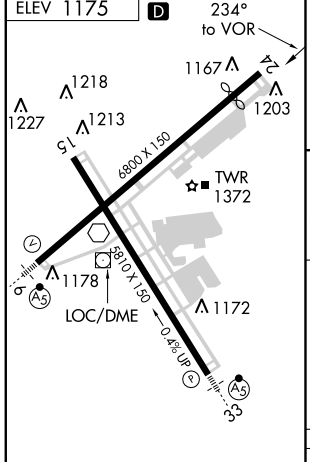
ROANOKE RGNL/WOODRUM FIELD (ROA)

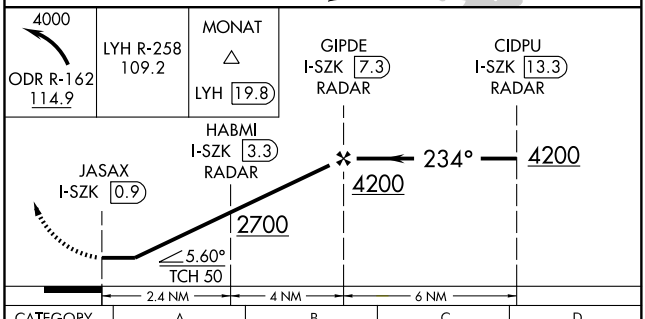
Simultaneous reception of ODR VOR and I-SZK DME required. DME from I-SZK LDA. Circling NA northwest of Rwy 6-24. Circling to Rwy 15 NA.

MISSED APPROACH: Climbing left turn to 4000 via ODR VOR R-162 and LYH VORTAC R-258 to MONAT/LYH 19.8 DME and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7







REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

CATEGORY	A	B	C	D
CIRCLING	1760-1	585 (600-1)	1760-1½ 585 (600-1½)	1780-2 605 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VOR ODR	APP CRS	Rwy Idg	5810
114.9	333°	TDZE	1159
		Apt Elev	1175

VOR/NDB RWY 33

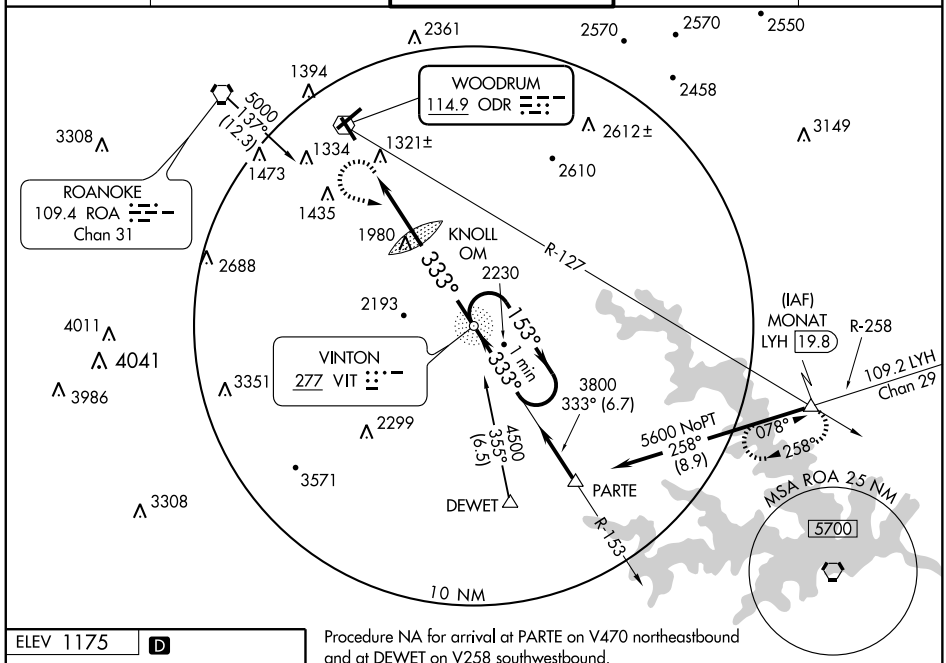
ROANOKE RGNL/WOODRUM FIELD (ROA)

Circling NA Northwest of Rwy 6-24.
Circling to Rwy 15 NA.

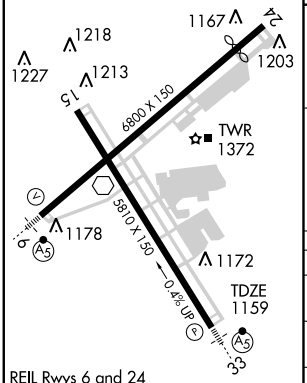
MALSR

MISSED APPROACH: Climbing left turn to 4000 via ODR R-127 to MONAT INT/LYH 19.8 and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7



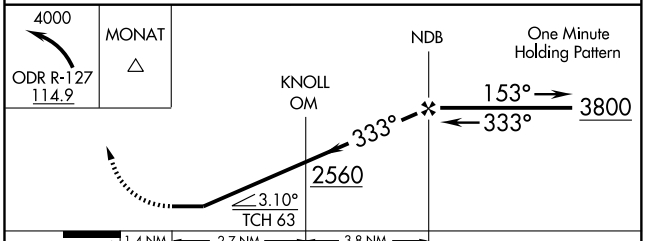
Procedure NA for arrival at PARTE on V470 northeastbound and at DEWET on V258 southwestbound.



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-33	2560-1¼ 1401 (1400-1¼)		2560-2½ 1401 (1400-2½)	
CIRCLING	2560-1¾ 1385 (1400-1¾)		2560-3 1385 (1400-3)	
KNOLL OM MINIMA				
S-33	1700-1¼ 541 (600-1¼)			
CIRCLING	1700-1¾ 525 (600-1¾)			1780-2 605 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2135
006°	TDZE	30
	Apt Elev	30

GPS RWY 1

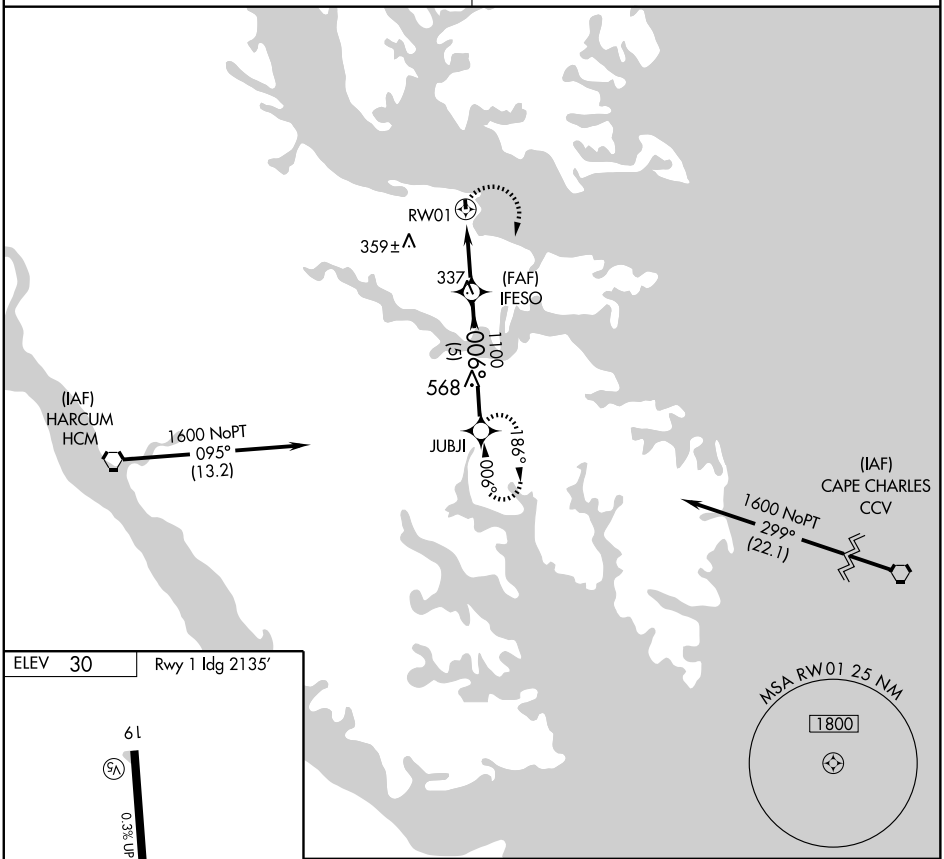
SALUDA/ HUMMEL FIELD (W75)

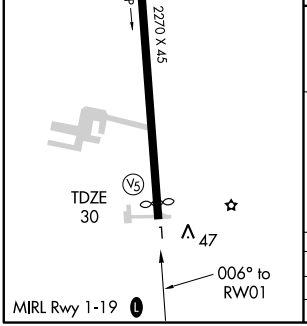
Use Newport News/Williamsburg Intl altimeter setting.
Circling NA at night to Rwy 19.

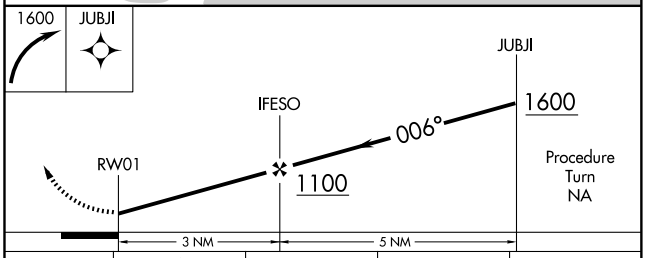
MISSED APPROACH: Climbing right turn to 1600 direct JUBJI WP and hold.

NORFOLK APP CON
126.05 370.925

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
S-1	520-1	490 (500-1)	NA	
CIRCLING	520-1	490 (500-1)	NA	

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4003
CH 77614	005°	TDZE	410
W01A		Apt Elev	420

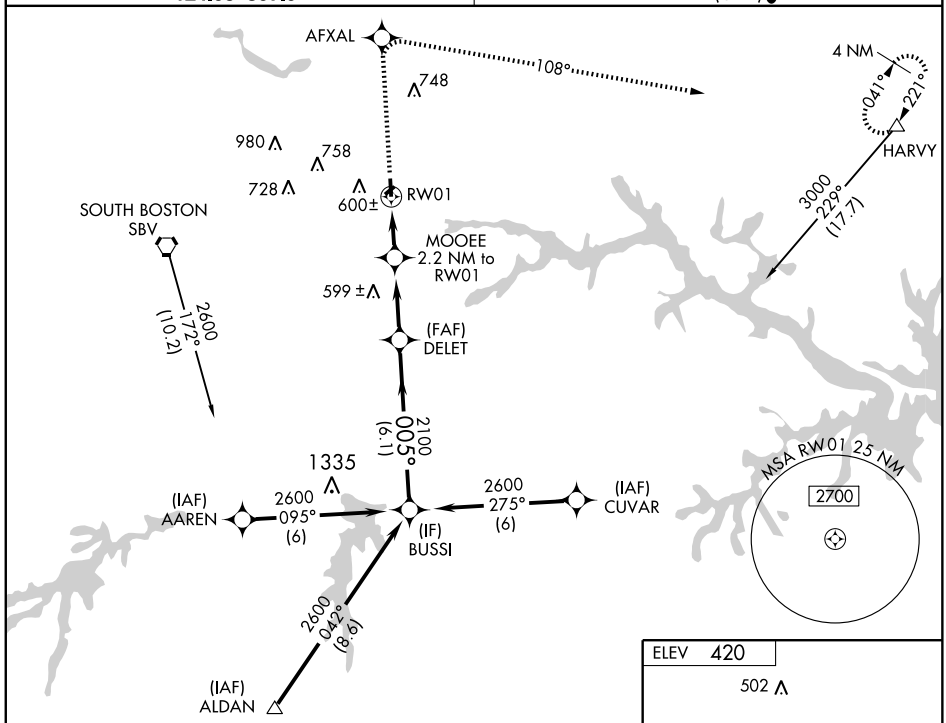
RNAV (GPS) RWY 1

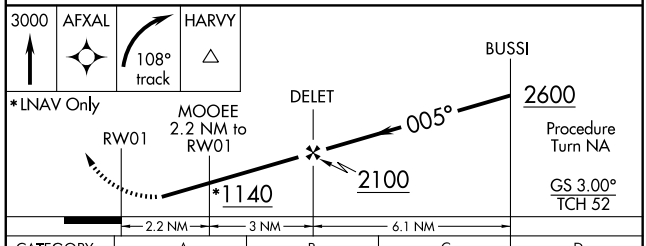
SOUTH BOSTON / WILLIAM M. TUCK (W78)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all DA 87 feet, all MDA 100 feet, increase LPV all Cats and LNAV Cat C and circling Cat C visibilities ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA.

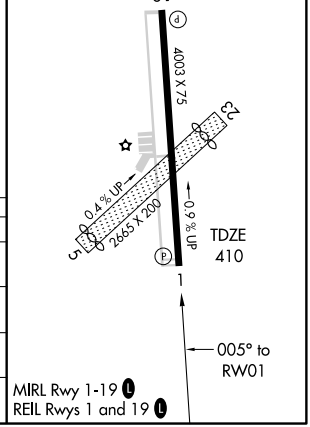
MISSED APPROACH: Climb to 3000 direct AFXAL and right turn via track 108° to HARVY and hold.

WASHINGTON CENTER	UNICOM
124.05 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	739-1¼	329 (400- 1¼)		NA
LNAV/VNAV DA	772-1¼	362 (400- 1¼)		NA
LNAV MDA	800-1	390 (400- 1)		NA
CIRCLING	980-1	560 (600- 1)		NA



NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4003
185°	TDZE	420
	Apt Elev	420

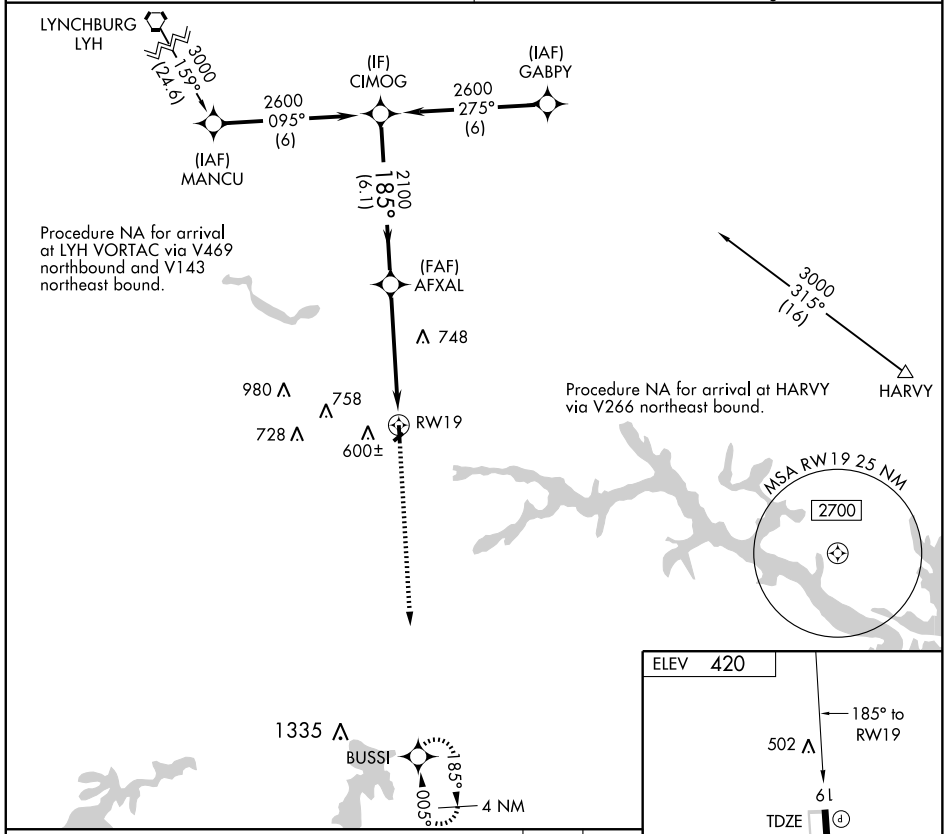
RNAV (GPS) RWY 19

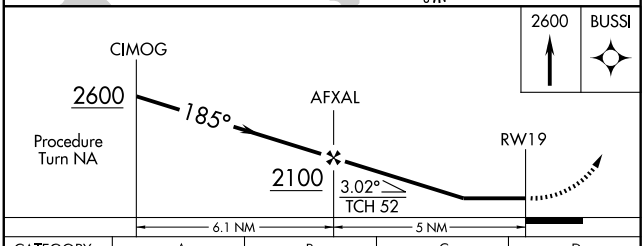
SOUTH BOSTON / WILLIAM M. TUCK (W78)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, increase LNAV and circling Cat C visibility ½ mile.

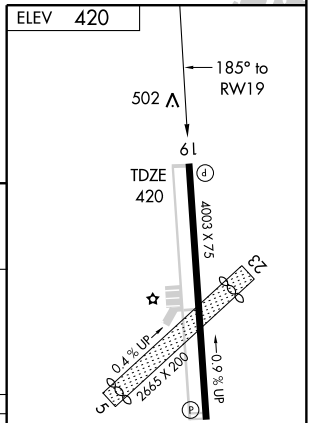
MISSED APPROACH: Climb to 2600 direct BUSSI and hold.

WASHINGTON CENTER	UNICOM
124.05 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1020-1	600 (600- 1)	1020-1½ 600 (600- 1½)	NA
CIRCLING	1020-1	600 (600- 1)	1020-1½ 600 (600- 1½)	NA



MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

NE-3. 14 JAN 2010 to 11 FEB 2010

VOR SBV	APP CRS	Rwy Idg	N/A
110.4	081°	TDZE	N/A
Chan 41		Apt Elev	420

VOR-A

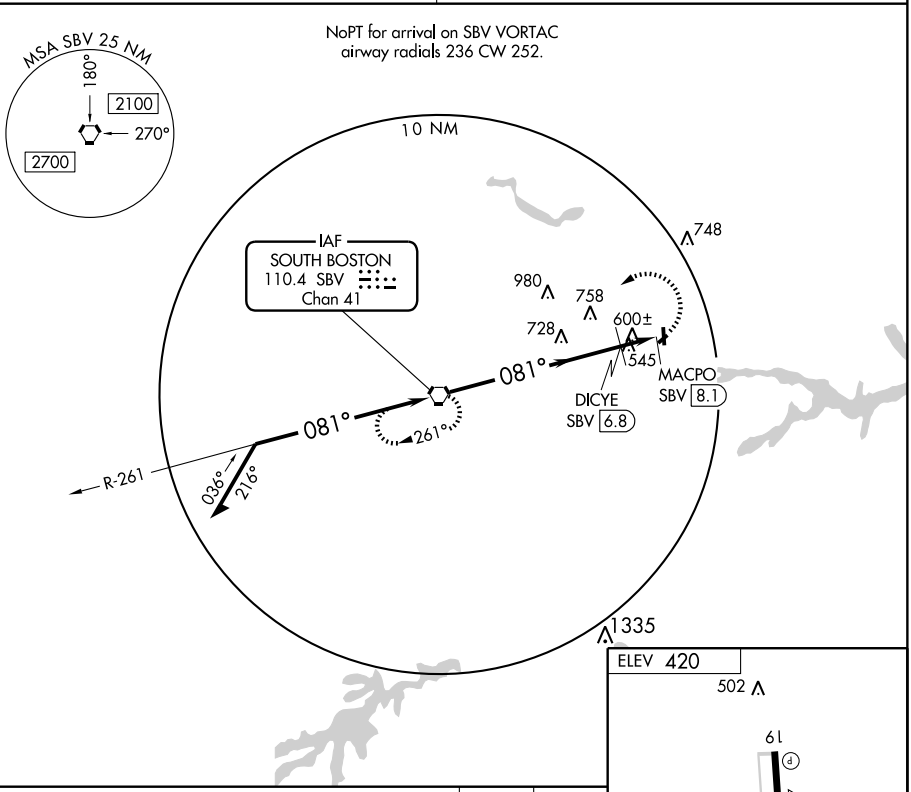
SOUTH BOSTON / WILLIAM M. TUCK (W78)

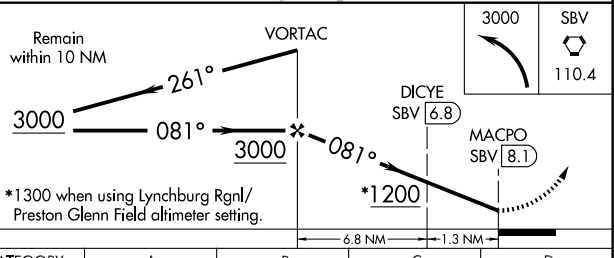
Use Danville Rgnl altimeter setting, when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, and increase all Cat C visibility ¼ mile.

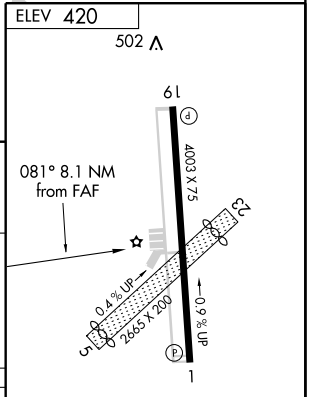
NA

MISSED APPROACH: Climbing left turn to 3000 direct SBV VORTAC and hold.

WASHINGTON CENTER	UNICOM
124.05 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1200-1 780 (800-1)	1200-1¼ 780 (800-1¼)	1200-2¼ 780 (800-2¼)	NA
DICYE DME MINIMUMS				
CIRCLING	960-1 540 (600-1)		960-1½ 540 (600-1½)	NA

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-3. 14 JAN 2010 to 11 FEB 2010

SOUTH HILL, VIRGINIA

AL-6793 (FAA)

APP CRS	Rwy Idg	5002
187°	TDZE	442
	Apt Elev	442

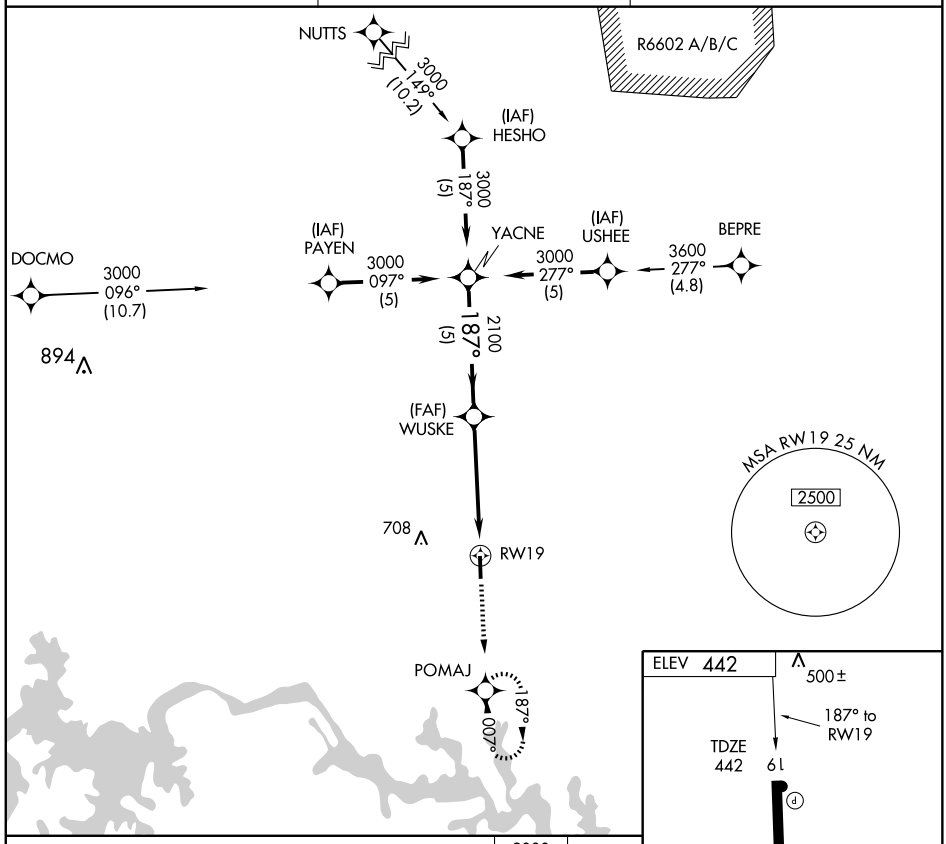
GPS RWY 19

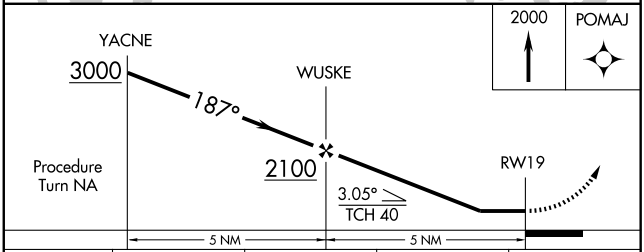
SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

NA

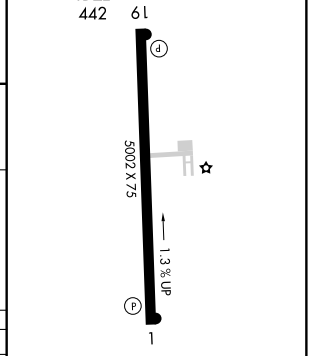
MISSED APPROACH: Climb to 2000 direct POMAJ WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-19	760-1 318 (400-1)			
CIRCLING	800-1 358 (400-1)	900-1 458 (500-1)	900-1½ 458 (500-1½)	1060-2 618 (700-2)



REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

NE-3, 14 JAN 2010 to 11 FEB 2010

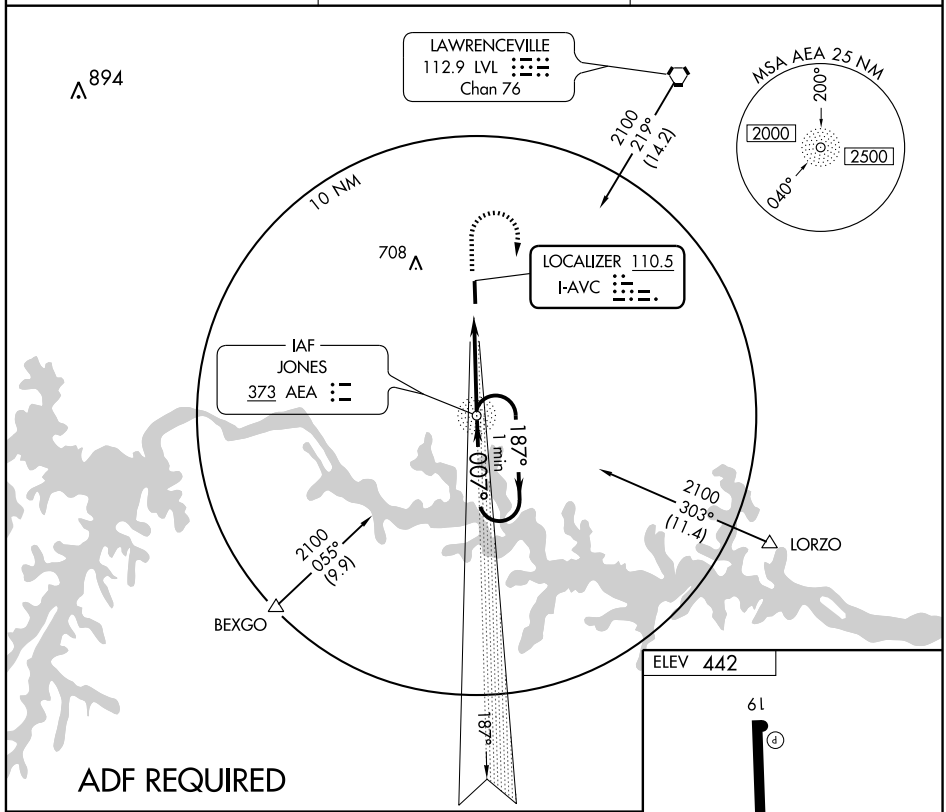
LOC I-AVC	APP CRS	Rwy Idg	5002
110.5	007°	TDZE	417
		Apt Elev	442

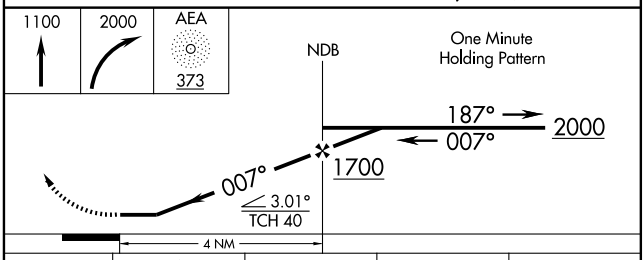
LOC RWY 1

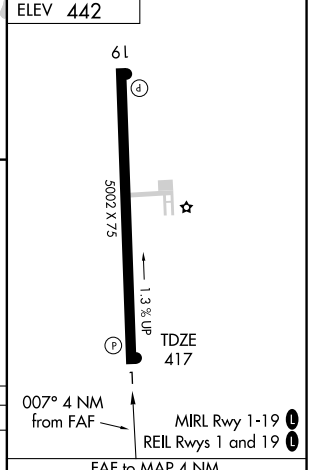
SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct AEA NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	800-1 383 (400-1)			800-1¼ 383 (400-1¼)
CIRCLING	800-1 358 (400-1)	900-1 458 (500-1)	900-1½ 458 (500-1½)	1060-2 618 (700-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-3, 14 JAN 2010 to 11 FEB 2010

STAFFORD, VIRGINIA

AL-9743 (FAA)

LOC/DME I-RMN	APP CRS	Rwy Idg	5000
108.75	329°	TDZE	196
Chan 24 (Y)		Apt Elev	212

ILS or LOC RWY 33

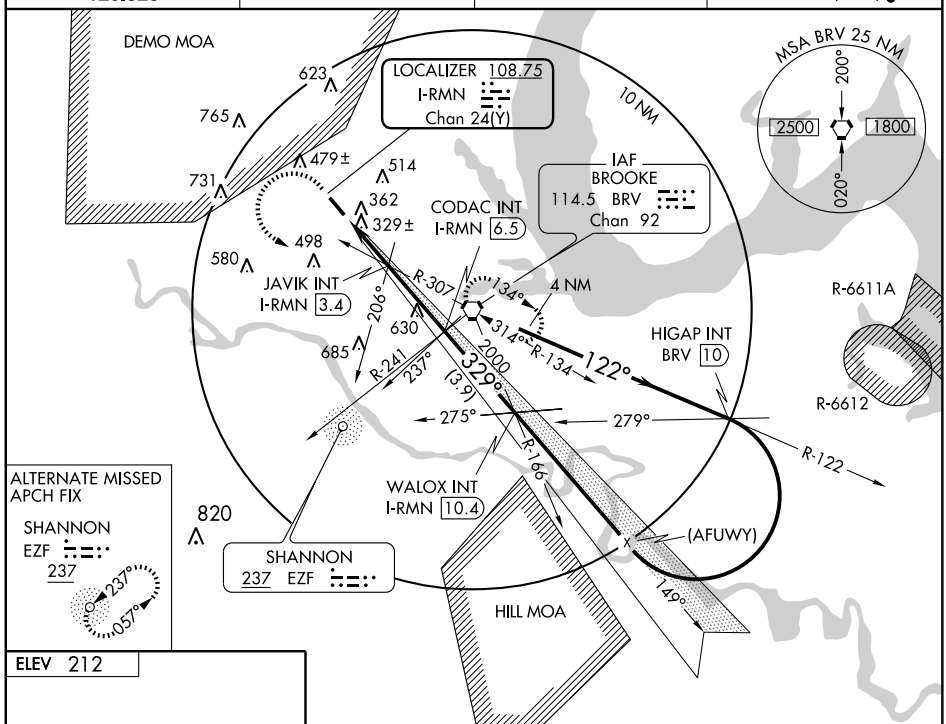
STAFFORD RGNL (RMN)

If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DH/MDAs 40 feet.
Inoperative table does not apply to S-ILS 33 and to S-LOC Cats B and C. DME or ADF required.

MALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct BRV VORTAC and hold.

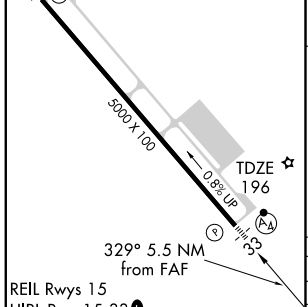
AWOS-3	POTOMAC APP CON	GCO	UNICOM
126.325	124.65 306.925	135.075	122.725 (CTAF) L



ALTERNATE MISSED APCH FIX

SHANNON
EZF
237
237°
057°

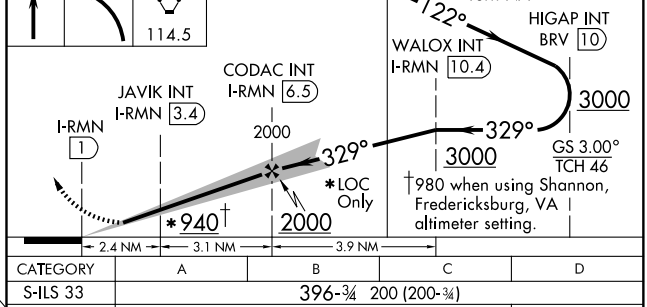
ELEV 212



REIL Rwys 15
HIRL Rwy 15-33 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 33	396-¾ 200 (200-¾)			
S-LOC 33	580-¾ 384 (400-¾)			580-1¼ 384 (400-1¼)
CIRCLING	720-1 508 (600-1)	740-1 528 (600-1)	840-1¾ 628 (700-1¾)	860-2 648 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 81805	329°	TDZE	196
W33A		Apt Elev	212

RNAV (GPS) RWY 33

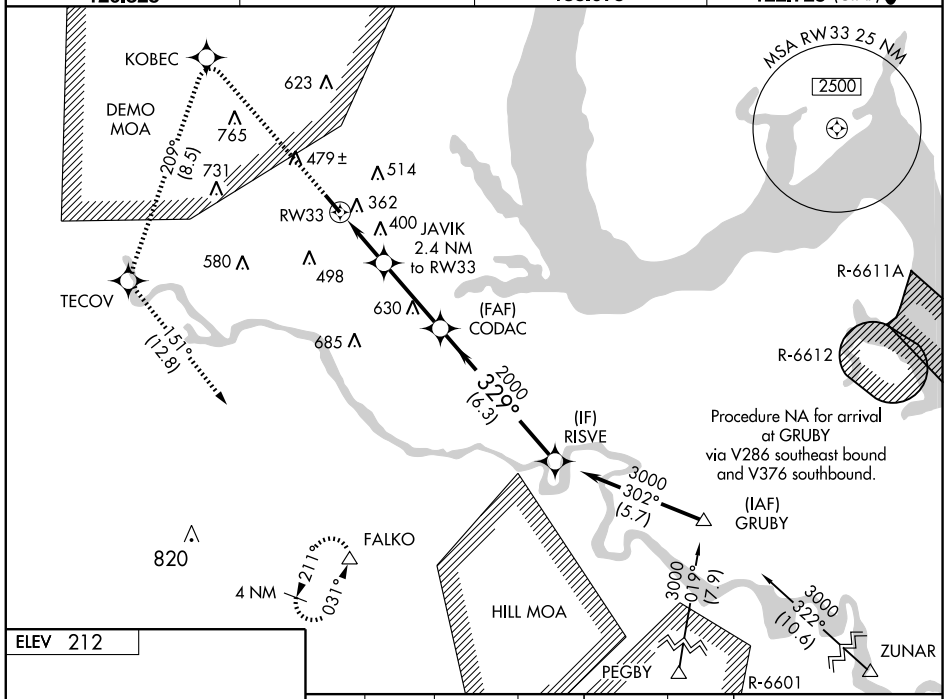
STAFFORD RGNL (RMN)

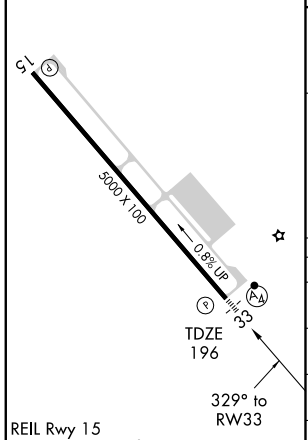
▼ ▲NA If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DAs/MDAs 40 feet. Baro/VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

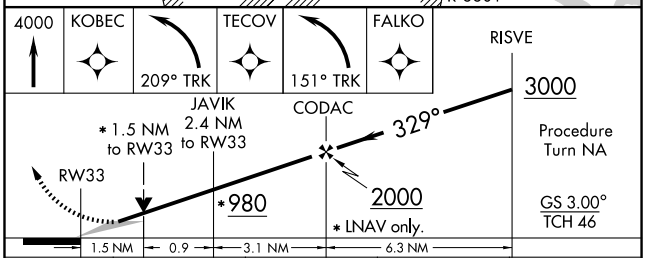
MALS

MISSED APPROACH: Climb to 4000 direct KOBEC and left turn via 209° track to TECOV and left turn via 151° track to FALKO and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
126.325	124.65 306.925	135.075	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	450-¾ 254 (300-¾)			450-1 254 (300-1)
LNAV/VNAV DA	460-¾ 264 (300-¾)			460-1 264 (300-1)
LNAV MDA	700-¾ 504 (500-¾)		700-1½ 504 (500-1½)	
CIRCLING	720-1 508 (600-1)	740-1 528 (600-1)	840-1¾ 628 (700-1¾)	880-2 668 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC BRV	APP CRS	Rwy Idg	5000
114.5	314°	TDZE	196
Chan 92		Apt Elev	212

VOR RWY 33

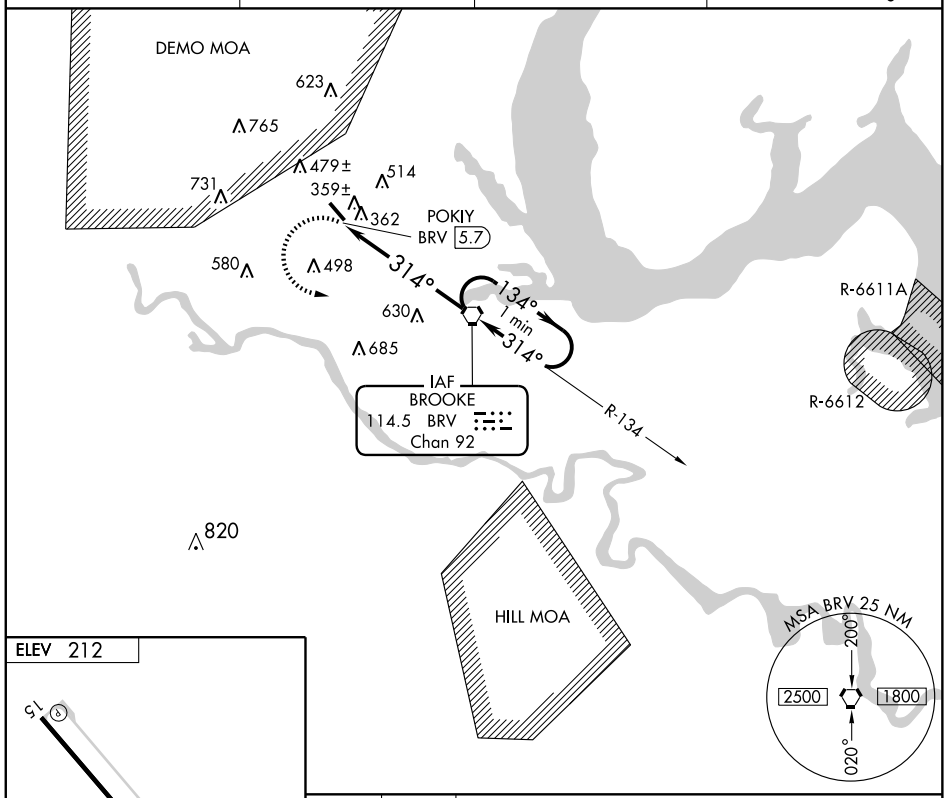
STAFFORD RGNL (RMN)

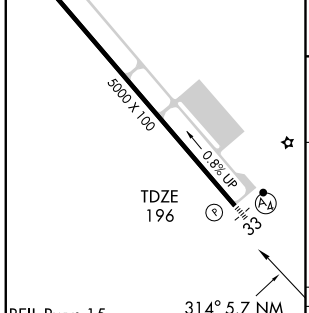
If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all MDAs 40 feet. VDP NA with Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to Cat C.

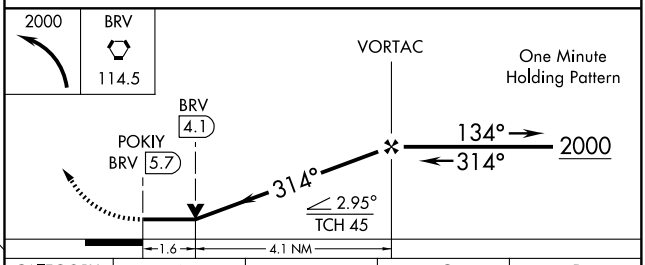
MALS

MISSED APPROACH: Climbing left turn to 2000 direct BRV VORTAC and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
126.325	124.65 306.925	135.075	122.725 (CTAF) L







FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-33	740-¾ 544 (600-¾)		740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1 528 (600-1)		840-1¾ 628 (700-1¾)	860-2 648 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

LOC I-SHD	APP CRS	Rwy Idg	6002
109.5	047°	TDZE	1184
		Apt Elev	1201

AL-5369 (FAA)

ILS or LOC RWY 5

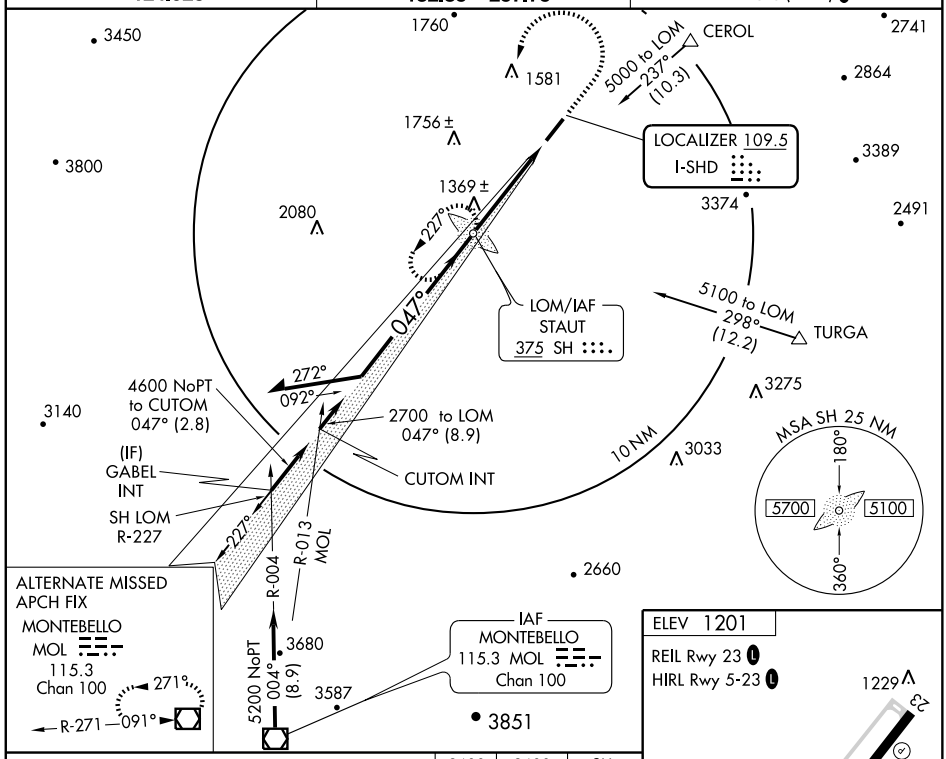
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

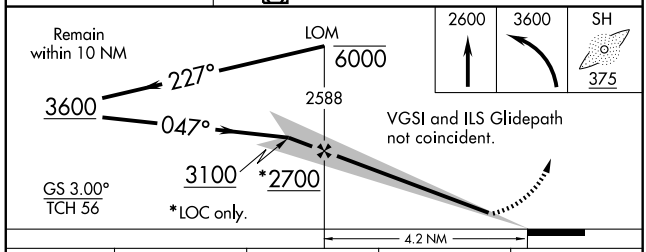
T A ADF Required. Autopilot coupled approach NA below 1494 feet. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase ILS visibility ¼ mile all Cats, LOC visibility Cat C/D ¼ mile and Circling Cat D ½ mile. For inoperative MALSR when using Charlottesville altimeter setting, increase ILS visibility to 1¼ miles.

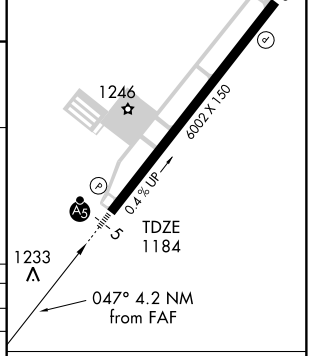
MALSR

MISSED APPROACH: Climb to 2600 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 5	1384-½ 200 (200-½)			
S-LOC 5	1620-½ 436 (500-½)		1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3. 14 JAN 2010 to 11 FEB 2010

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

LOM SH	APP CRS	Rwy Idg	6002
375	047°	TDZE	1184
		Apt Elev	1201

AL-5369 (FAA)

NDB RWY 5

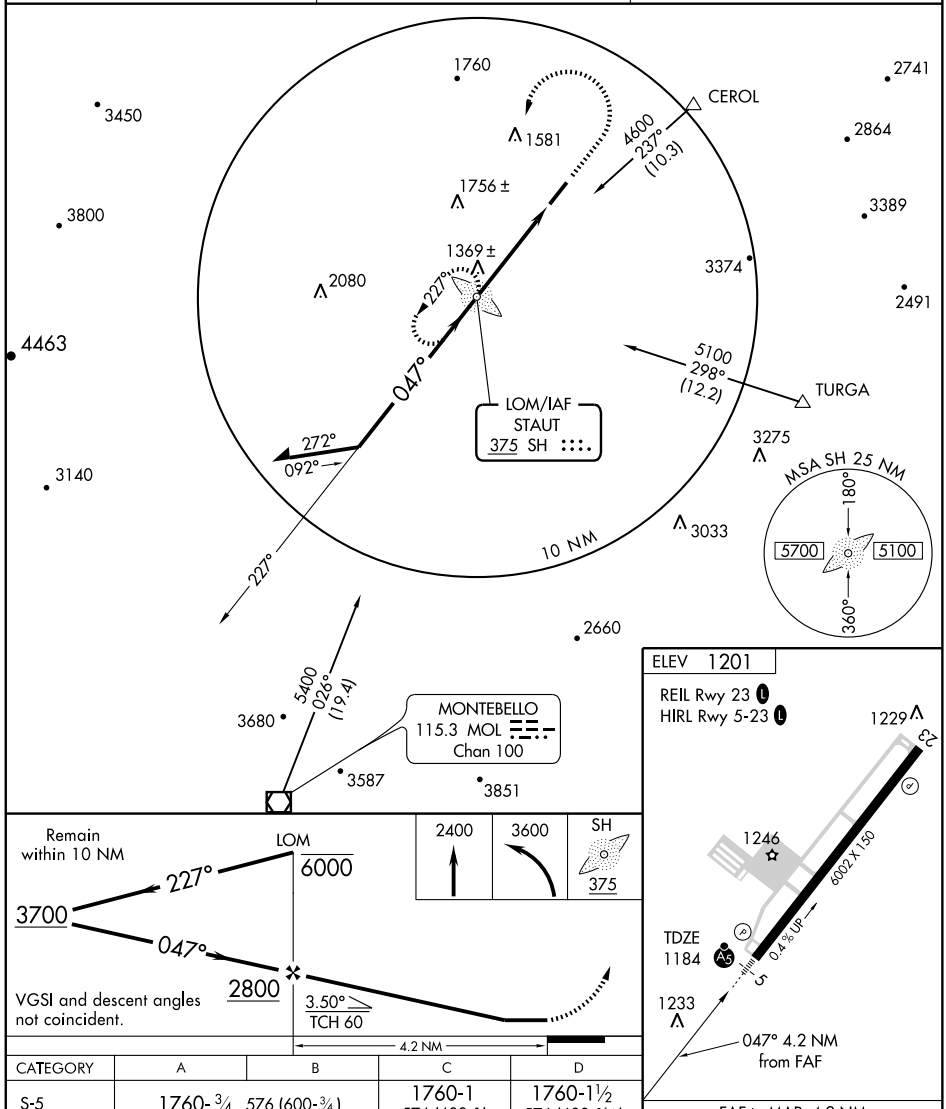
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

When local altimeter setting not received, use Charlottesville altimeter setting: increase all MDAs 140 feet and visibility S-5 and Circling Cat C/D ½ mile.

MALSR

MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-5	1760-¾ 576 (600-¾)		1760-1 576 (600-1)	1760-1½ 576 (600-1½)
CIRCLING	1760-1 559 (600-1)		1760-1½ 559 (600-1½)	1820-2 619 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3. 14 JAN 2010 to 11 FEB 2010

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

WAAS	APP CRS	Rwy Idg	6002
CH 81913	047°	TDZE	1184
W05A		Apt Elev	1201

AL-5369 (FAA)

RNAV (GPS) RWY 5

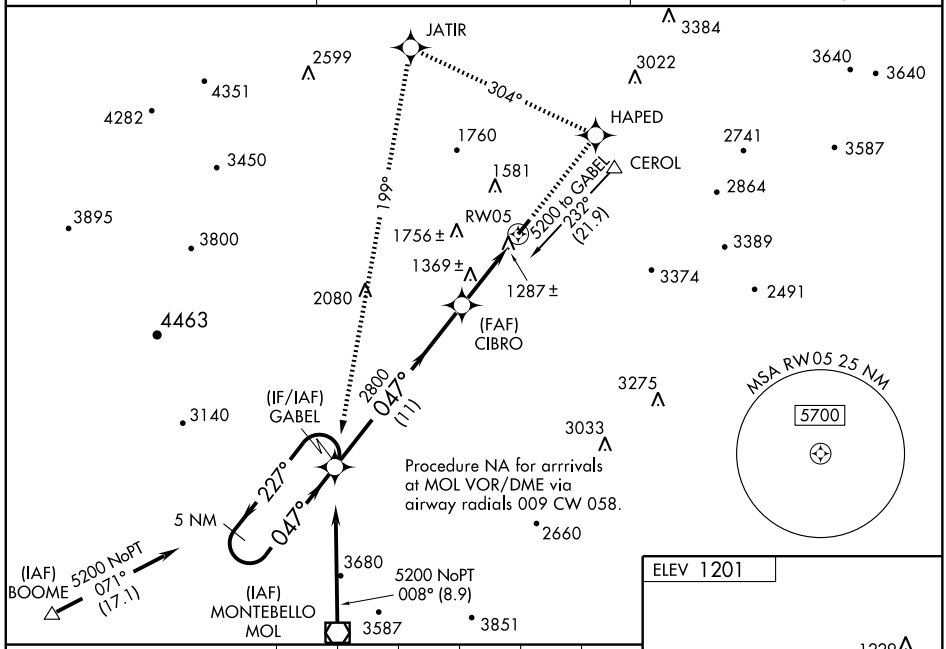
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

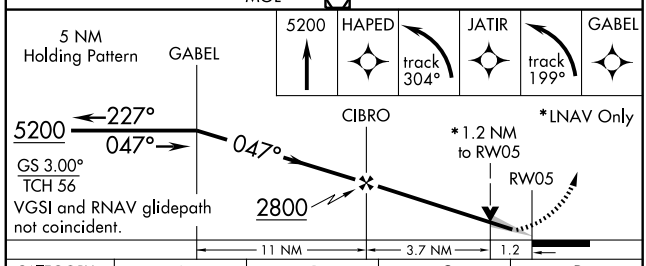
For inoperative MALSR when using Charlottesville altimeter setting, increase LPV visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cat C/D ¼ mile and Circling Cat D ½ mile.

MALSR

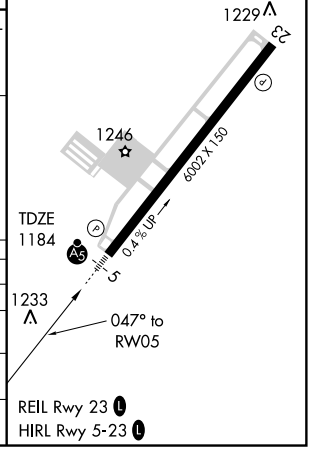
MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1384-½ 200 (200-½)			
LNAV/ VNAV DA	1563-¾ 379 (400-¾)			
LNAV MDA	1620-½ 436 (500-½)		1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)



NE-3, 14 JAN 2010 to 11 FEB 2010

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

WAAS	APP CRS	Rwy Idg	6002
CH 78113	227°	TDZE	1201
W23A		Apt Elev	1201

AL-5369 (FAA)

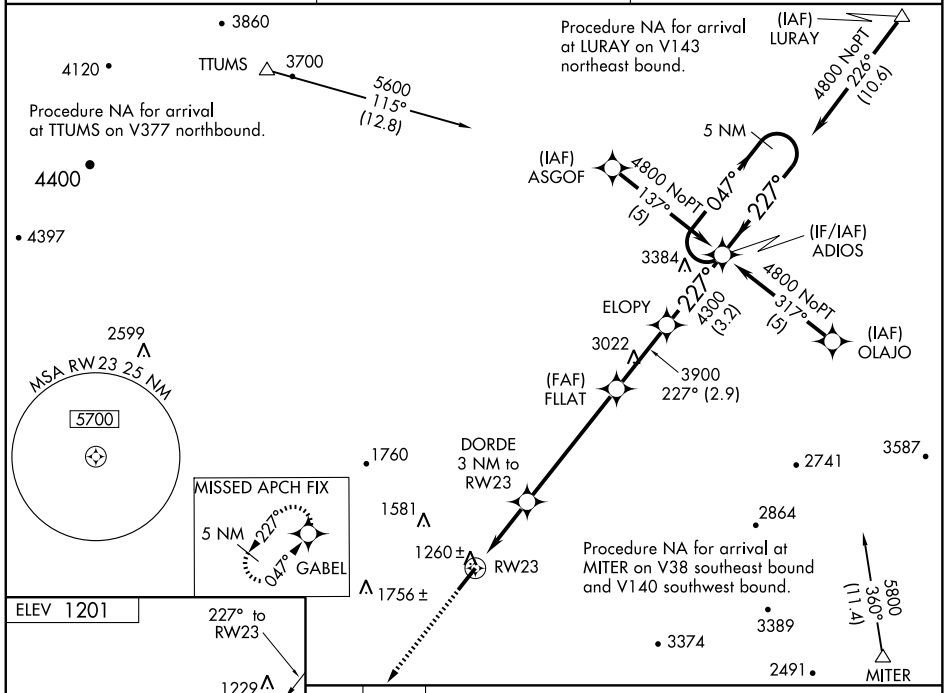
RNAV (GPS) RWY 23

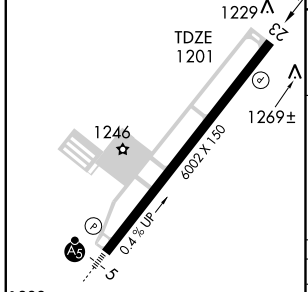
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

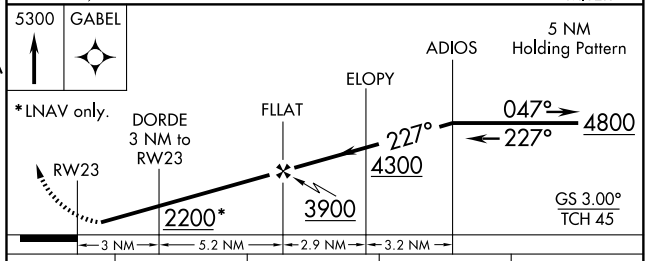
Baro-VNAV NA when using Charlottesville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile and LNAV Cat D and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 5300 direct GABEL and hold, continue climb-in-hold to 5300.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1451-1 250 (300-1)			
LNAV/VNAV DA	1530-1¼ 329 (400-1¼)			
LNAV MDA	1520-1 319 (400-1)			
CIRCLING	1600-1 399 (400-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

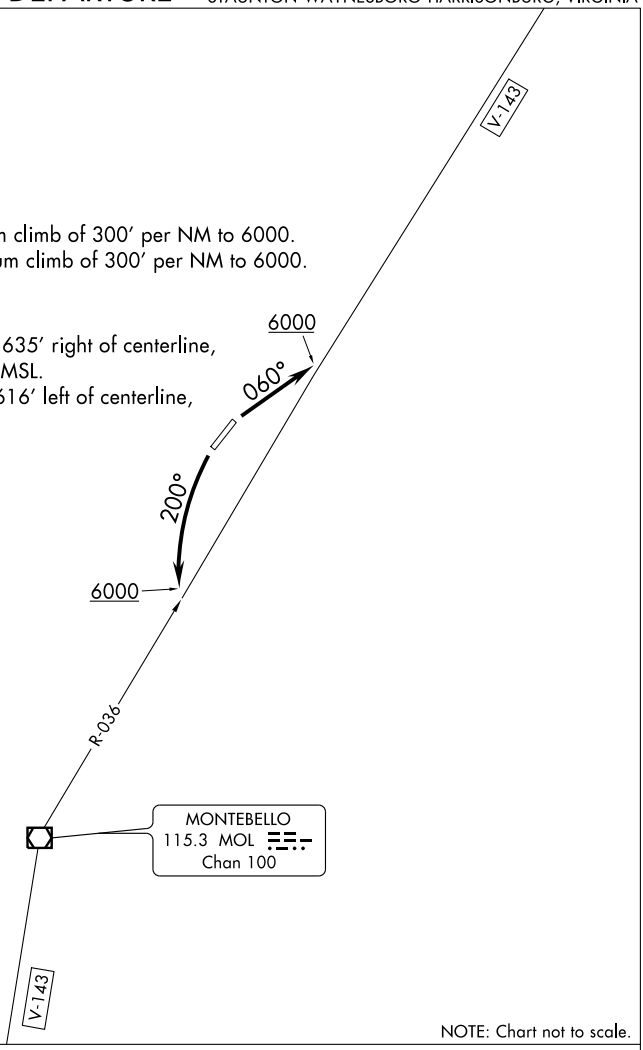
SHENANDOAH ONE DEPARTURE

POTOMAC DEP CON
132.85 257.75
CTAF 123.0
AWOS-3 124.925

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 5, Standard with minimum climb of 300' per NM to 6000.
Rwy 23, Standard with minimum climb of 300' per NM to 6000.

TAKE-OFF OBSTACLES:
Rwy 5, Trees 1720' from DER, 635' right of centerline, up to 100'AGL/1279' MSL.
Rwy 23, Tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence. . . .
TAKE-OFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence . . . .

. . . . expect radar vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

NE-3, 14 JAN 2010 to 11 FEB 2010

LOC I-RKH	APP CRS	Rwy Idg	5007
111.5	037°	TDZE	67
		Apt Elev	72

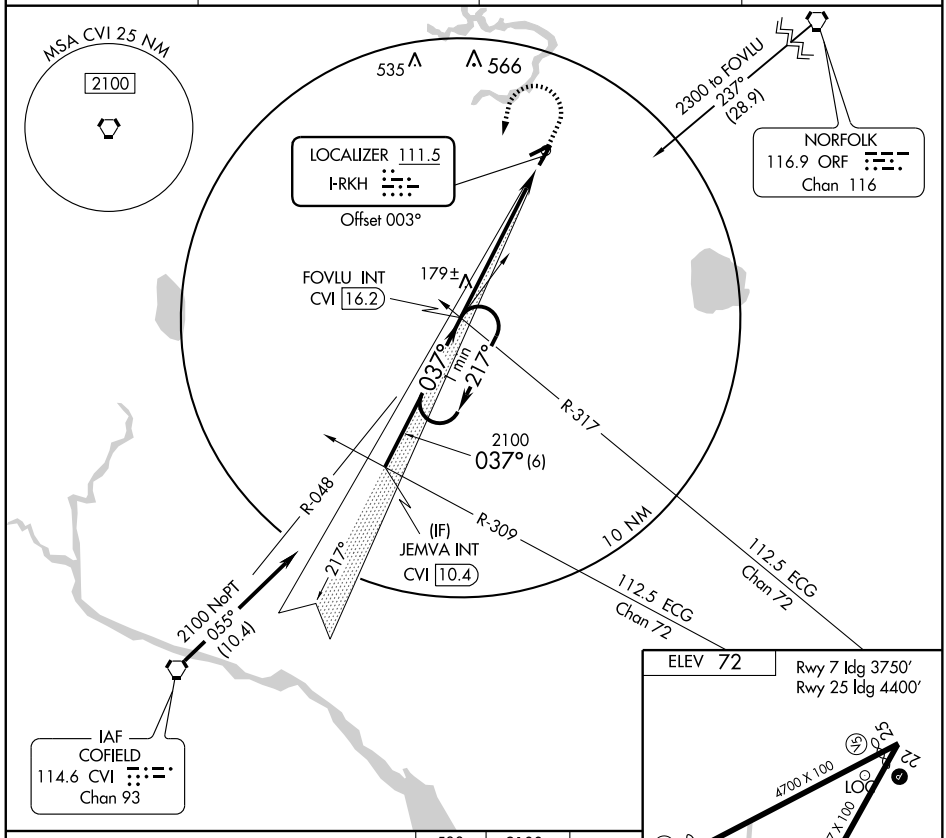
LOC RWY 4

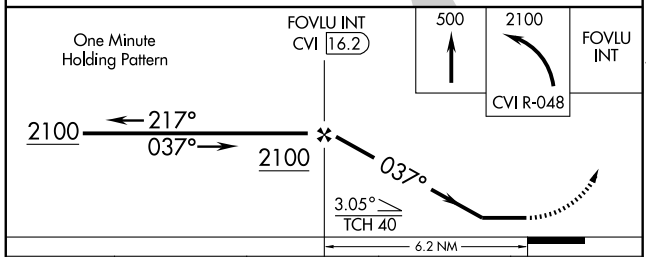
SUFFOLK EXECUTIVE (SFQ)

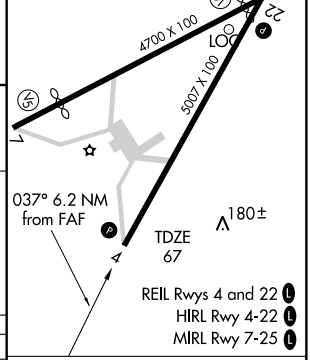
▼ NA If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 500, then climbing left turn to 2100 via CVI R-048 to FOVLU and hold.

AWOS-3	NORFOLK APP CON	UNICOM	GCO
119.375	127.9 269.42	122.7 (CTAF) L	135.075







CATEGORY	A	B	C	D
S-4	440-1 373 (400-1)			NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

NE-3. 14 JAN 2010 to 11 FEB 2010

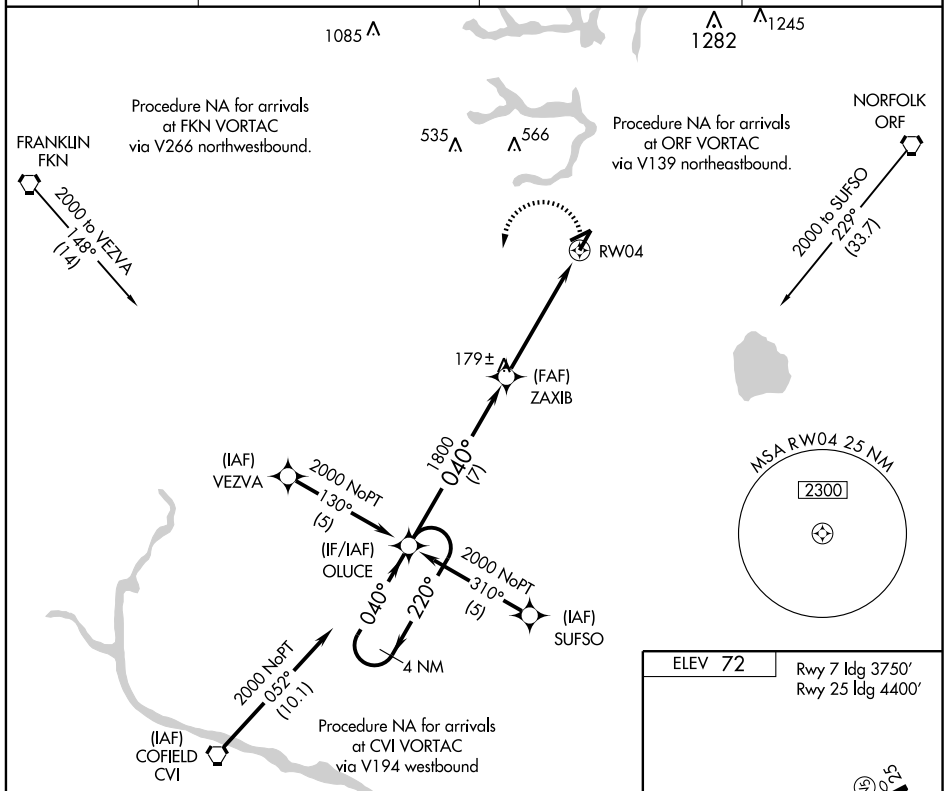
APP CRS	Rwy Idg	5007
040°	TDZE	67
	Apt Elev	72

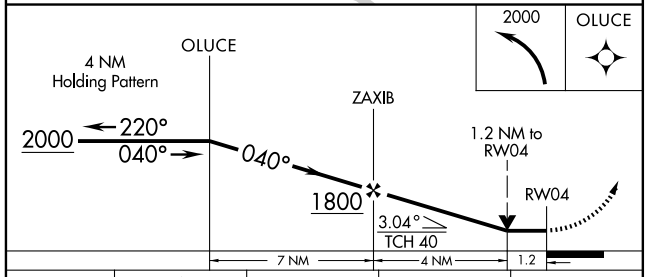
RNAV (GPS) RWY 4
SUFFOLK EXECUTIVE (SFQ)

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Norfolk Intl altimeter setting. DME/DME RNP-0.3 NA.

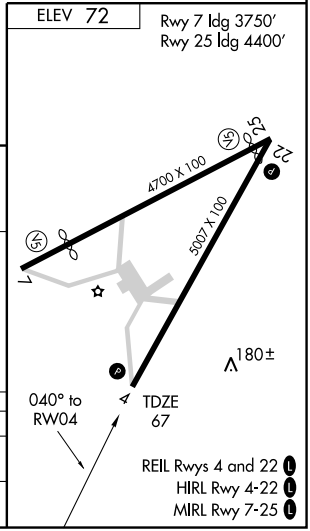
MISSED APPROACH: Climbing left turn to 2000 direct OLUCE and hold.

AWOS-3	NORFOLK APP CON	UNICOM	GCO
119.375	127.9 269.42	122.7 (CTAF) L	135.075





CATEGORY	A	B	C	D
LNAV MDA	480-1 413 (500-1)		480-1¼ 413 (500-1¼)	NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA



NE-3. 14 JAN 2010 to 11 FEB 2010

SUFFOLK, VIRGINIA

AL-6498 (FAA)

APP CRS	Rwy Idg	3750
074°	TDZE	72
	Apt Elev	72

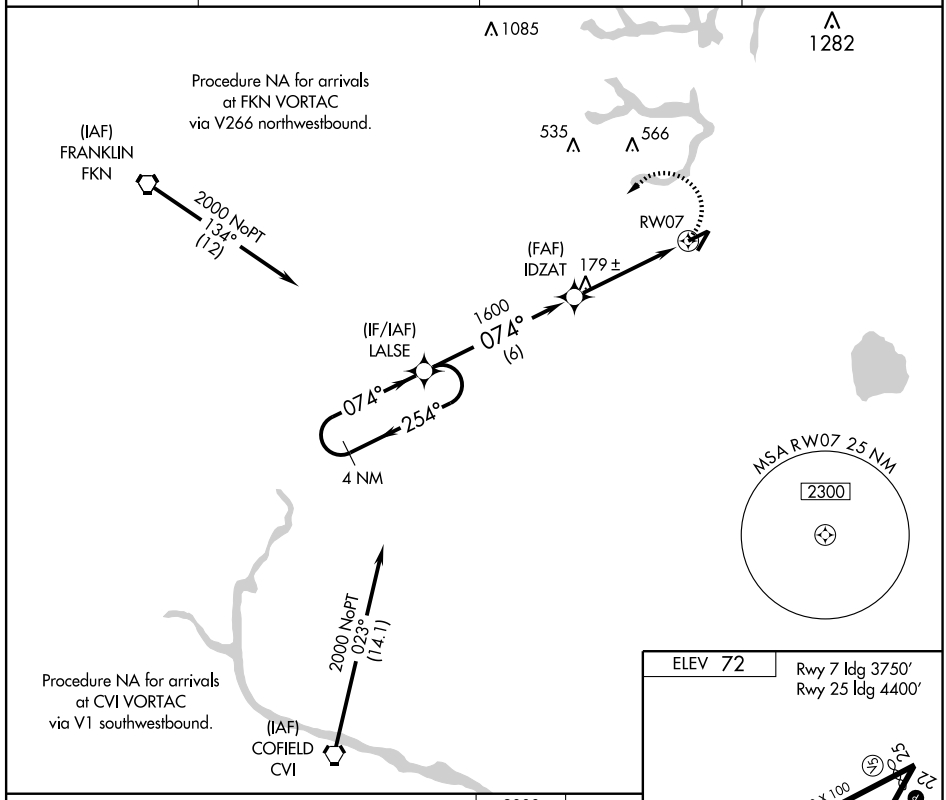
RNAV (GPS) RWY 7

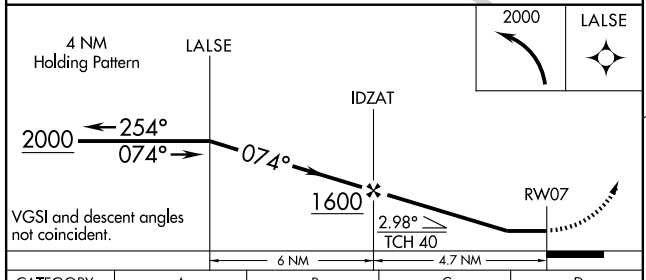
SUFFOLK EXECUTIVE (SFQ)

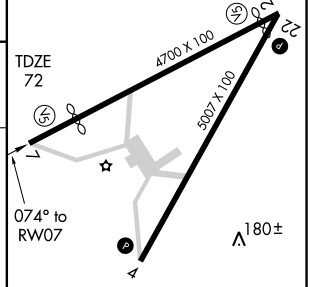
If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct LALSE and hold.

AWOS-3	NORFOLK APP CON	UNICOM	GCO
119.375	127.9 269.42	122.7 (CTAF) L	135.075







CATEGORY	A	B	C	D
LNAV MDA	480-1 408 (500-1)		480-1¼ 408 (500-1¼)	NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA

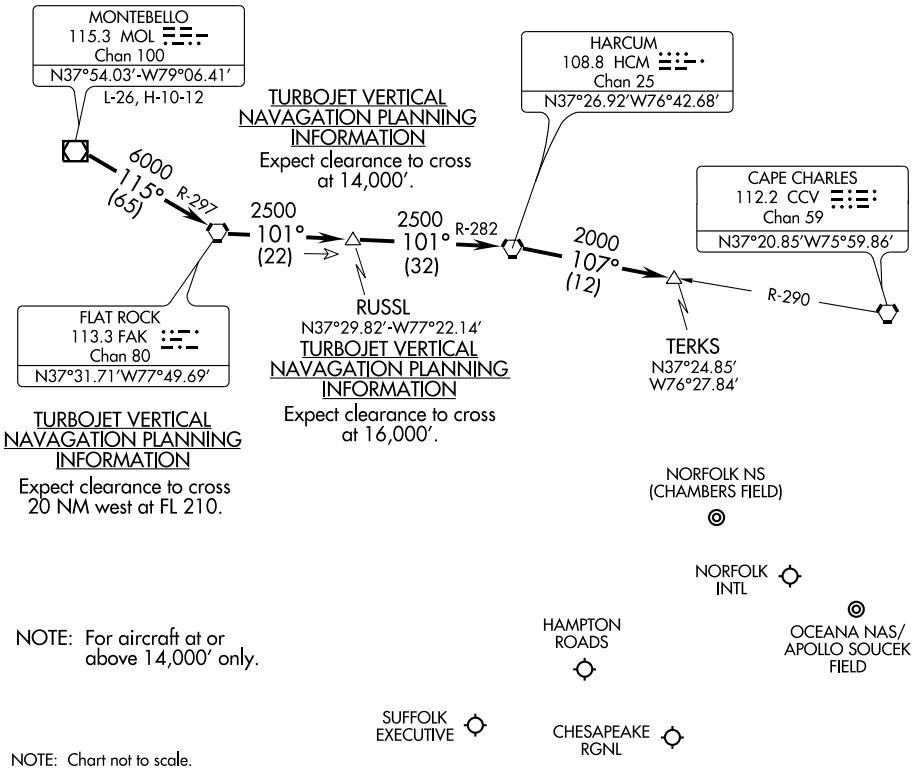
REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L
MIRL Rwy 7-25 L

NE-3. 14 JAN 2010 to 11 FEB 2010

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

APP CRS		
011°	Rwy Idg	N/A
	TDZE	N/A
	Apt Elev	5

RNAV (GPS)-B
TANGIER ISLAND (TGI)

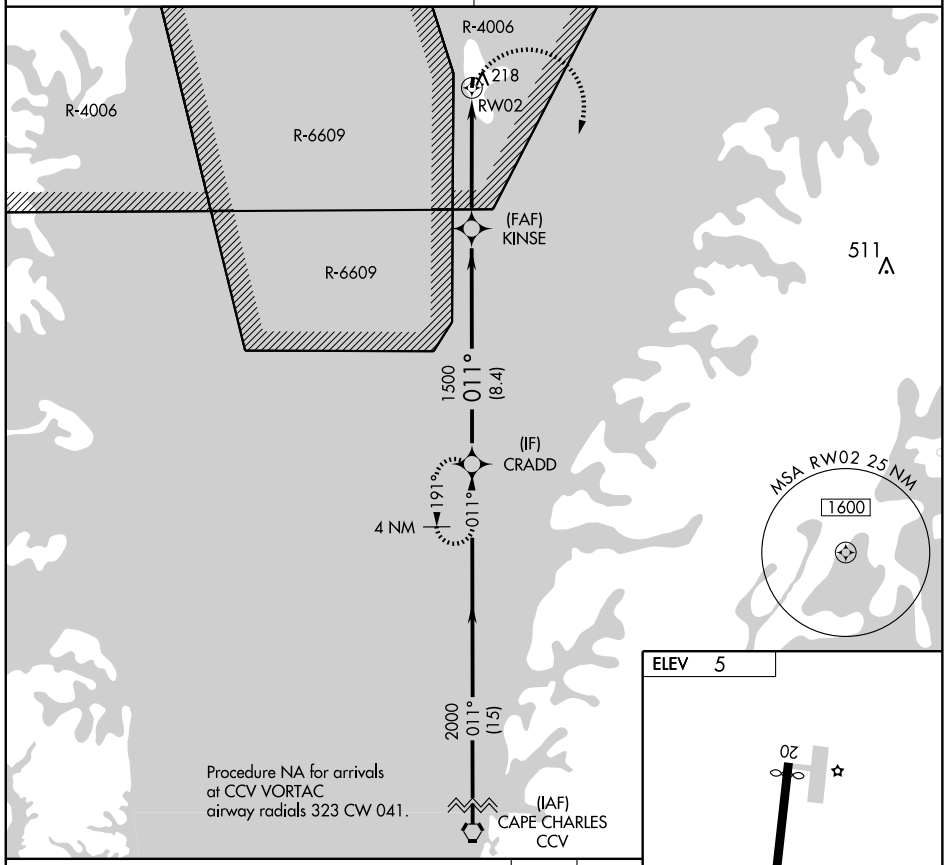
NA

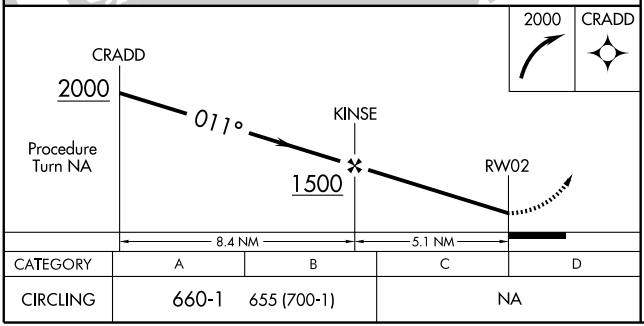
DME/DME RNP-0.3 NA. Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

MISSED APPROACH: Climbing right turn to 2000 direct CRADD and hold.

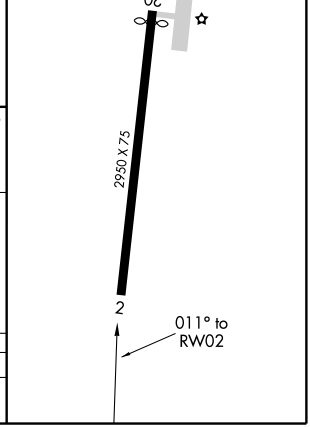
PATUXENT APP CON* 121.0 250.3

UNICOM 122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	660-1	655 (700-1)	NA	



VORTAC CCV 112.2 Chan 59	APP CRS 010°	Rwy Idg N/A TDZE N/A Apt Elev 5

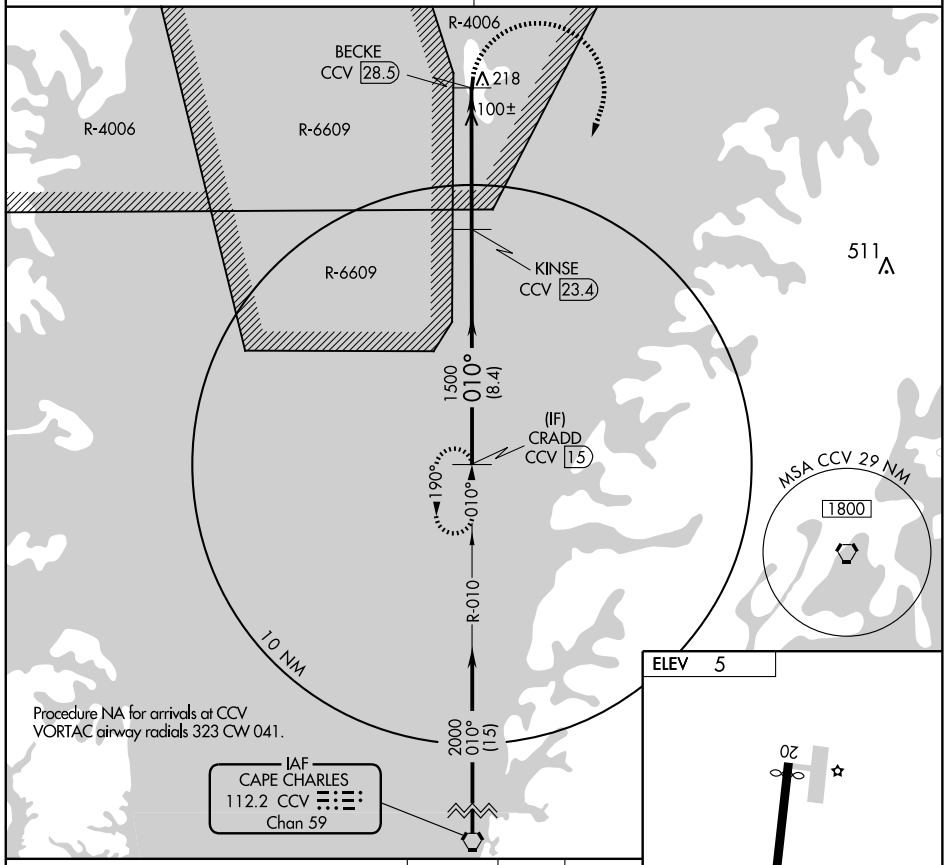
VOR/DME-A
TANGIER ISLAND (TGI)

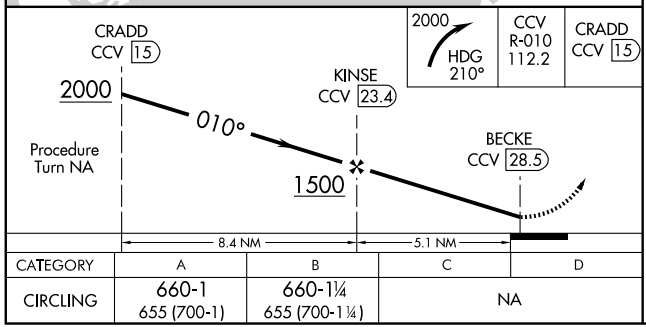
NA

Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

MISSED APPROACH: Climbing right turn to 2000 via heading 210° and CCV VORTAC R-010 to CRADD/CCV 15 DME and hold.

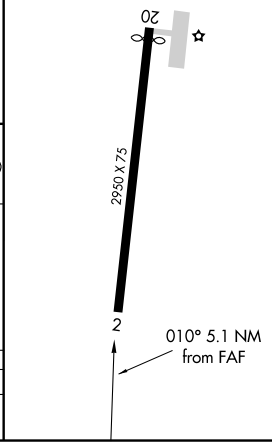
PATUXENT APP CON*	UNICOM
121.0 250.3	122.8 (CTAF)





2000 HDG 210°	CCV R-010 112.2	CRADD CCV 15

ELEV 5



CATEGORY	A	B	C	D
CIRCLING	660-1 655 (700-1)	660-1¼ 655 (700-1¼)	NA	

APP CRS	Rwy Idg	4300
097°	TDZE	135
	Apt Elev	135

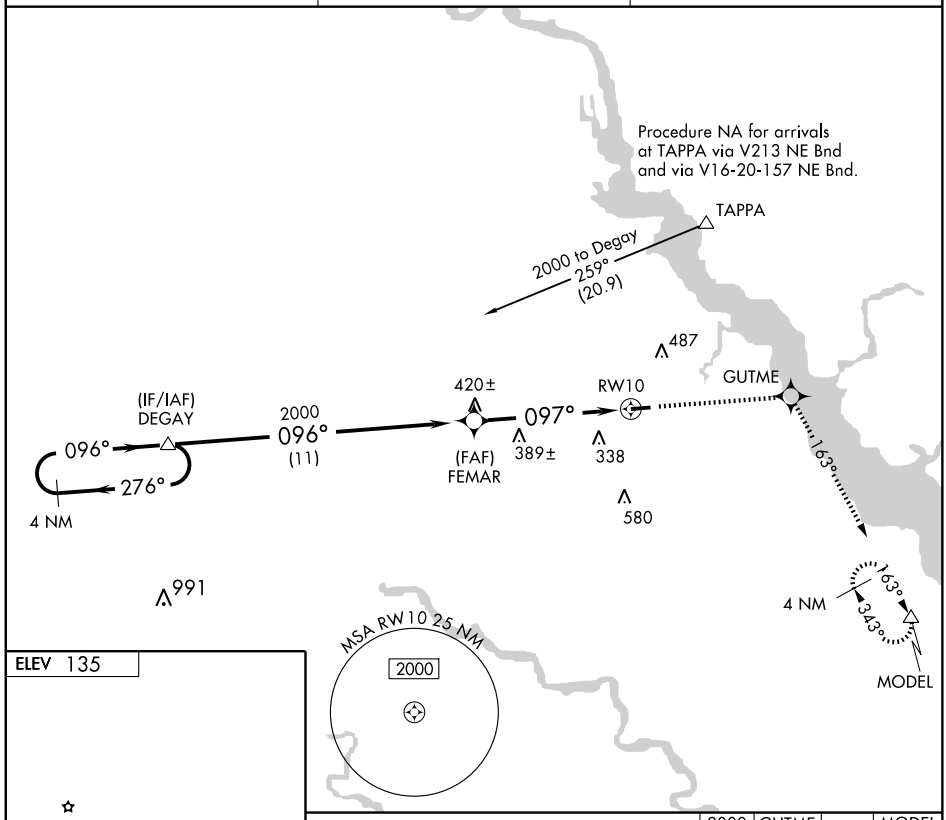
RNAV (GPS) RWY 10

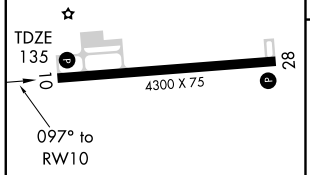
TAPPAHANNOCK-ESSEX COUNTY (XSA)

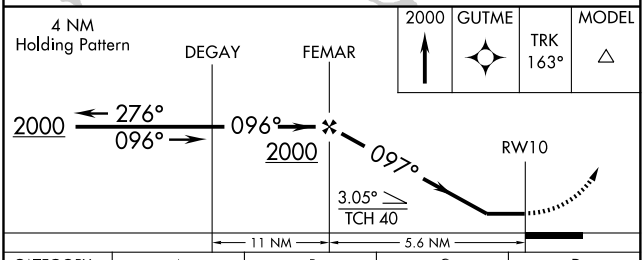
When local altimeter setting not received, use West Point altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct GUTME and via 163° track to MODEL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	640-1	505 (600-1)	NA	
CIRCLING	640-1	505 (600-1)	640-1½ 505 (600-1½)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 (L)

NE-3, 14 JAN 2010 to 11 FEB 2010

TAPPAHANNOCK, VIRGINIA AL-10331 (FAA)

WAAS	APP CRS	Rwy Idg	4300
CH 99409	277°	TDZE	129
W28A		Apt Elev	135

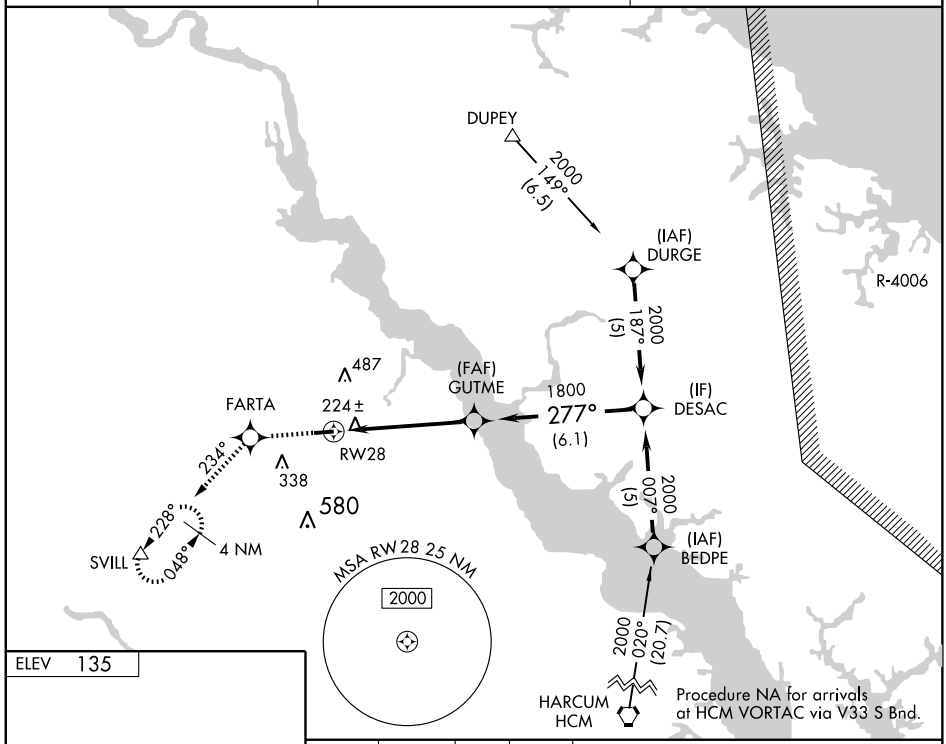
RNAV (GPS) RWY 28

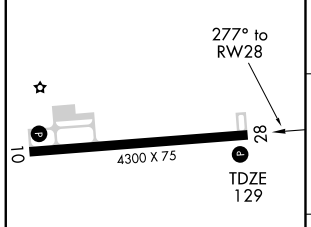
TAPPAHANNOCK-ESSEX COUNTY (XSA)

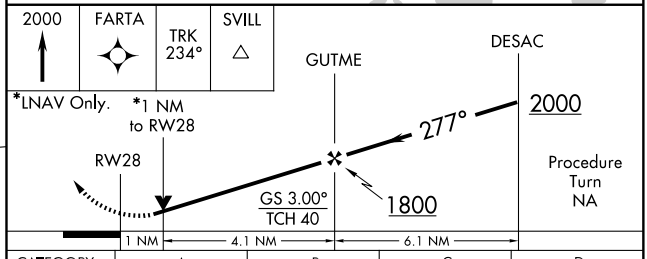
Baro-VNAV and VDP NA when using West Point altimeter setting. When local altimeter setting not received, use West Point altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visilbilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 54°C(130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct FARTA and via 234° track to SVILL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF) L



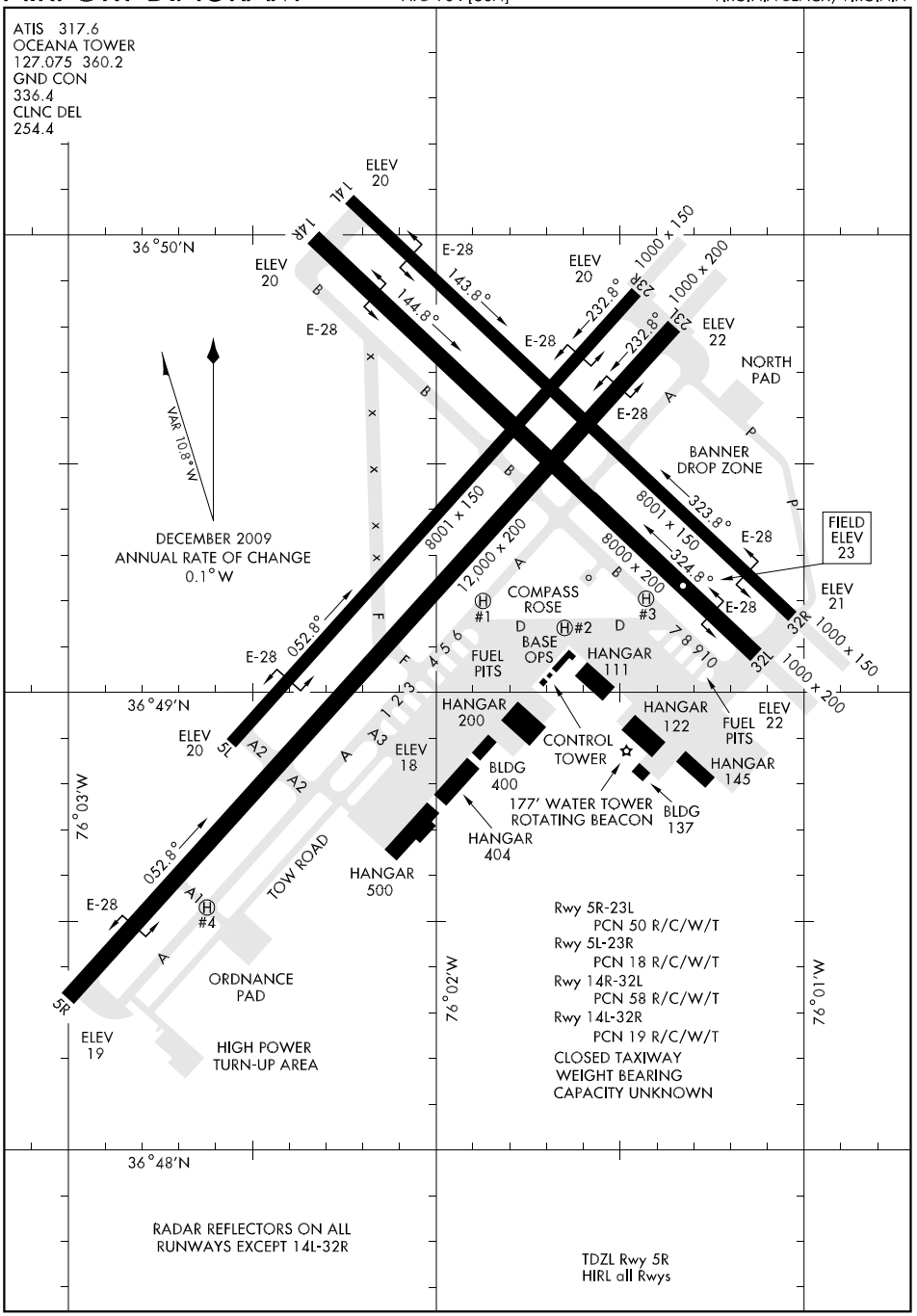




CATEGORY	A	B	C	D
LPV DA	478-1¼	349 (400-1¼)	NA	
LNAV/VNAV DA	521-1½	392 (400-1½)	NA	
LNAV MDA	480-1	351 (400-1)	NA	
CIRCLING	580-1 445 (600-1)	600-1 465 (600-1)	640-1½ 505 (600-1½)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3. 14 JAN 2010 to 11 FEB 2010



NE-3, 14 JAN 2010 to 11 FEB 2010

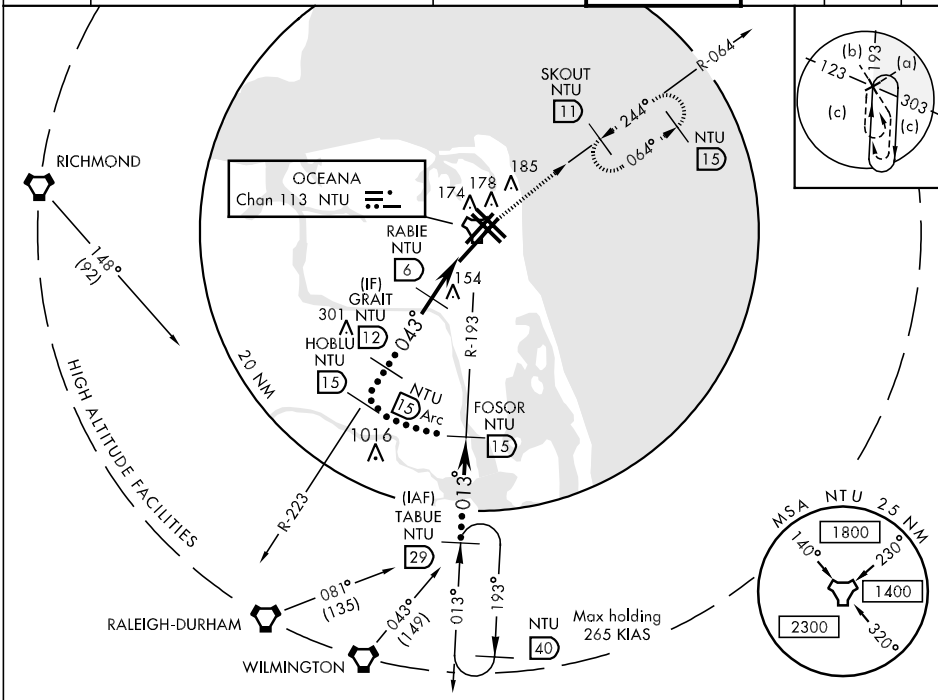
HI-TACAN RWY 5L

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NTU Chan 113	043°	8001	21	23

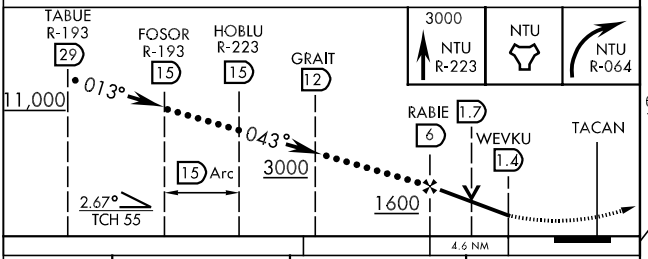
JAL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

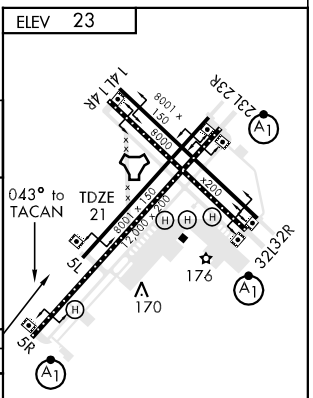
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600





CATEGORY	C	D	E
S-5L	420-1 399 (400-1)	420-1¼ 399 (400-1¼)	420-1½ 399 (400-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

HI-TACAN RWY 5R

TACAN	APCH CRS	Rwy Idg	12,000
NTU		TDZE	20
Chan 113	043°	Arpt Elev	23

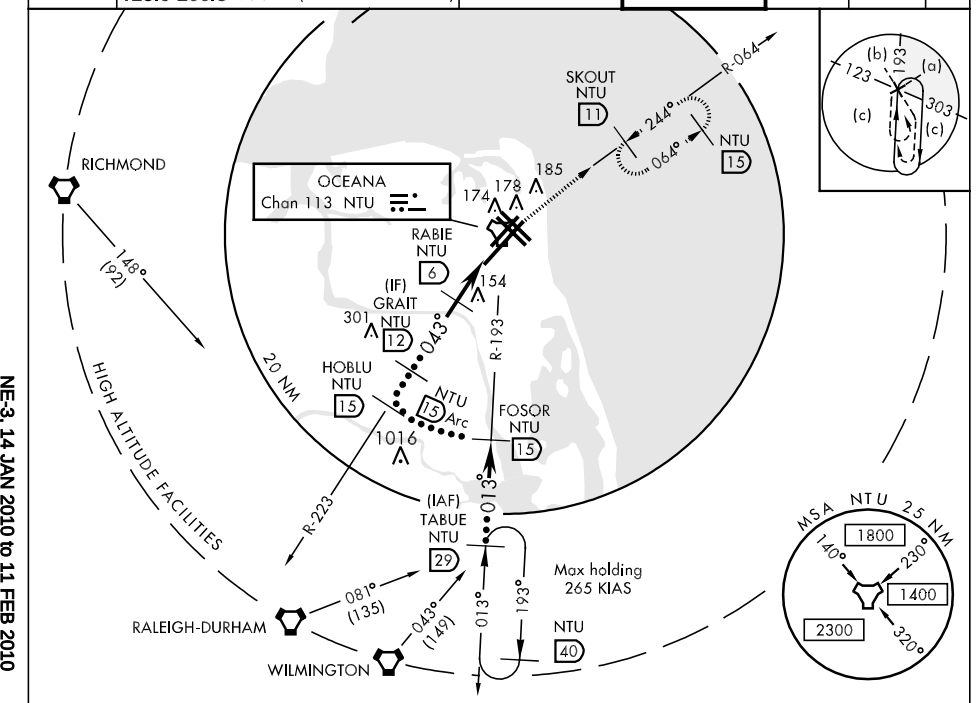
JAL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▼* When ALS inop, increase vis CAT C to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles.

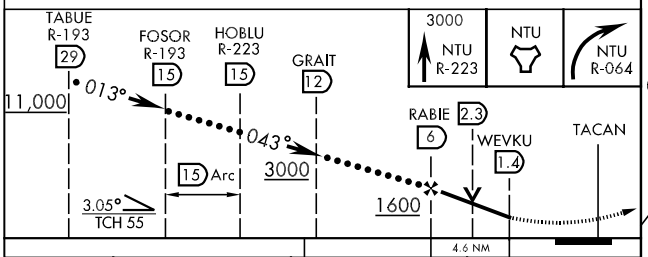
ALSF-1

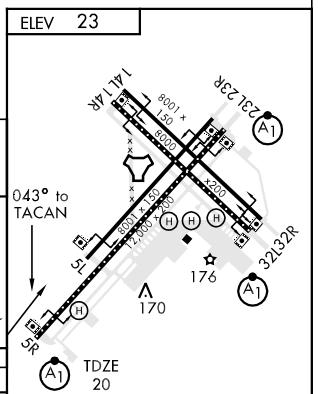
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600





CATEGORY	C	D	E
S-5R *	420- ¾ 400 (400- ¾)		420-1 400 (400-1)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

TDZL Rwy 5R
HIRL all Rwy

HI-TACAN RWY 23L/R

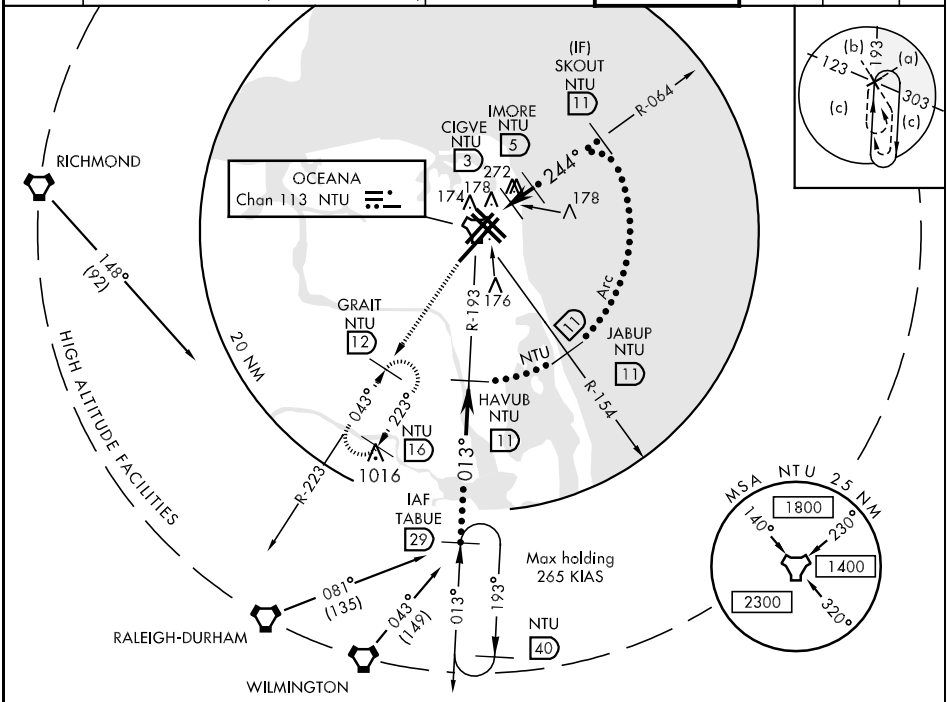
TACAN	APCH CRS	Rwy Idg				JAL-934 [USN]
NTU		23L	12,000	23R	8001	OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
Chan 113	244°	TDZE	23L 22	23R	21	
		Arpt Elev	23			

▼ * When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

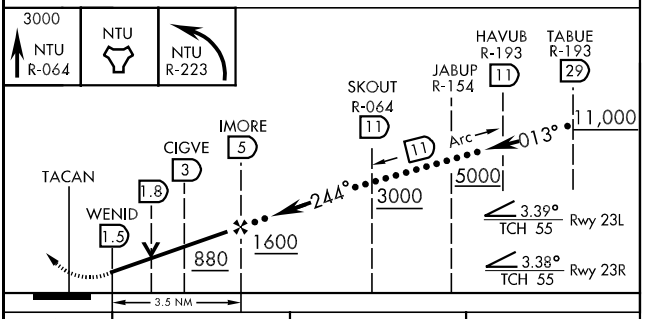
ALSF-1

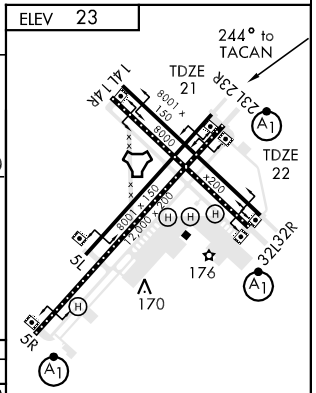
MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600





CATEGORY	C	D	E
S-23L *	440-¾ 418 (500-¾)		440-1 418 (500-1)
S-23R	440-1¼ 419 (500-1¼)		440-1½ 419 (500-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

TDZL Rwy 5R
HIRL all Rwy

HI-TACAN RWY 32L/R

TACAN	APCH CRS	Rwy Idg	32L	32R
NTU	309°	TDZE	8000	8001
Chan 113		32L	23	21
		Arpt Elev	23	

JAL-934 [USN]

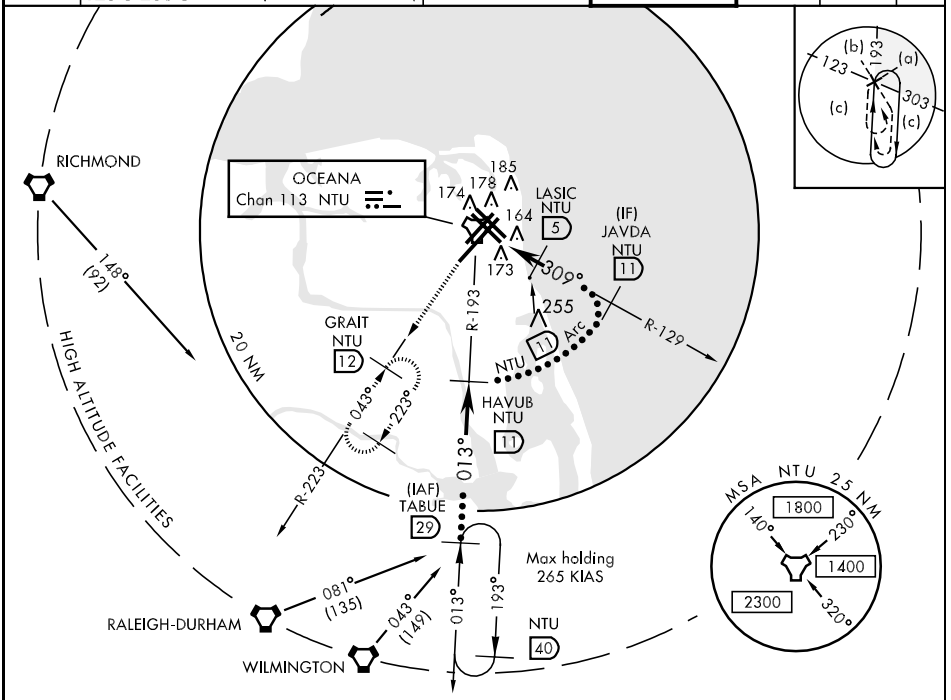
OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▼ * When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

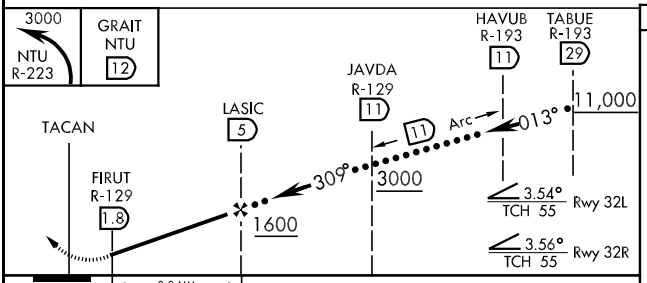
ALSF-1

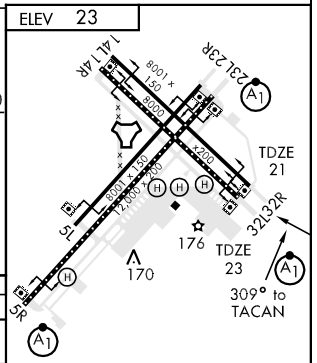
MISSED APPROACH: Climbing left turn to 3000, intercept NTU R-223 to GRAIT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



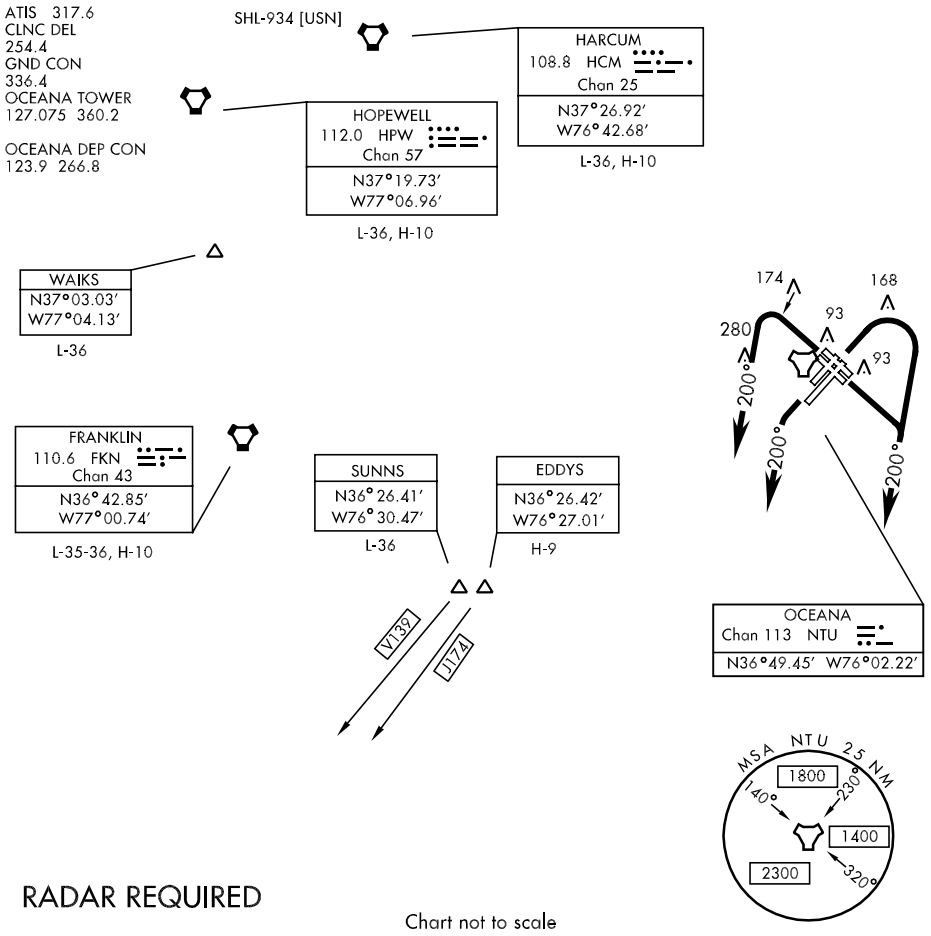
EMERG SAFE ALT 100 NM 2600





CATEGORY	C	D	E
S-32L *	440- ¾ 417 (500- ¾)		440-1 417 (500-1)
S-32R	440-1¼ 419 (500-1¼)		440-1½ 419 (500-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

TDZL Rwy 5R
HIRL all Rwy



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°, leaving 600, turn right heading 200°. Thence...
TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600, turn right heading 200°. Thence...
TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000, turn left heading 200°. Thence...
TAKE-OFF RWY 32L/R: Climb via heading 324°, leaving 500, turn left heading 200°. Thence...
...Maintain 4000 or assigned lower altitude.

EDDYS TRANSITION (NTU1.EDDYS): Via radar vectors to EDDYS.
FRANKLIN TRANSITION (NTU1.FKN): Via radar vectors to FKN VORTAC.
HARCUM TRANSITION (NTU1.HCM): Via radar vectors to HCM VORTAC.
HOPEWELL TRANSITION (NTU1.HPW): Via radar vectors to HPW VORTAC.
(Note: At or below 17,000 only).
SUNNS TRANSITION (NTU1.SUNNS): Via radar vectors to SUNNS.
(Note: At or below 17,000 only).
WAIKS TRANSITION (NTU1.WAIKS): Via radar vectors to WAIKS.

NE-3, 14 JAN 2010 to 11 FEB 2010

NOTE: Chart not to scale

Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	500	1000	1500	2000	2500	3000

ATC Climb Rate to ORF R-095/20 DME

CAUTION: Departures from Rwys 5, 14, and 32 must avoid Norfolk Airspace 3.5 NM W and R-6606 3.5 NM E.

ATIS 317.6
CLNC DEL 254.4
GND CON 336.4
OCEANA TOWER 127.075 360.2
OCEANA DEP CON
(119.6 288.3 NORTH
NTU R-360 to R-150)
123.9 266.8 SOUTH
NTU R-151 to R-359)
GIANT KILLER
NORTH 350.0
SOUTH 233.7

SALISBURY
111.2 SBY
Chan 49
N38°20.70′
W75°30.64′
L-34-36, H-10

SNOW HILL
112.4 SWL
Chan 71
N38°03.40′
W75°27.84′
L-36, H-10

CAPE CHARLES
112.2 CCV
Chan 59
N37°20.85′
W75°59.86′
L-35-36, H-10

NORFOLK
116.9 ORF
Chan 116
N36°53.51′
W76°12.02′
L-35-36, H-10

OCEANA
Chan 113 NTU
N36°49.45′ W76°02.22′

MSA NTU 25 NM
1800
1400
2300
140°
230°
320°

RADAR REQUIRED

JARON
SCHOL
JAYSI
NAGGI
CUPSI
ATLIC
HIRDU
OUTES
ANJIL
BAAYY

R-200
020° (27.7)
039° (11.8)
020° (42.6)
V139-J121
R-219
R-060
R-088
040° (8.1)
095°
AR9
R-095
R-104
R-100
141° (9.2)
128° (16.1)
052°
060°
050°
090°
157° (26.1)
R-135 (31)

W-386
W-72A(2)
W-72A(1)
W-72B

KNOTS

EMERG SAFE ALT 100 NM 2600

(Continued on next page)

SHL-934 [USN]

DEPARTURE ROUTE DISCRIPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°. Thence . . .
TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600 turn left to heading 050°. Thence . . .
TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000 turn left to heading 090°. Thence . . .
TAKE-OFF RWY 32L/R: Climb via heading 324°, to assigned altitude, turn right heading 060° within NTU 2 DME. Thence . . .

Via radar vectors to assigned transition. Maintain 7000 (props), 10,000 (jets). Thence . . .

ANJIL TRANSITION (NTU013): Via ORF-095 to OUTES then via heading 128° to ANJIL.

ATLIC TRANSITION (SOUC9.ATLIC): Via ORF-095 to ATLIC.

BAAYY TRANSITION (NTU011): Via ORF-095 to CUPSI then via heading 141° to BAAYY.

CAPE CHARLES TRANSITION (SOUC9.CCV): Via radar vectors to CCV VORTAC.

JAYSI TRANSITION (NTU012): Via ORF-095 to HIRDU then via heading 040° to JAYSI.

KNOTS TRANSITION (NTU002): Via ORF-095 to NAGGI then via heading 157° to KNOTS.

SALISBURY TRANSITION (SOUC9.SBY): Via radar vectors to SCHOL, then via SBY R-200 to SBY VORTAC.

SCHOL TRANSITION (SOUC9.SCHOL): Via radar vectors to SCHOL.

SNOW HILL TRANSITION (SOUC9.SWL): Via radar vectors to SCHOL, then via SBY R-200 to JARON, then via SWL R-219 to SWL VORTAC.

NE-3, 14 JAN 2010 to 11 FEB 2010

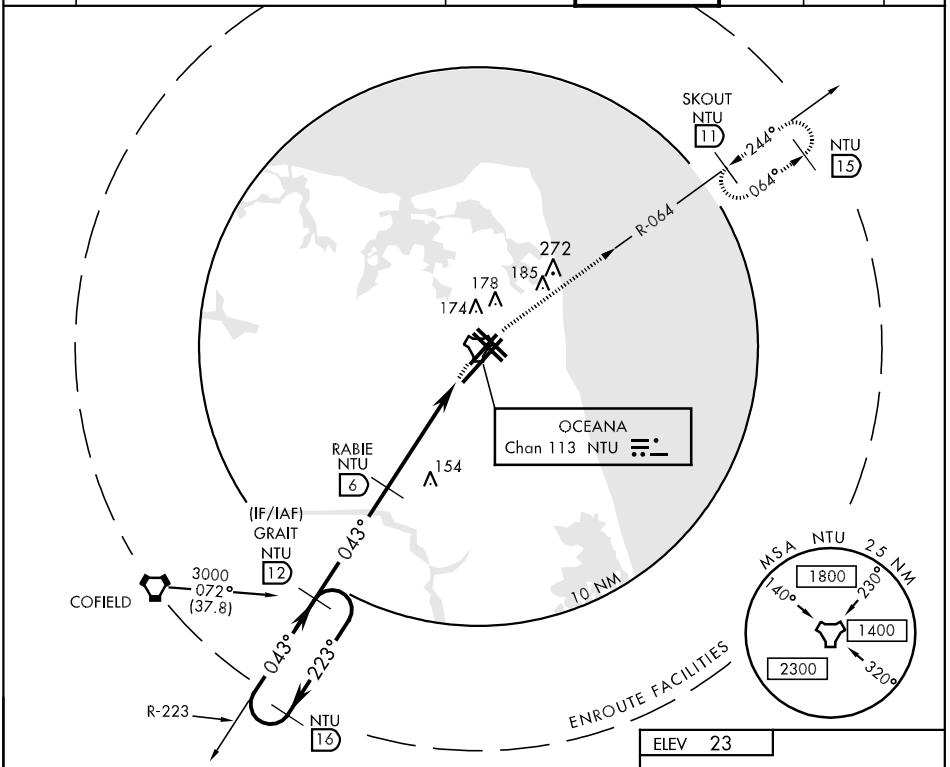
TACAN RWY 5L

TACAN	APCH CRS	Rwy ldg	8001
Chan 113	043°	TDZE	21
		Arpt Elev	23

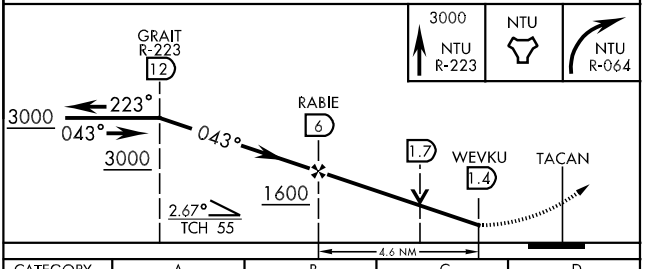
AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

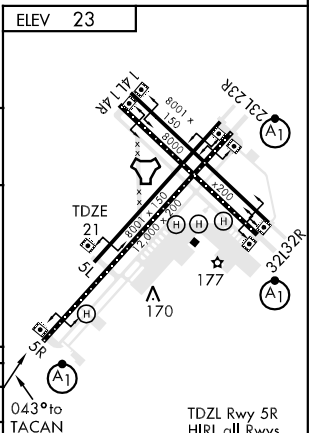
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/ PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600





CATEGORY	A	B	C	D
S-5L	420-1	399 (400-1)		420-1¼ 399 (400-1¼)
CIRCLING	480-1 457 (500-1)		480-1½ 457 (500-1½)	580-2 557 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 5R

AL-934 [USN]

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

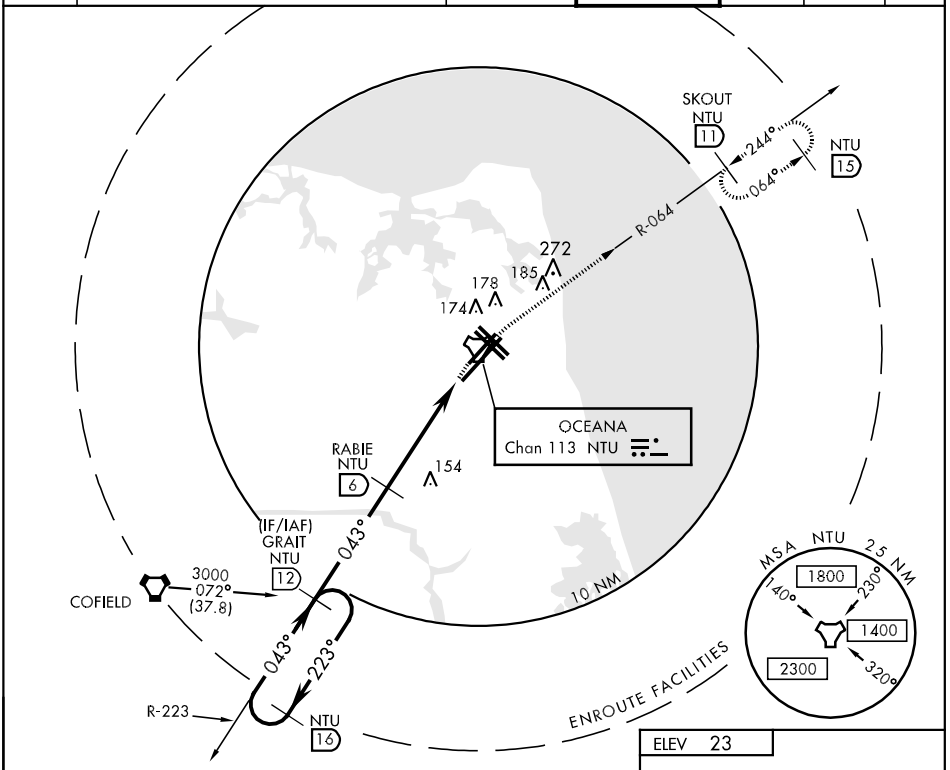
TACAN	APCH CRS	Rwy ldg	12,000
Chan 113 NTU	043°	TDZE	20
		Arpt Elev	23

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/ PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



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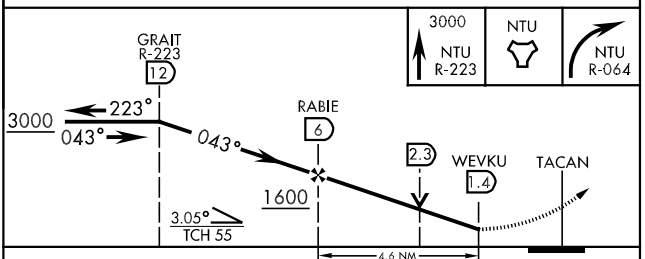
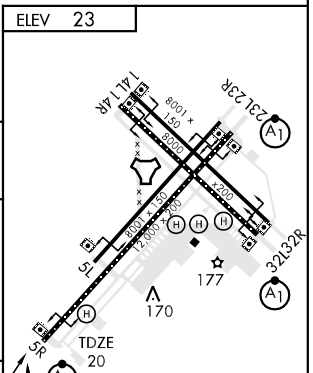


CATEGORY	A	B	C	D
S-5R *	420-½ 400	(400-½)	420-¾ 400	(400-¾)
CIRCLING	480-1 457	(500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

ELEV 23



TACAN RWY 23L/R

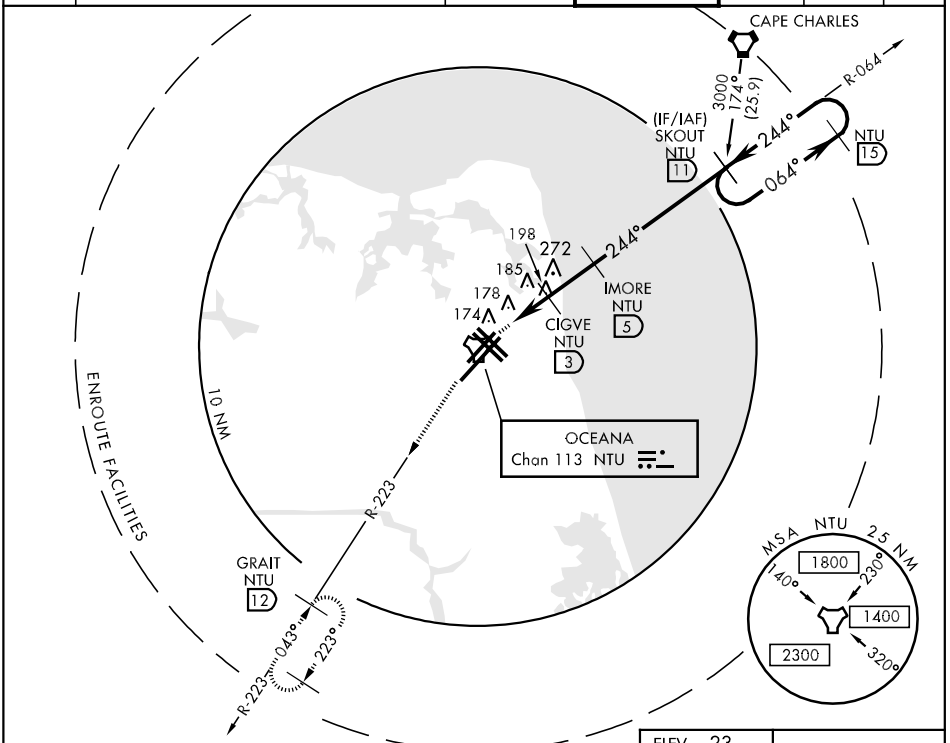
TACAN	APCH CRS	Rwy ldg 23L 12,000 23R 8001	AL-934 [USN]
NTU Chan 113	244°	TDZE 23L 22 23R 21 Arpt Elev 23	OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



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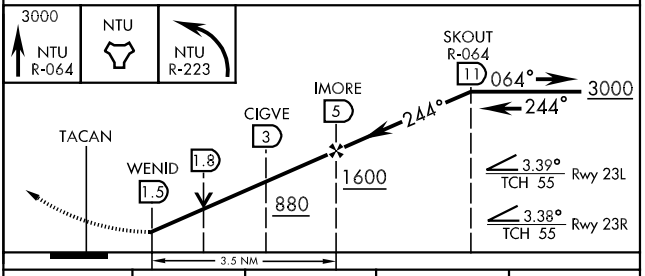
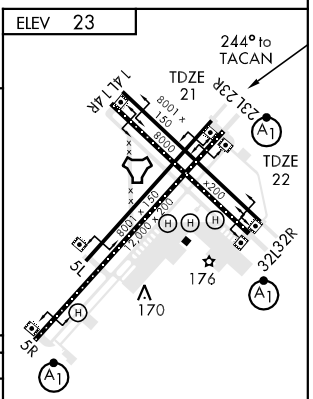




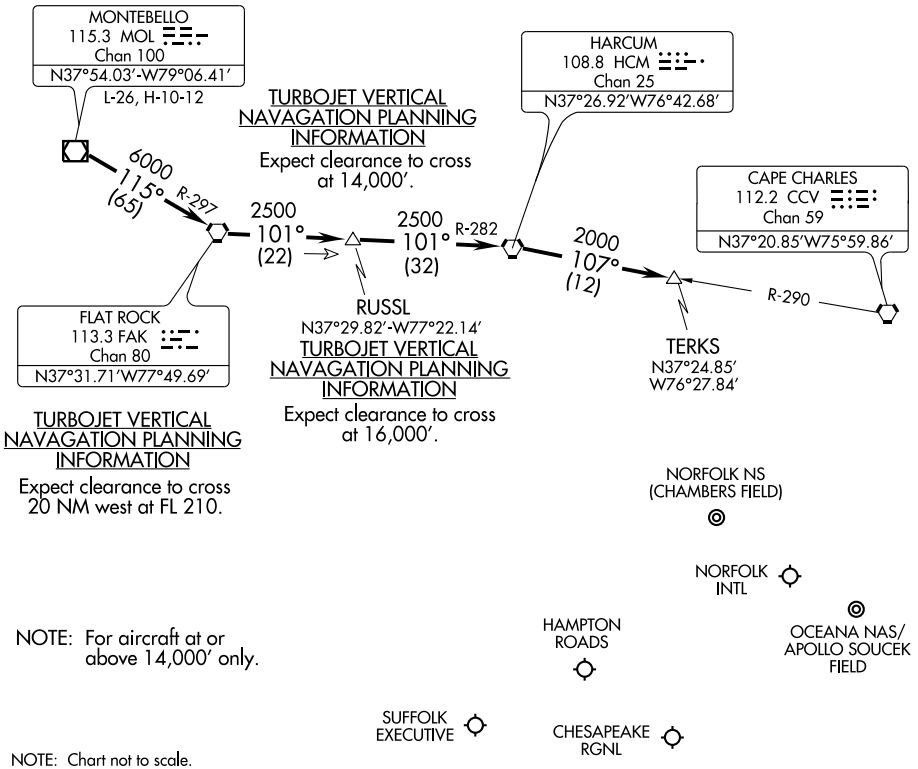
CATEGORY	A		B	C		D	
S-23L *	440-½	418	(500-½)	440-¾	418	(500-¾)	
S-23R	440-1	419	(500-1)	440-1¼	419	(500-1¼)	
CIRCLING	480-1	457	(500-1)	480-1½	457 (500-1½)	580-2	557 (600-2)

TDZL Rwy 5R
HIRL all Rwy

TERKS TWO ARRIVAL

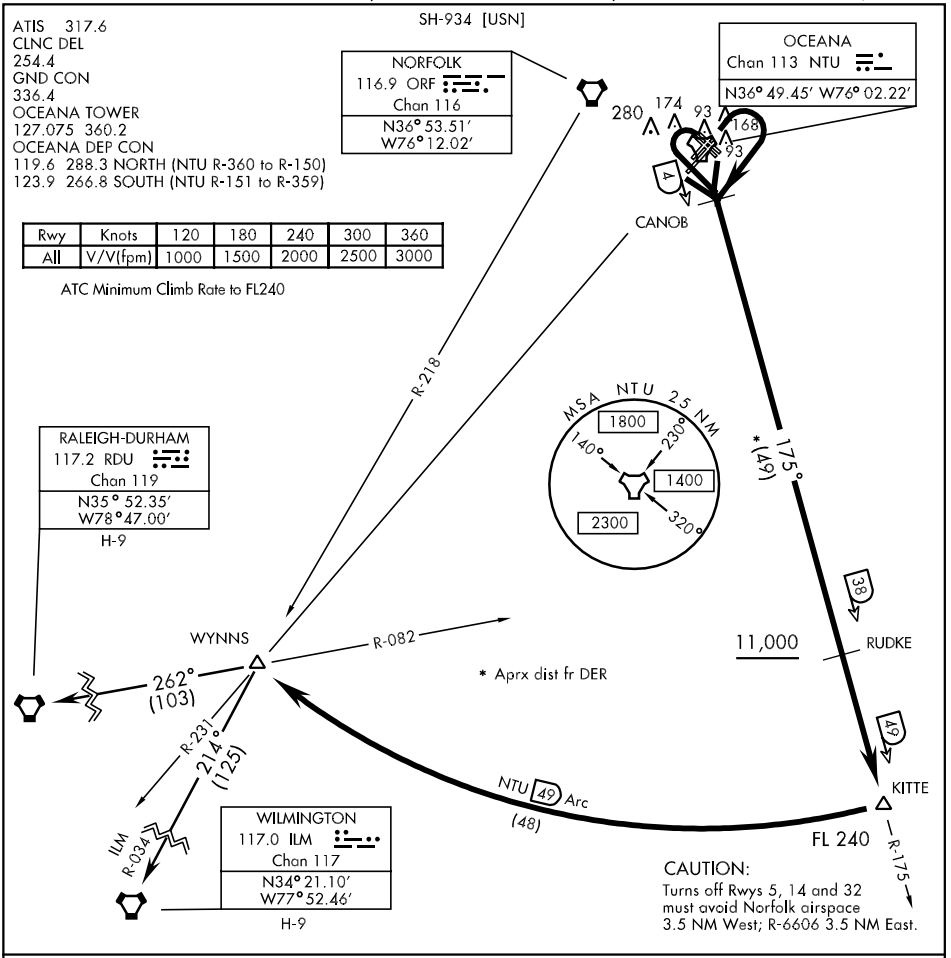
NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R or 14L/R: Climbing right turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 23L/R: Climbing left turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 32L/R: Climbing left turn within NTU 2 DME to intercept NTU R-175. Thence . . .

. . .Via NTU R-175 to KITTE, arc south of NTU TACAN via the 49 mile arc to WYNNS. Cross RUDKE at or above 11,000. Cross KITTE at FL240 or as assigned. Thence . . .

RALEIGH-DURHAM TRANSITION (WYNNS2.RDU): Via RDU R-082 to RDU VORTAC.

WILMINGTON TRANSITION (WYNNS2.ILM): Via ILM R-034 to ILM VORTAC.

NE-3, 14 JAN 2010 to 11 FEB 2010

NDB AKQ	APP CRS	Rwy Idg	3867
274	202°	TDZE	113
		Apt Elev	113

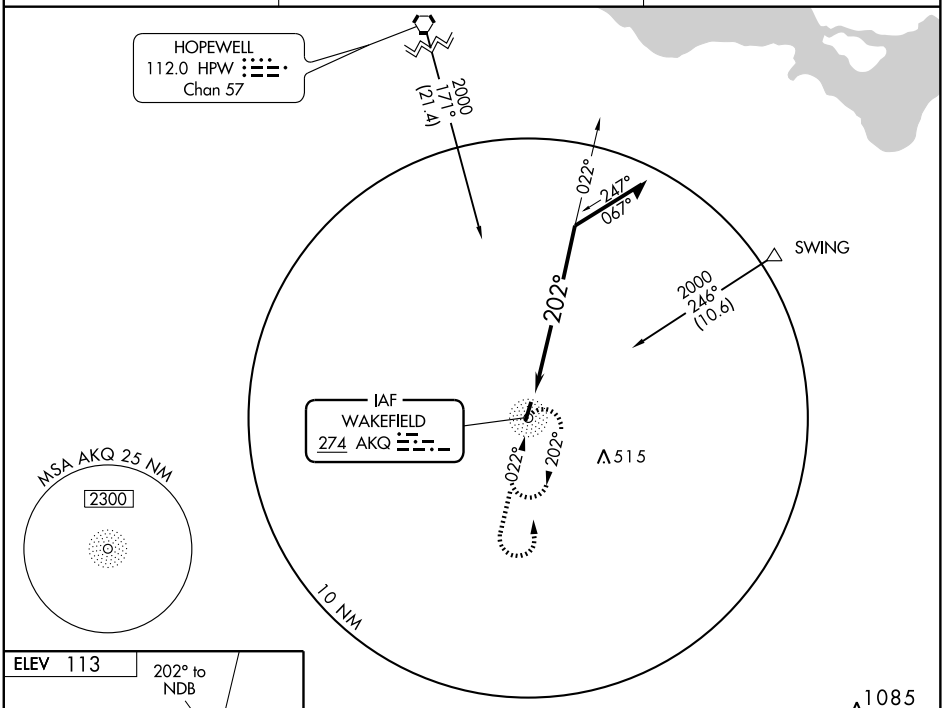
NDB RWY 20

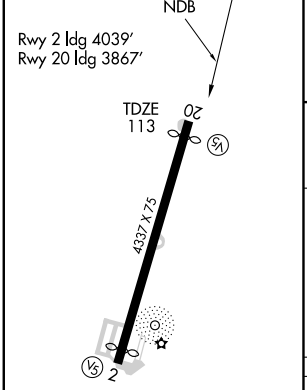
WAKEFIELD MUNI (AKQ)

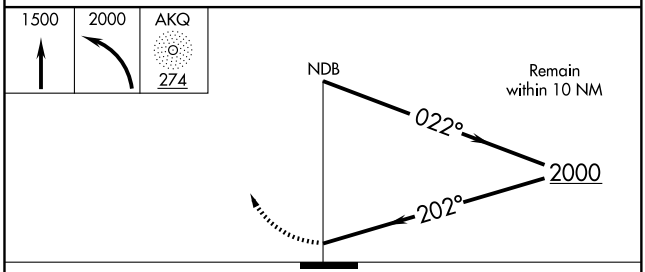
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct AKQ NDB and hold.

ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.42	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	840-1	727 (800-1)	840-2 727 (800-2)	840-2¼ 727 (800-2¼)
CIRCLING	840-1	727 (800-1)	840-2 727 (800-2)	840-2¼ 727 (800-2¼)

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3867
203°	TDZE	113
	Apt Elev	113

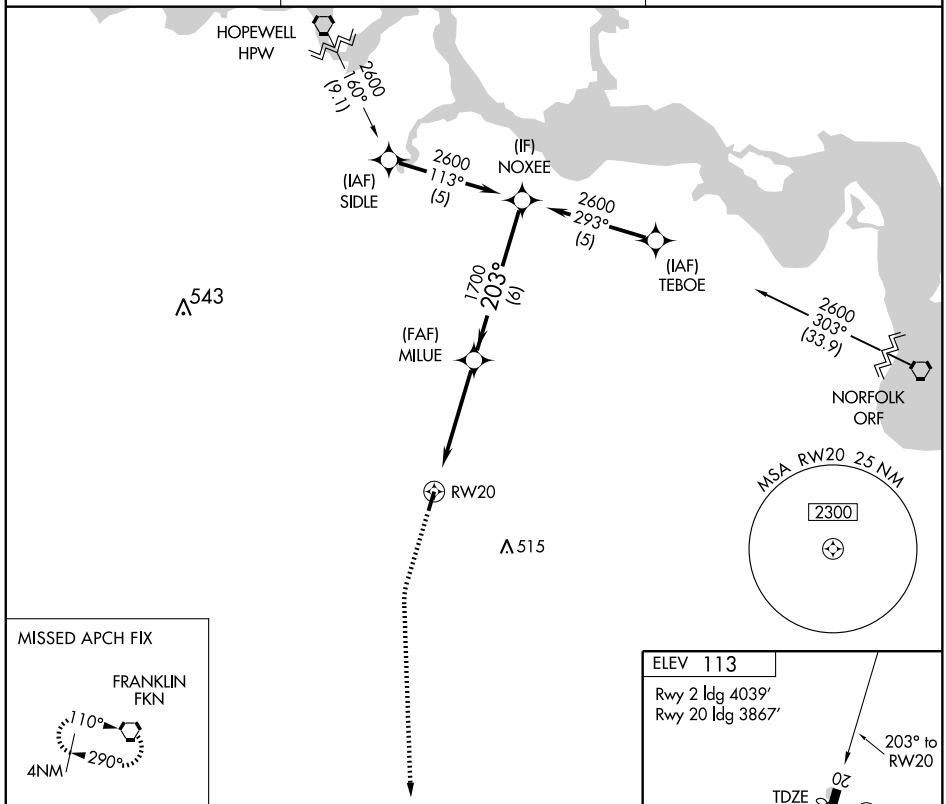
RNAV (GPS) RWY 20
WAKEFIELD MUNI (AKQ)

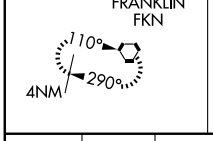
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

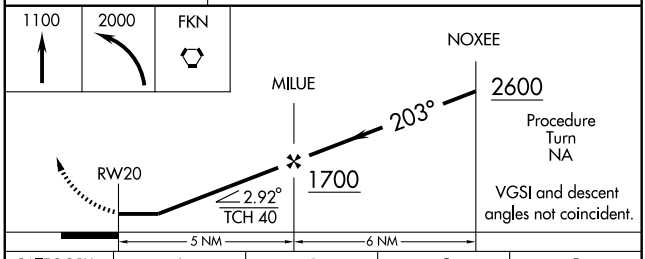
NA

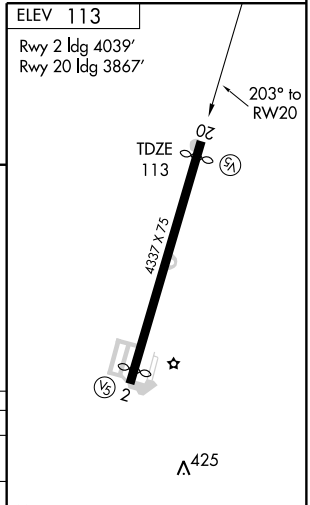
MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 direct FKN VORTAC and hold.

ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.42	122.8 (CTAF)









CATEGORY	A	B	C	D
LNAV MDA	600-1 487 (500-1)		600-1¼ 487 (500-1¼)	600-1½ 487 (500-1½)
CIRCLING	780-1 667 (700-1)		780-1¾ 667 (700-1¾)	780-2 667 (700-2)

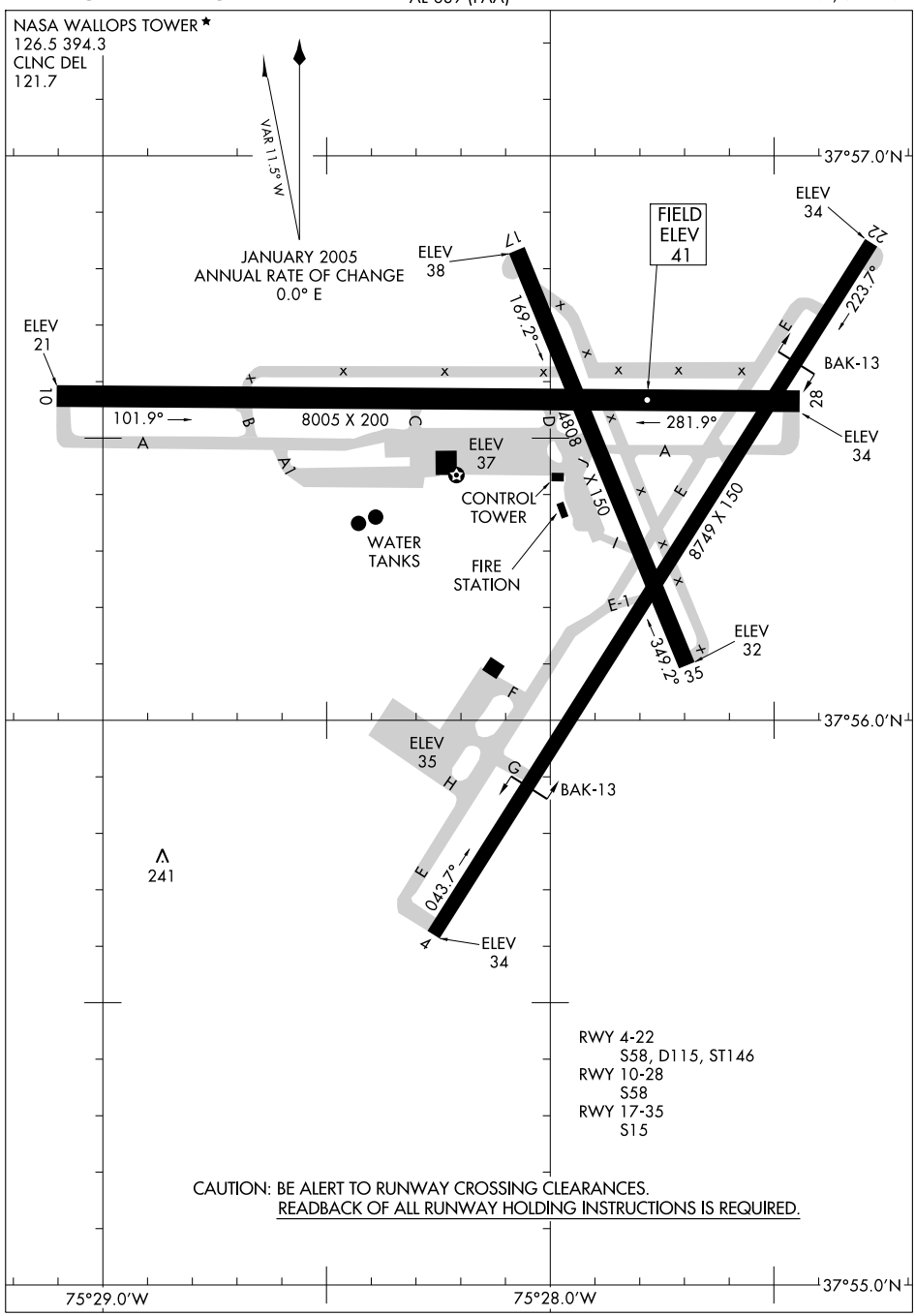
MIRL Rwy 2-20

NE-3. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-639 (FAA)

WALLOPS FLIGHT FACILITY (WAL)
WALLOPS ISLAND, VIRGINIA



NE-3, 14 JAN 2010 to 11 FEB 2010

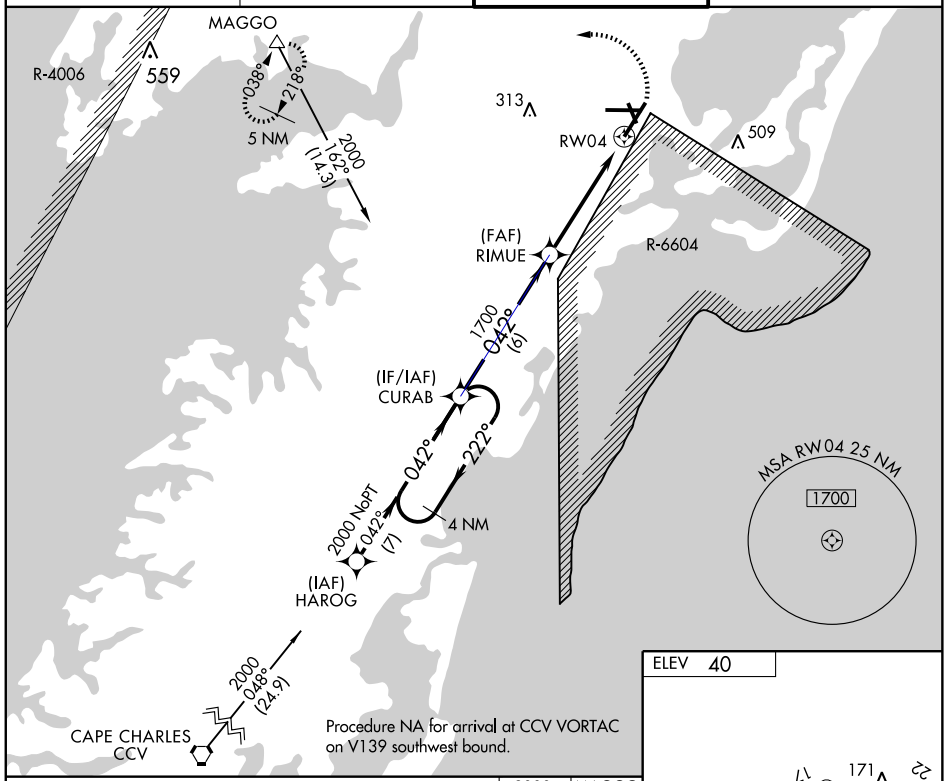
APP CRS	Rwy Idg	8749
042°	TDZE	36
	Apt Elev	40

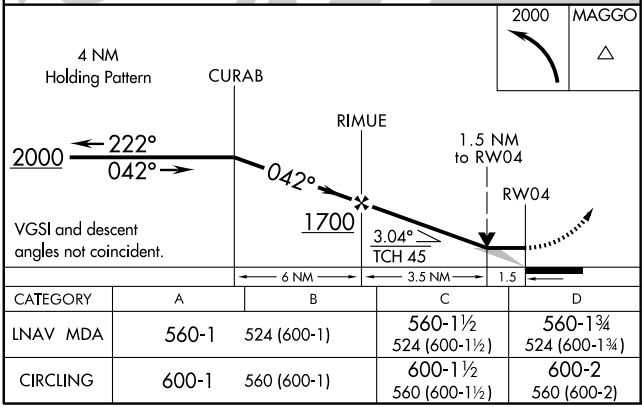
RNAV (GPS) RWY 4
WALLOPS FLIGHT FACILITY (WAL)

NA — Straight-in minimums NA at night. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

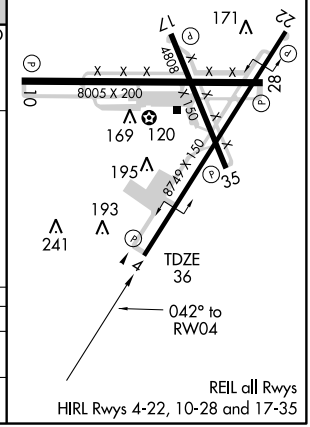
MISSED APPROACH: Climbing left turn to 2000 direct MAGGO WP and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7





CATEGORY	A	B	C	D
LNAV MDA	560-1	524 (600-1)	560-1½ 524 (600-1½)	560-1¾ 524 (600-1¾)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)



NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8005
112°	TDZE	38
	Apt Elev	40

RNAV (GPS) RWY 10

WALLOPS FLIGHT FACILITY (WAL)

T
A NA

GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct MAGGO WP and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7

R-4006

No PT for arrival at MAGGO on V-1 northeast bound.

5 NM

292°

112°

559

1700

112°

(Z)

(IF/IAF) MAGGO

(FAF) BIKTE

313

(MAP) ARUCO

509

R-6604

MSA ARUCO 25 NM

1700

ELEV 40

2000

MAGGO

5 NM Holding Pattern

MAGGO

BIKTE

2000

292°

112°

112°

1700

1.3 NM to ARUCO

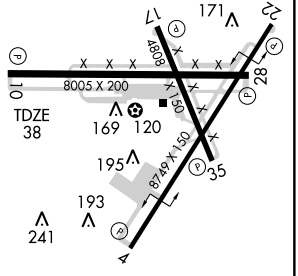
ARUCO

3.03°

TCH 45

VGSI and descent angles not coincident.

7 NM | 3.3 NM | 1.3 | 0.5



CATEGORY	A	B	C	D
LNAV MDA	640-1	602 (600-1)	640-1¾ 602 (600-1¾)	640-2 602 (600-2)
CIRCLING	640-1	600 (600-1)	640-1¾ 600 (600-1¾)	640-2 600 (600-2)

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4808
168°	TDZE	39
	Apt Elev	40

RNAV (GPS) RWY 17

WALLOPS FLIGHT FACILITY (WAL)

GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct MAGGO WP and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7

Procedure NA for arrival at SBY VORTAC on V1 northeast bound, V29 northbound.

(IAF) SALISBURY SBY

2000 201° (13)

(IAF) CBEAV

2000 235° (20.2)

Procedure NA for arrival at CBEAV WP on V139 northeast bound.

(IF) DOVAY

2000 168° (6)

(FAF) GELTE

R-4006

MAGGO

559

038° 218° 5 NM

313

RW17

509

MSA RW17 25 NM

1700

R-6604

ELEV 40

168° to RW17

TDZE 39

171

8005 X 200

4808 X 150

8749 X 150

169 120

195

193

241

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

2000 MAGGO

DOVAY GELTE

2000 168° 2000 168°

1.3 NM to RW17

RW17

Procedure Turn NA

VGSI and descent angles not coincident.

3.05° TCH 45

6 NM 4.6 NM 1.3

CATEGORY	A	B	C	D
LNAV MDA	480-1	441 (500-1)	480-1¼ 441 (500-1¼)	480-1½ 441 (500-1½)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8749
222°	TDZE	36
	Apt Elev	40

RNAV (GPS) RWY 22
WALLOPS FLIGHT FACILITY (WAL)

NA

Straight-in minimums NA at night.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct MAGGO WP and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7

Procedure NA for arrival at SBY VORTAC on V1 northeast bound, V29 northbound.

(IAF) SALISBURY SBY

2000 180° (16.8)

(IAF) CBEAV

2000 201° (16.4)

Procedure NA for arrival at CBEAV WP on V139 northeast bound.

(IF) AXASE

1700 222° (6)

(FAF) FIBED

MAGGO

559

038° 218° 5 NM

RW22

313

509

MSA RW 22 25 NM

1700

R-6604

ELEV 40

222° to RW22

TDZE 36

171

8749 X 150

8005 X 200

10 28 35 17

169 120 195 193 241

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

2000 MAGGO

AXASE

FIBED

2000

1.3 NM to RW22

222°

RW22

1700

3.05° TCH 45

Procedure Turn NA

VGSI and descent angles not coincident.

1.3 3.7 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	444 (500-1)	480-1¼ 444 (500-1¼)	480-1½ 444 (500-1½)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8005
280°	TDZE	40
	Apt Elev	40

RNAV (GPS) RWY 28

WALLOPS FLIGHT FACILITY (WAL)

NA

Straight-in minimums NA at night.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct MAGGO WP and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7

SNOW HILL SWL
2000
109°
(11.5)

(IAF) WALOT
2000
191°
(5)

MAGGO
559
038°
218°
5 NM

BECAV
2.9 NM to RW28

RW28
313
280°
509
1700
281°
(6)
(IF) DOGTE

(FAF) CIDGO

2000
011°
(5)
(IAF) ESATE

R-6604

MSA RW28 25 NM
1700

2000
060°
(47.8)
CAPE CHARLES CCV

Procedure NA for arrival at CCV VORTAC on V1 south bound.

ELEV 40

8005 X 200
4808 X 150
8749 X 150
TDZE 40
169 120
195
193
241
280° to RW28

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

2000 MAGGO

BECAV
2.9 NM to RW28

CIDGO

DOGTE
2000

281°

1.3 NM to RW28

280°

1700

RW28

1020

3.05°
TCH 45

Procedure Turn NA

VGSI and descent angles not coincident.

1.3 | 1.6 NM | 2.1 NM | 6 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	440 (500-1)	480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

NE-3. 14 JAN 2010 to 11 FEB 2010

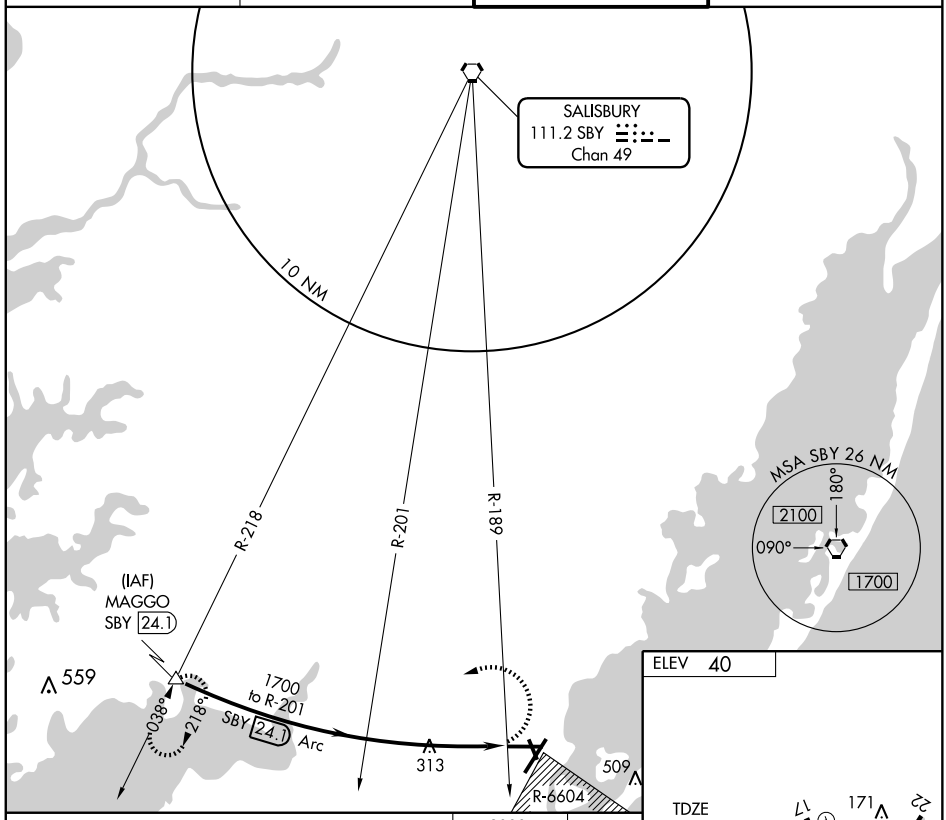
VORTAC SBY 111.2 Chan 49	APP CRS SBY 24.1 Arc	Rwy Idg 8005 TDZE 38 Apt Elev 40

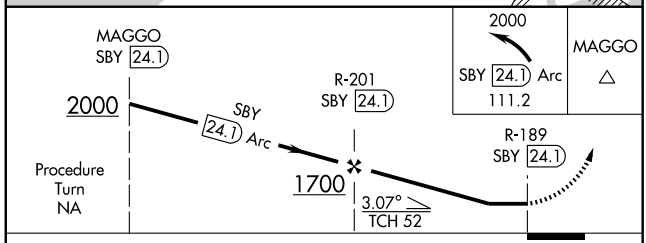
VOR/DME or TACAN RWY 10

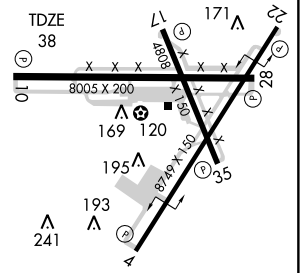
WALLOPS FLIGHT FACILITY (WAL)

MISSED APPROACH: Climbing left turn to 2000 via the SBY 24.1 DME Arc clockwise to MAGGO/SBY R-218 24.1 DME and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7







CATEGORY	A	B	C	D
S-10	900-1 862 (900-1)	900-1¼ 862 (900-1¼)	900-2½ 862 (900-2½)	900-2¾ 862 (900-2¾)
CIRCLING	900-1 860 (900-1)	900-1¼ 860 (900-1¼)	900-2½ 860 (900-2½)	900-2¾ 860 (900-2¾)

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

NE-3. 14 JAN 2010 to 11 FEB 2010

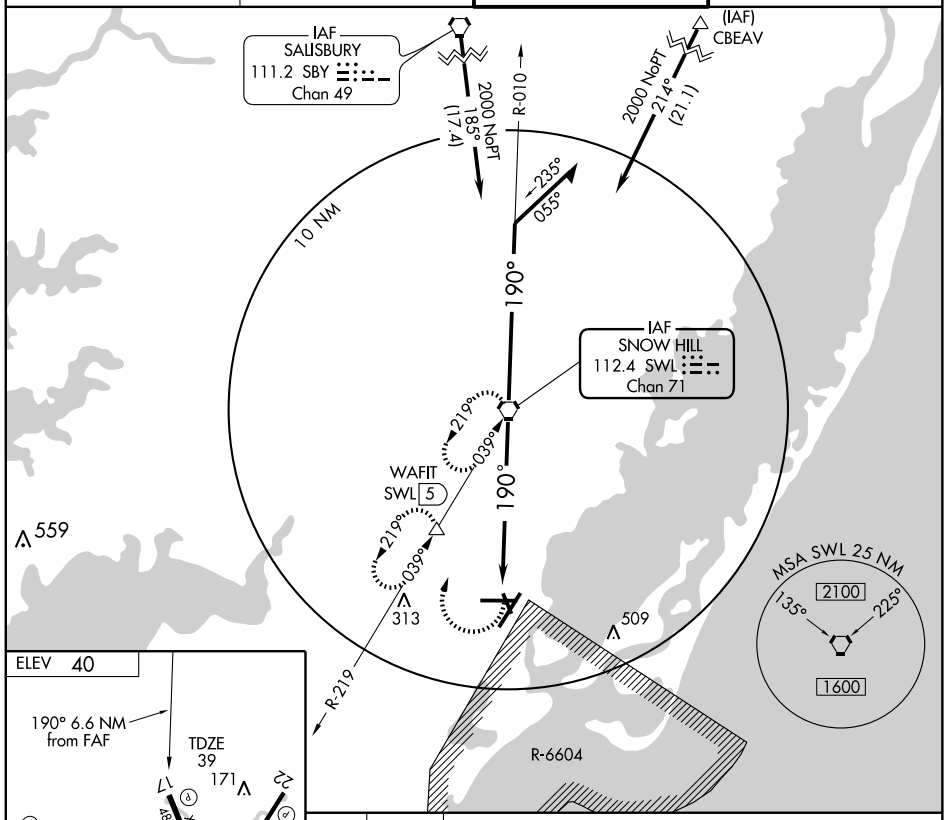
VORTAC SWL 112.4 Chan 71	APP CRS 190°	Rwy Idg 4808 TDZE 39 Apt Elev 40

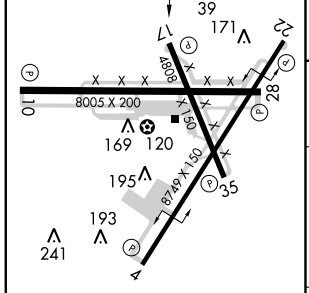
VOR or TACAN RWY 17

WALLOPS FLIGHT FACILITY (WAL)

MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold. (TACAN aircraft climbing right turn via SWL R-219 to WAFIT/SWL 5 DME and hold SW, left turn 039° inbound.)

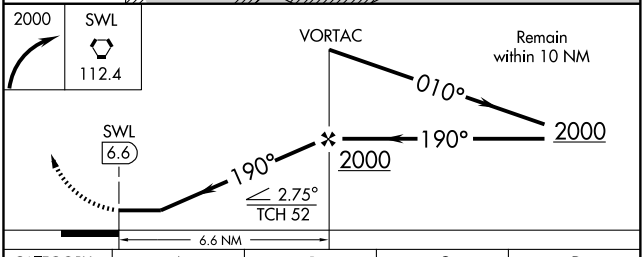
ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7





REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-17	500-1 461 (500-1)		500-1¼ 461 (500-1¼)	NA
CIRCLING	600-1 560 (600-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

NE-3, 14 JAN 2010 to 11 FEB 2010

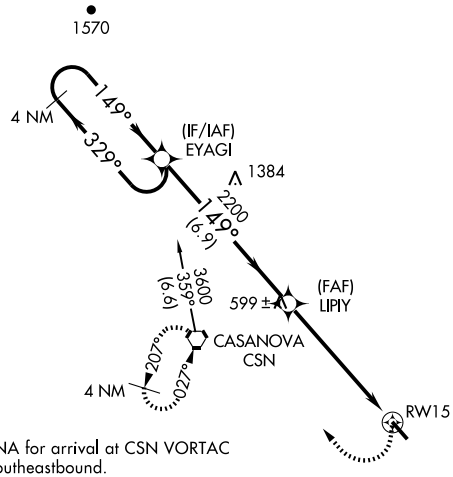
APP CRS	Rwy Idg	5000
149°	TDZE	328
	Apt Elev	337

RNAV (GPS) RWY 15
WARRENTON-FAUQUIER (HWY)

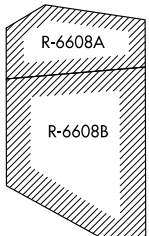
DME/DME RNP-0.3 NA. Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

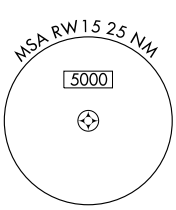
MISSED APPROACH: Climbing right turn to 3000 direct CSN VORTAC and hold.

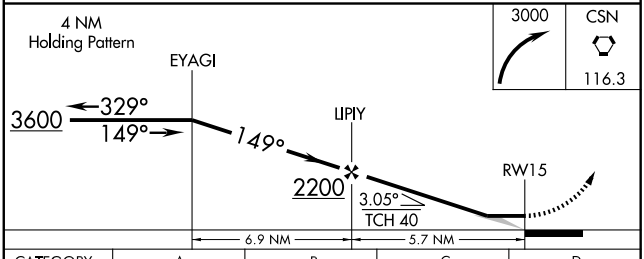
ASOS	CULPEPER AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
120.350	119.325	124.65 306.925	135.075	122.7 (CTAF) L

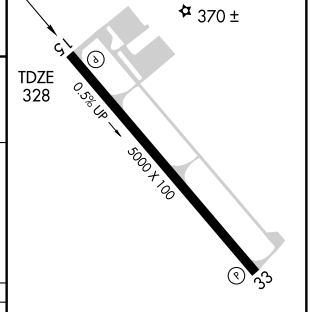


Procedure NA for arrival at CSN VORTAC on V453 Southeastbound.









CATEGORY	A	B	C	D
LNAV MDA	780-1 452 (500-1)		780-1¼ 452 (500-1¼)	780-1½ 452 (500-1½)
CIRCLING	780-1 443 (500-1)	800-1 463 (500-1)	800-1½ 463 (500-1½)	900-2 563 (600-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC CSN	APP CRS	Rwy Idg	5000
116.3	119°	TDZE	327
Chan 110		Apt Elev	337

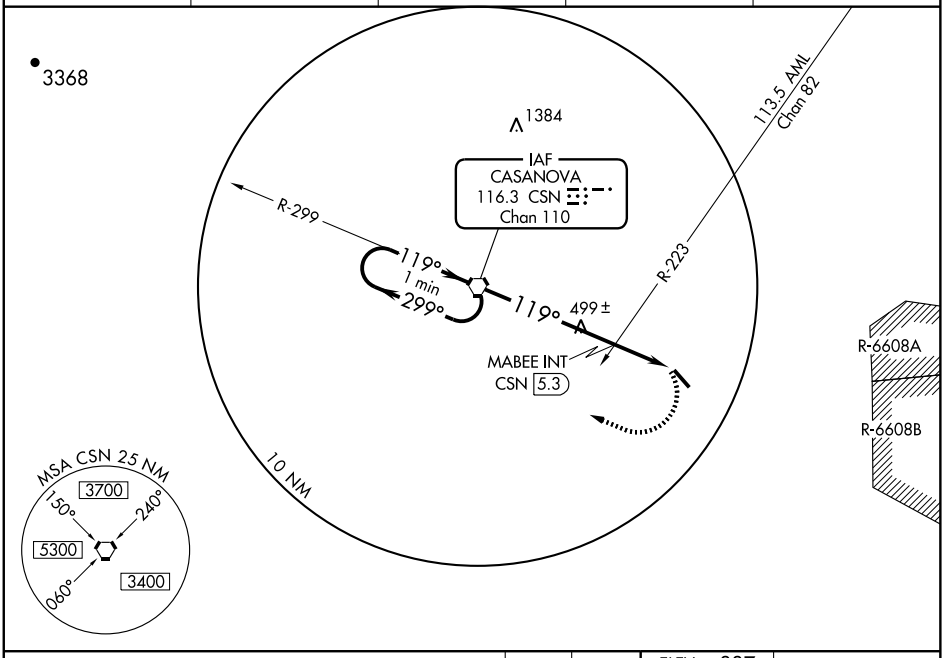
VOR RWY 15
WARRENTON-FAUQUIER (HWY)

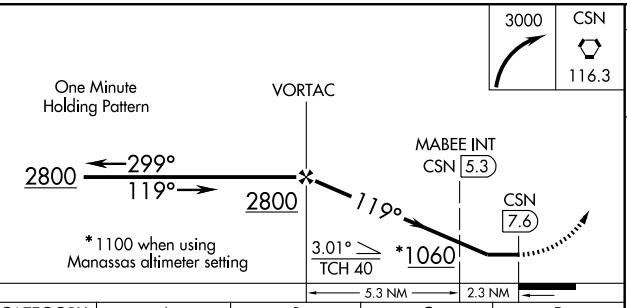
Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

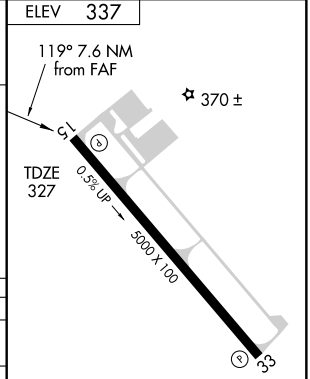
NA

MISSED APPROACH: Climbing right turn to 3000 direct to CSN VORTAC and hold.

ASOS	CULPEPER AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
120.350	119.325	124.65 306.925	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-15	1060-1	732 (800-1)	1060-2 732 (800-2)	1060-2¼ 732 (800-2¼)
CIRCLING	1060-1	723 (800-1)	1060-2 723 (800-2)	1060-2¼ 723 (800-2¼)
MABEE FIX MINIMUMS				
S-15	740-1	412 (500-1)	740-1¼	412 (500-1¼)
CIRCLING	740-1 403 (500-1)	800-1 463 (500-1)	800-1½ 463 (500-1½)	900-2 563 (600-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

NE-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
097°	TDZE	13
	Apt Elev	21

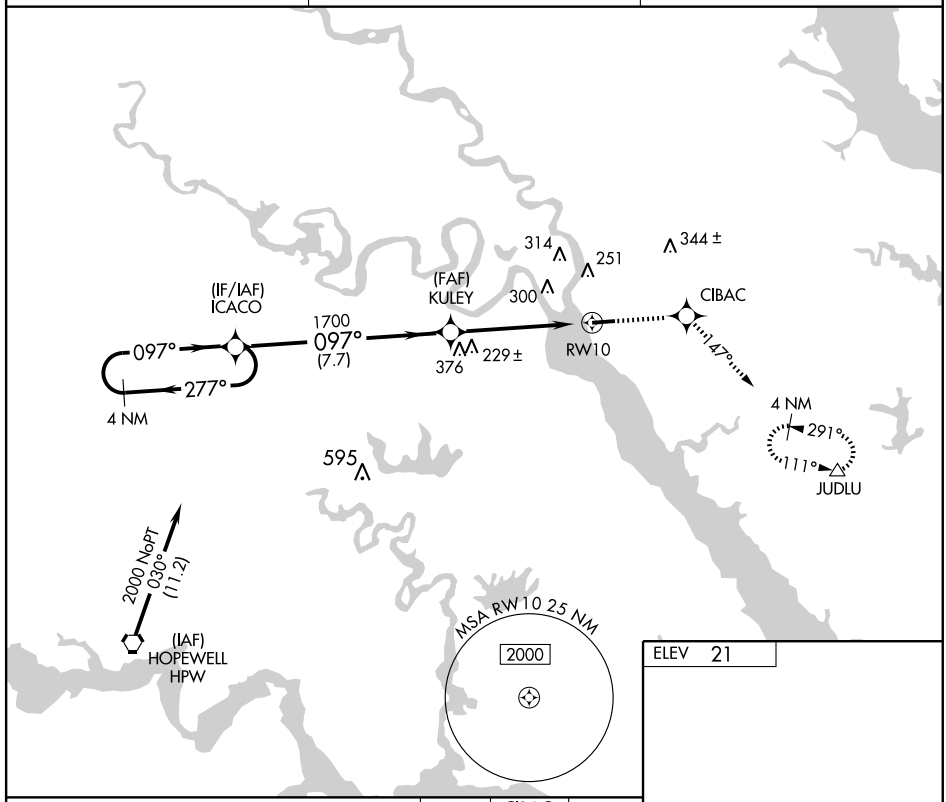
RNAV (GPS) RWY 10

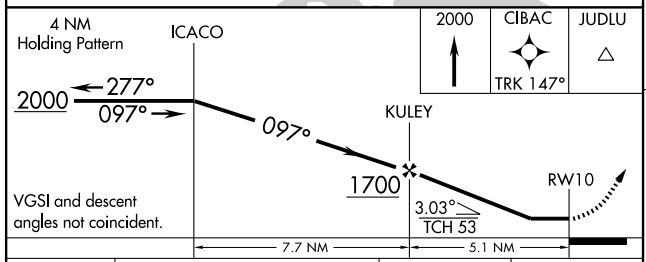
WEST POINT/MIDDLE PENINSULA RGNL (FYJ)

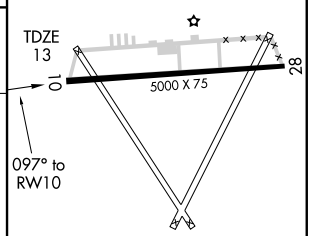
When local altimeter setting not received, use Newport News altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility ¼ mile, and Circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CIBAC and via 147° track to JUDLU and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 467 (500-1)		NA	NA
CIRCLING	480-1 459 (500-1)	560-1 539 (600-1)	620-1½ 599 (600-1½)	NA

MIRL Rwy 10-28 L

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC HCM	APP CRS	Rwy Idg	N/A
108.8	337°	TDZE	N/A
Chan 25		Apt Elev	21

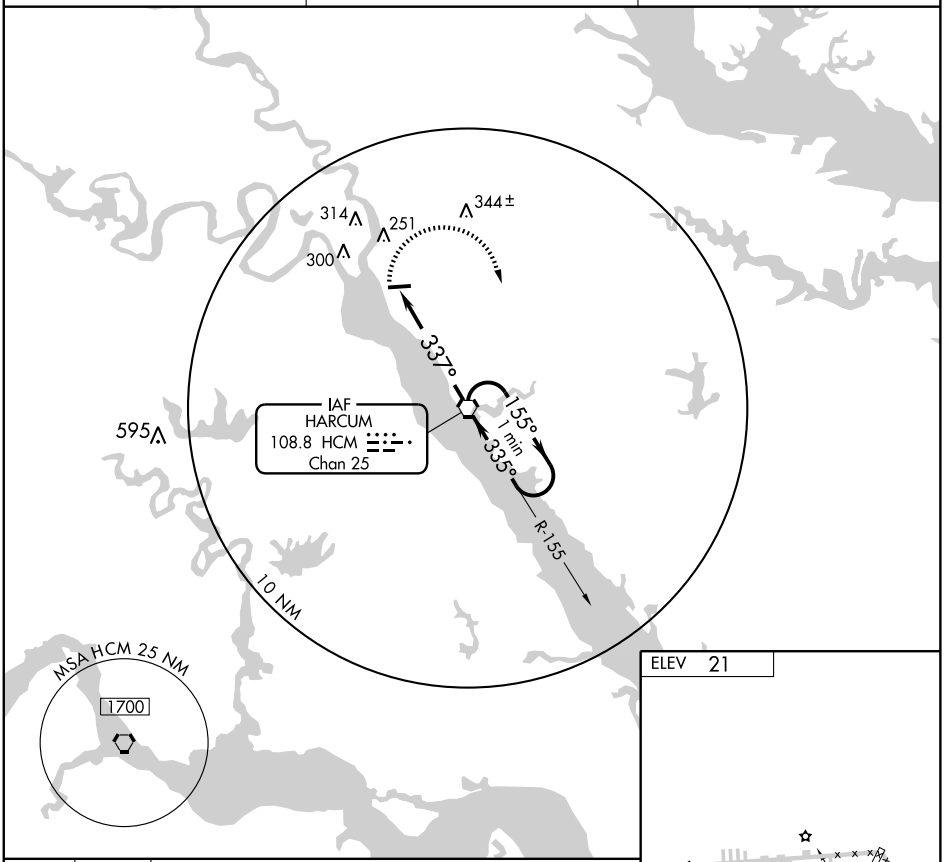
VOR-A

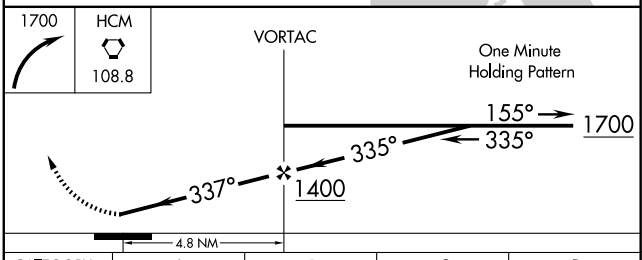
WEST POINT/MIDDLE PENINSULA RGNL (FYJ)

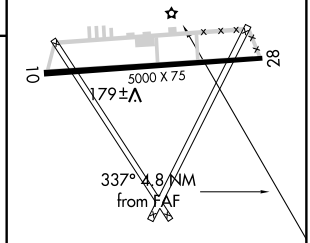
When local altimeter setting not received, use Newport News altimeter setting and increase all MDAs 80 feet and Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L







MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
CIRCLING	480-1 459 (500-1)	560-1 539 (600-1)	620-1½ 599 (600-1½)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3. 14 JAN 2010 to 11 FEB 2010

VORTAC HCM	APP CRS	Rwy Idg	N/A
108.8	188°	TDZE	N/A
Chan 25		Apt Elev	49

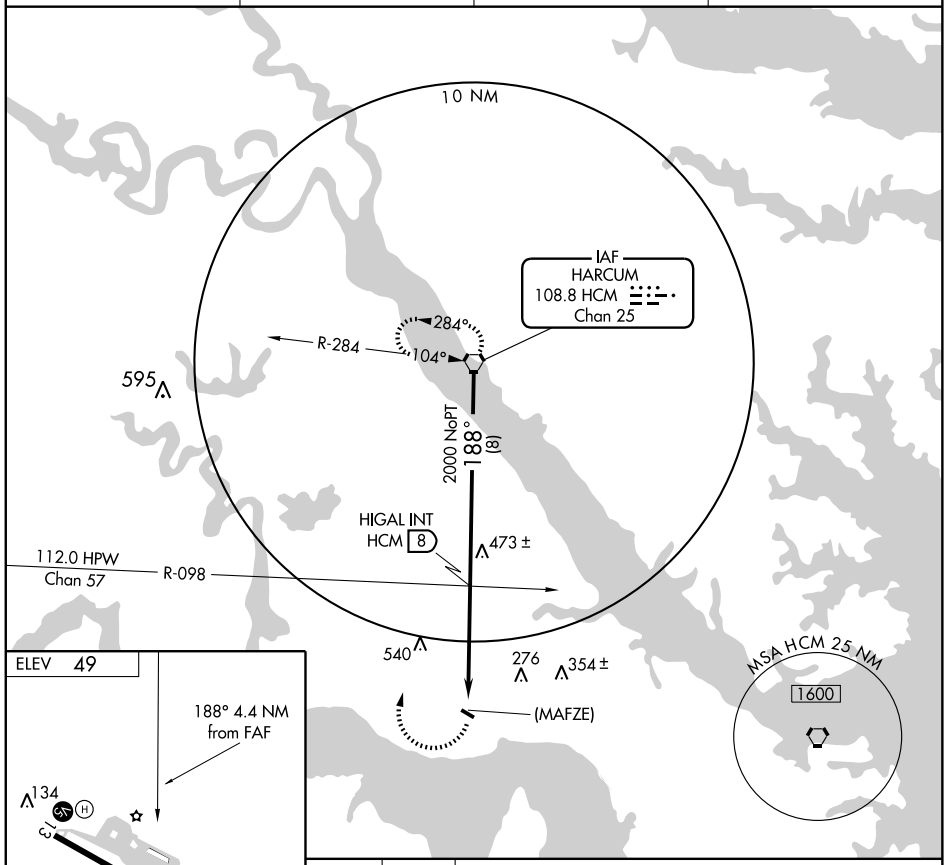
VOR or GPS-B
WILLIAMSBURG-JAMESTOWN (JGG)

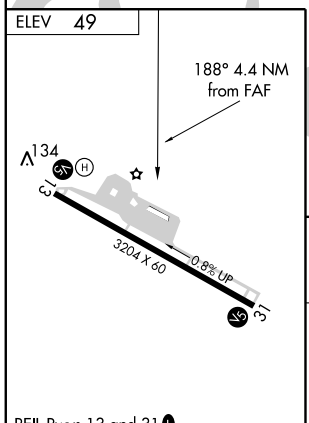
Use Newport News/Williamsburg Intl altimeter setting.

NA

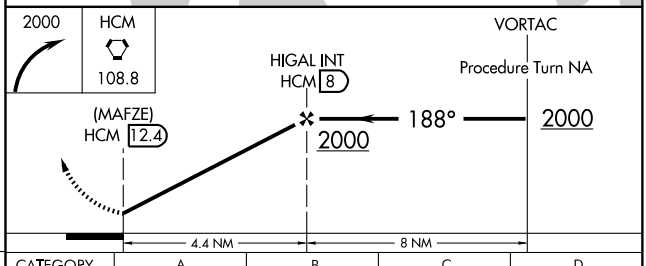
MISSED APPROACH: Climbing right turn to 2000 direct HCM VORTAC and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
120.625	119.45 360.6	135.075	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	680-1 631 (700-1)		680-1¾ 631 (700-1¾)	NA

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 5

APCH CRS	Rwy ldg	5018
050°	TDZE	41
	Arpt Elev	41

AL-3214 [USA]

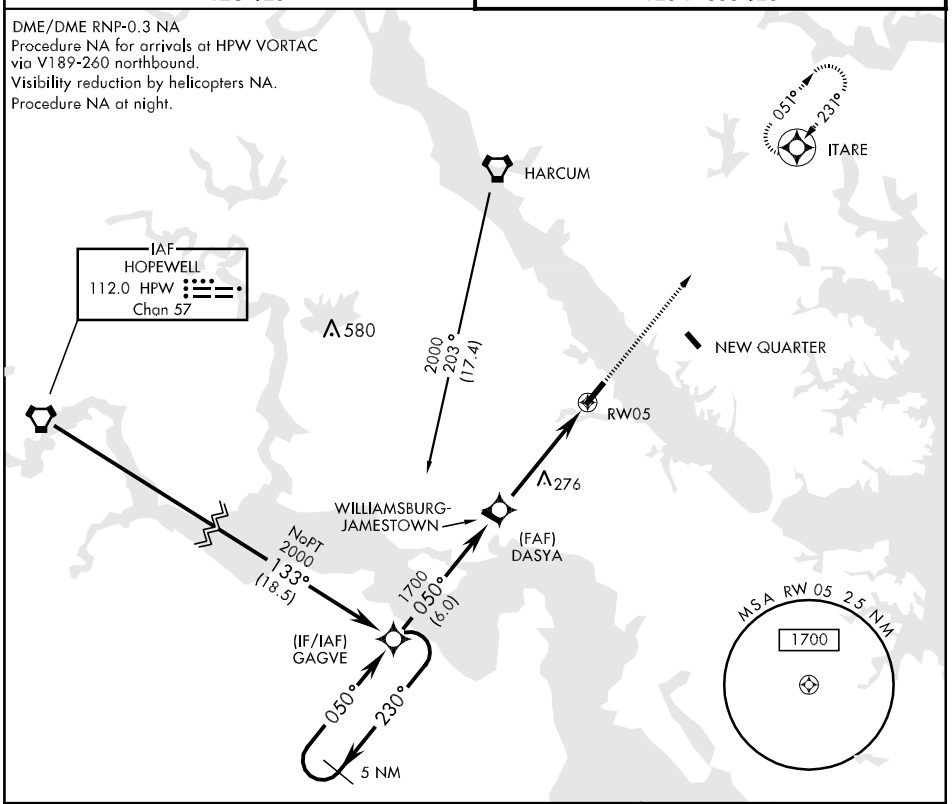
CAMP PEARY LNDG STRIP (KW94)

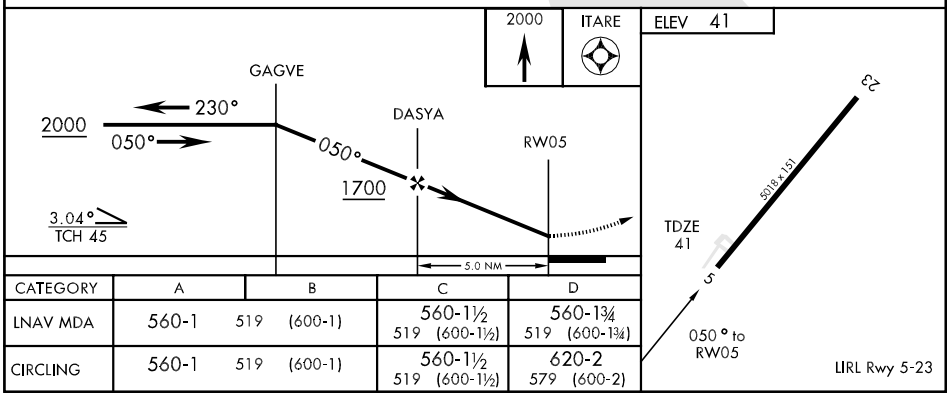
Use Williamsburg-Jamestown altimeter setting. When not received,use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C and D vis ¼ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climb to 2000 direct ITARE and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625

DME/DME RNP-0.3 NA
Procedure NA for arrivals at HPW VORTAC via V189-260 northbound.
Visibility reduction by helicopters NA.
Procedure NA at night.





CATEGORY	A	B	C	D
LNAV MDA	560-1 519 (600-1)		560-1½ 519 (600-1½)	560-1¾ 519 (600-1¾)
CIRCLING	560-1 519 (600-1)		560-1½ 519 (600-1½)	620-2 579 (600-2)

LIRL Rwy 5-23

NE-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	5018
230°	TDZE	34
	Arpt Elev	41

AL-3214 [USA]

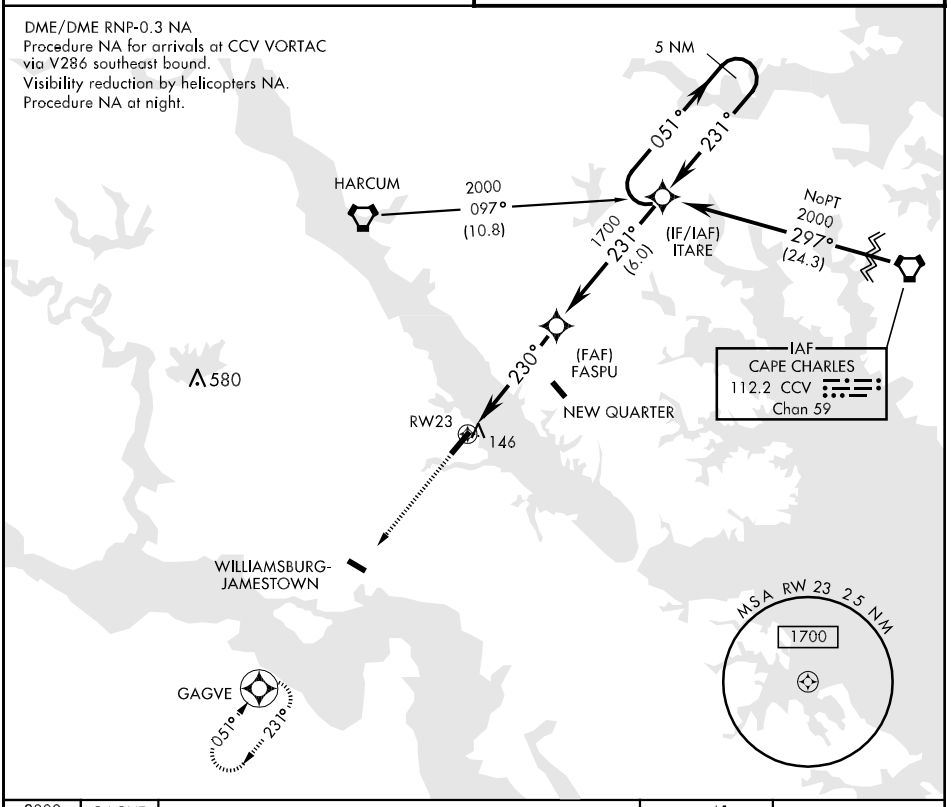
CAMP PEARY LNDG STRIP (KW94)

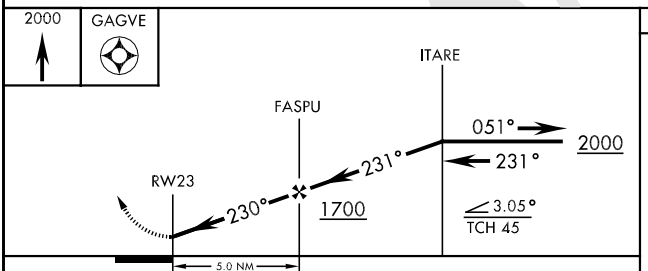
Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C vis ¼ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

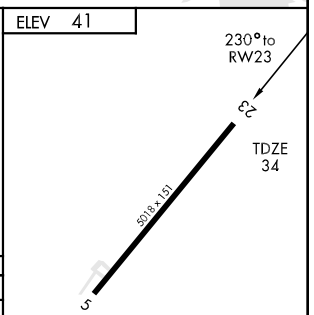
MISSED APPROACH: Climb to 2000 direct GAGVE and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625

DME/DME RNP-0.3 NA
Procedure NA for arrivals at CCV VORTAC via V286 southeast bound.
Visibility reduction by helicopters NA.
Procedure NA at night.







CATEGORY	A	B	C	D
LNAV MDA	420-1 386 (400-1)			420-1¼ 386 (400-1¼)
CIRCLING	500-1 459 (500-1)		500-1½ 459 (500-1½)	620-2 579 (600-2)

LIRL Rwy 5-23

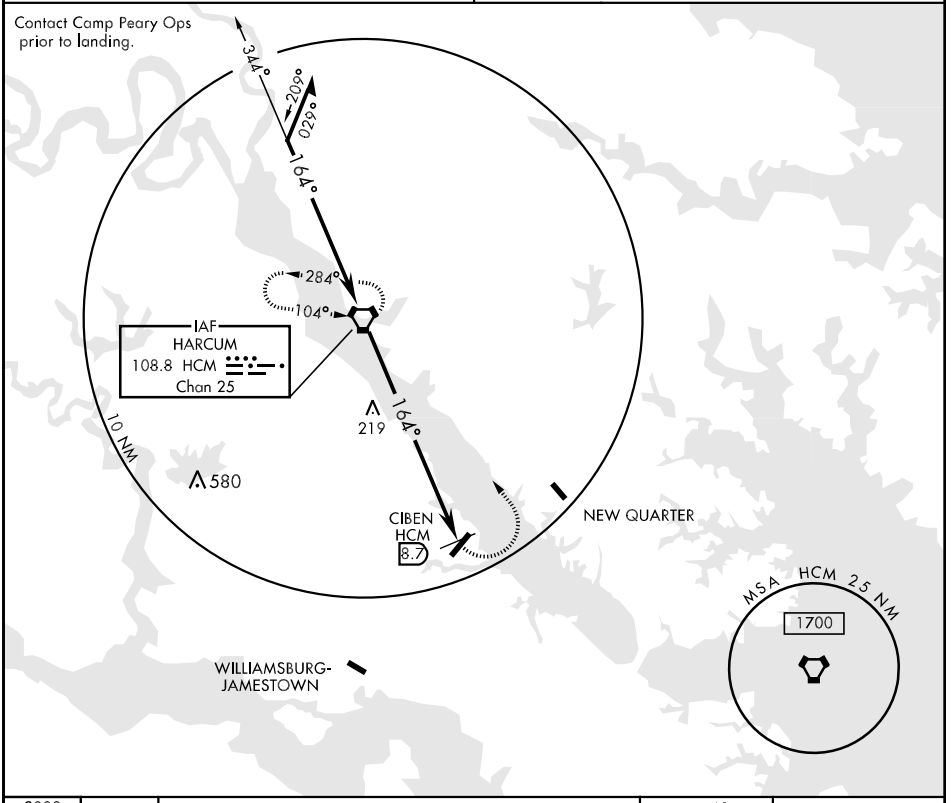
VOR-A

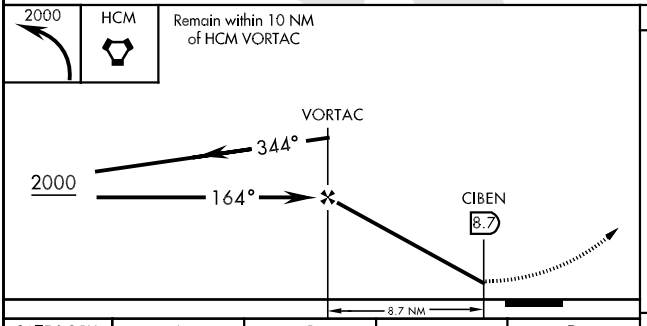
VORTAC HCM 108.8 Chan 25	APCH CRS 164°	Rwy Idg NA TDZE NA Arpt Elev 41	AL-3214 [USA]	CAMP PEARY LNDG STRIP (KW94)

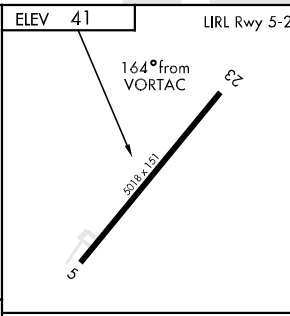
*Circling to Rwy 23 NA at night.
Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet. Restricted airfield, PPR.

MISSED APPROACH: Climbing left turn to 2000 direct HCM VORTAC and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625







CATEGORY	A	B	C	D
CIRCLING *	620-1 579 (600-1)		620-1½ 579 (600-1½)	620-2 579 (600-2)

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

LOC/DME I-TZX	APP CRS	Rwy Idg	5500
109.55	324°	TDZE	715
Chan 32 (Y)		Apt Elev	726

ILS or LOC RWY 32

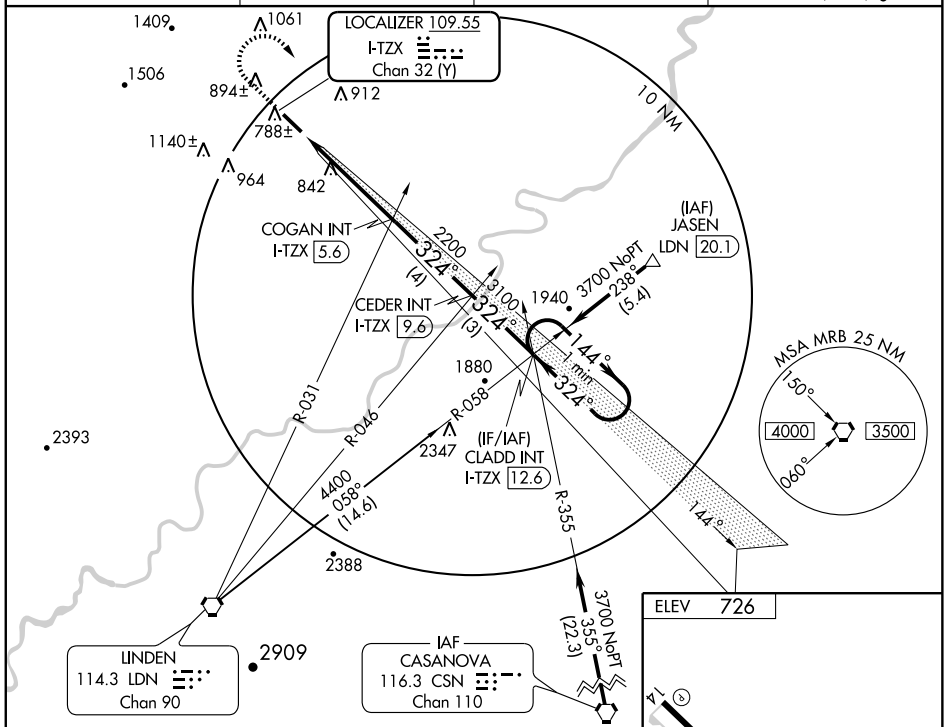
WINCHESTER RGNL (OKV)

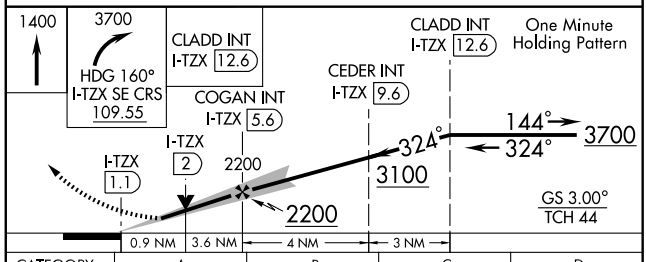
▼ ▲NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSR when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.

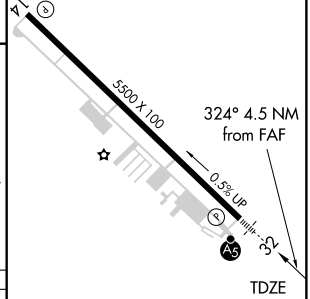
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD Int/I-TZX 12.6 DME and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 32	915-½ 200 (200-½)			
S-LOC 32	1040-½ 325 (400-½)			1040-¾ 325 (400-¾)
CIRCLING	1120-1 394 (400-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 70712 W14A	APP CRS 144°	Rwy Idg 5500 TDZE 726 Apt Elev 726

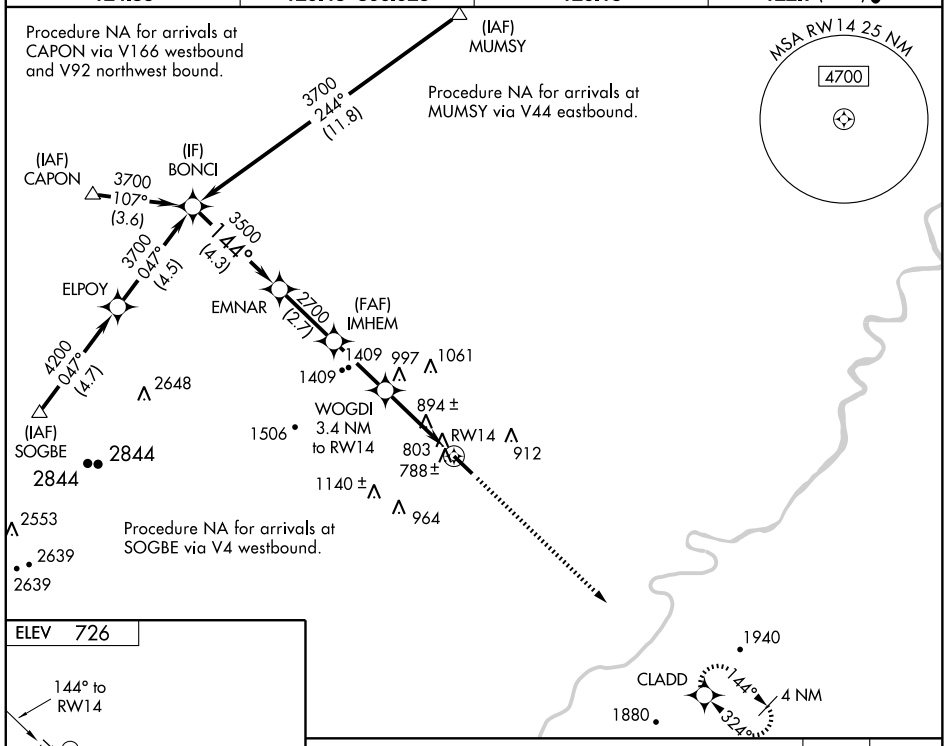
RNAV (GPS) RWY 14

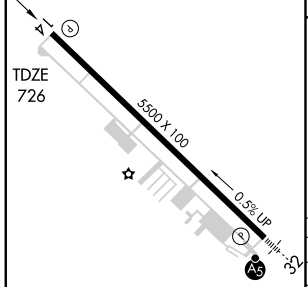
WINCHESTER RGNL (OKV)

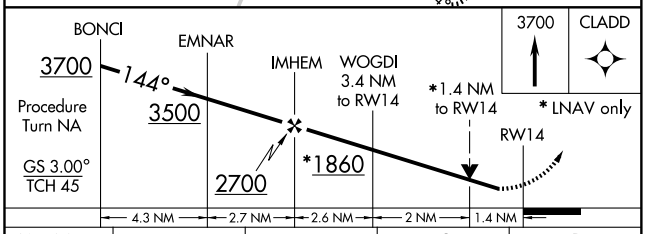
Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibilities ¼ mile.
VDP NA when using Martinsburg altimeter setting.

MISSED APPROACH: Climb to 3700 direct CLADD and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1049-1¼ 323 (400-1¼)			
LNAV/ VNAV DA	1073-1¼ 347 (400-1¼)			
LNAV MDA	1200-1 474 (500-1)		1200-1¼ 474 (500-1¼)	1200-1½ 474 (500-1½)
CIRCLING	1200-1 474 (500-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 97512 W32A	APP CRS 324°	Rwy Idg 5500 TDZE 715 Apt Elev 726

RNAV (GPS) RWY 32

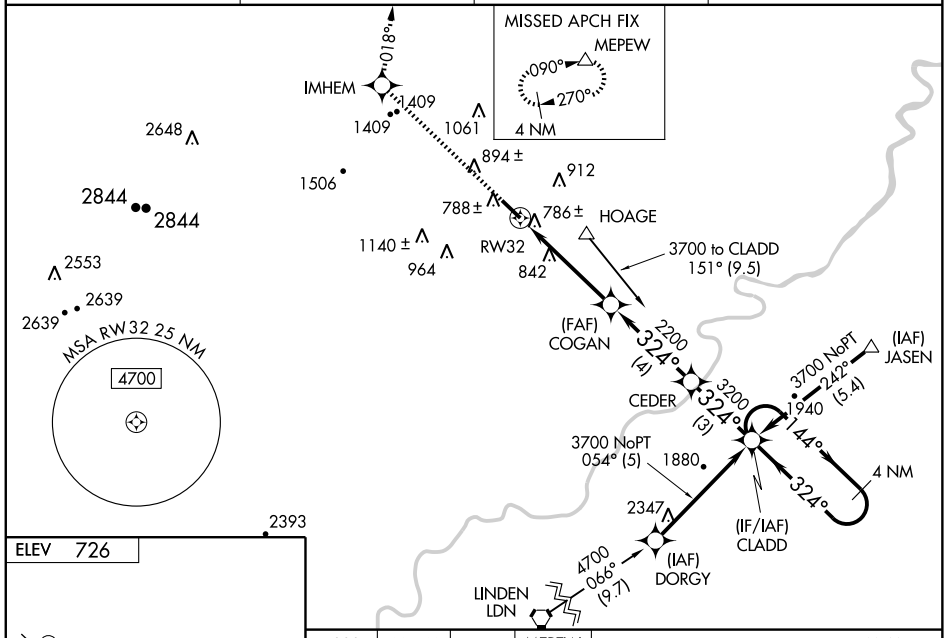
WINCHESTER RGNL (OKV)

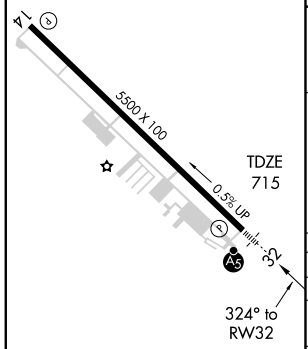
Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LPV. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats and LNAV Cats A and B visibility to 1 mile. VDP NA when using Martinsburg altimeter setting.

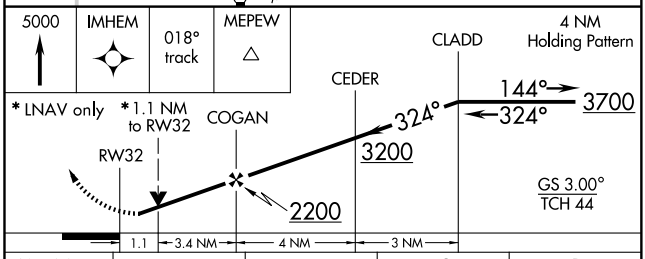
MALSR

MISSED APPROACH: Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	915-¾ 200 (200-¾)			
LNAV/VNAV DA	1056-¾ 341 (400-¾)			
LNAV MDA	1100-¾ 385 (400-¾)			1100-1 385 (400-1)
CIRCLING	1120-1 394 (400-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

NE-3, 14 JAN 2010 to 11 FEB 2010

VORTAC MRB 112.1 Chan 58	APP CRS 231°	Rwy Idg N/A TDZE N/A Apt Elev 726

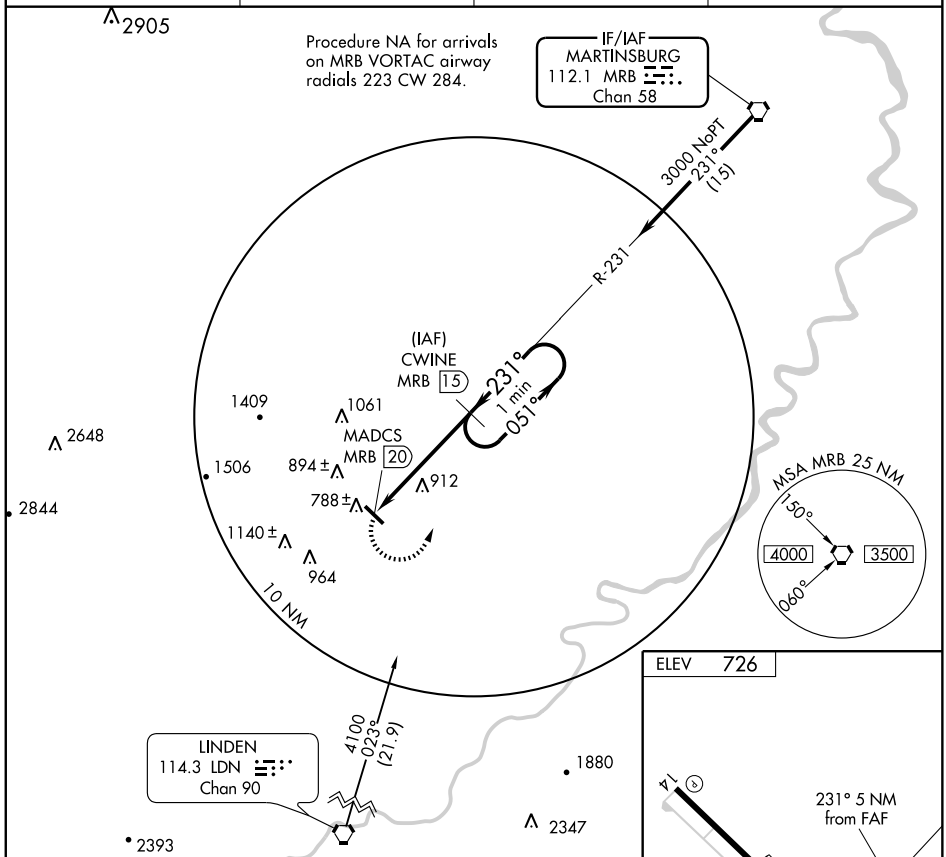
VOR/DME-A

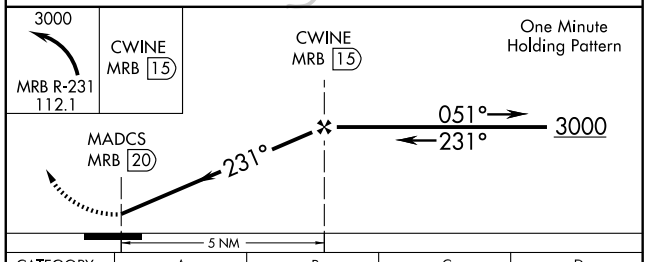
WINCHESTER RGNL (OKV)

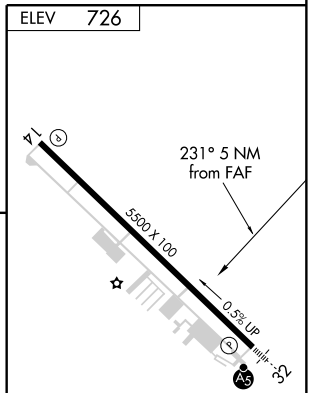
When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via MRB R-231 to CWINE/MRB 15 DME and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1180-1 454 (500-1)	1260-1¼ 534 (600-1¼)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

NE-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5280
066°	TDZE	2671
	Apt Elev	2684

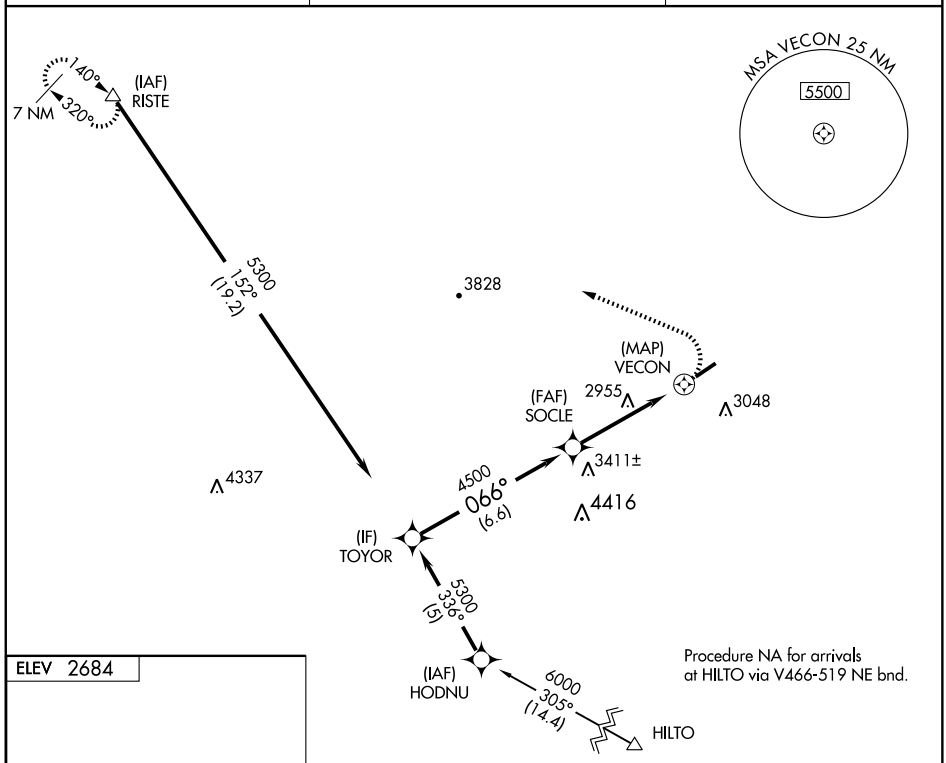
RNAV (GPS) RWY 6

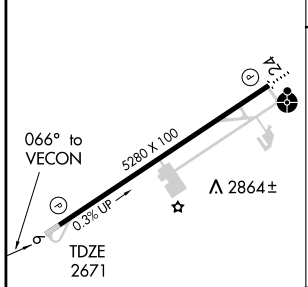
WISE/ LONESOME PINE (LNP)

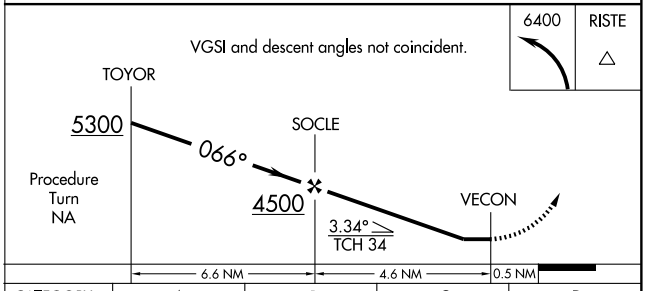
If local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDAs 160 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6400 direct RISTE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.57 253.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3260 - 1	589 (600-1)	3260 - 1½ 589 (600-1½)	3260 - 1¾ 589 (600-1¾)
CIRCLING	3260 - 1	576 (600-1)	3260 - 1½ 576 (600-1½)	3360 - 2¼ 676 (700-2¼)

REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L

NE-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 77602 W24A	APP CRS 242°	Rwy Idg 5280 TDZE 2684 Apt Elev 2684

RNAV (GPS) RWY 24

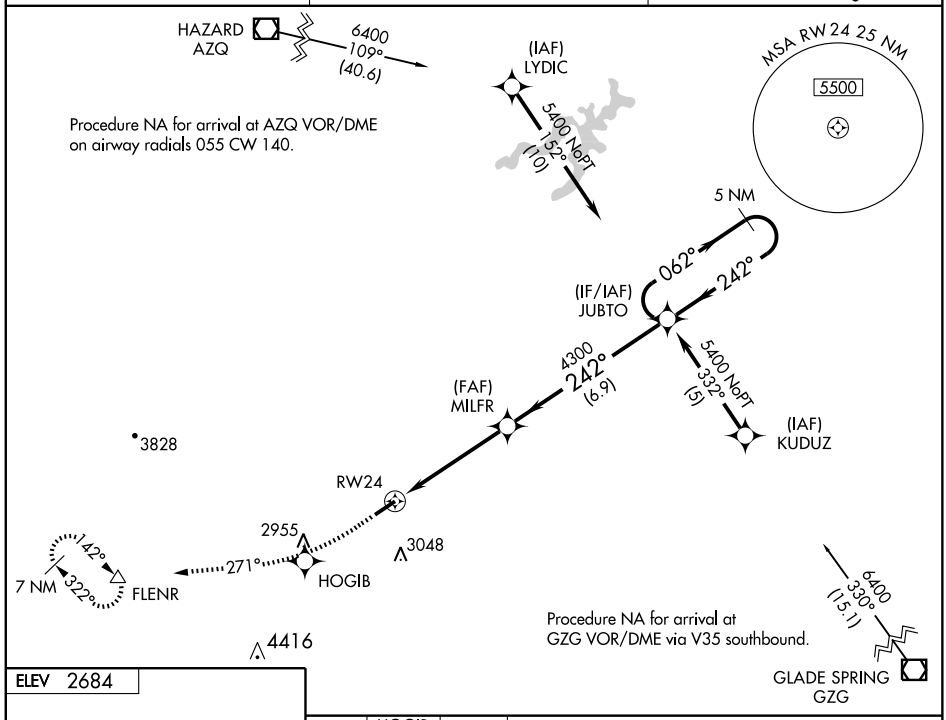
WISE / LONESOME PINE (LNP)

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (110°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

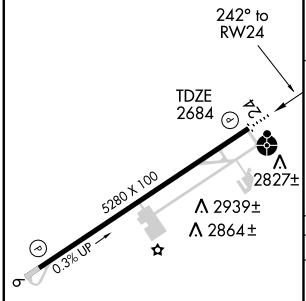
ODALS

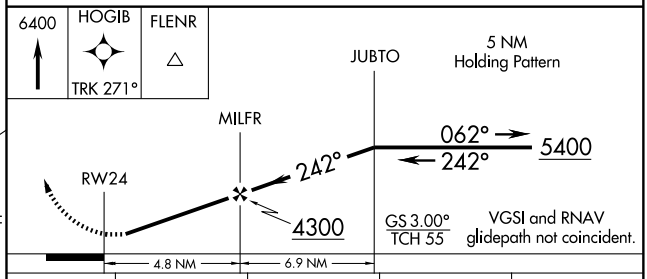
MISSED APPROACH: Climb to 6400 direct HOGIB and via 271° track to FLENR and hold, continue climb-in-hold to 6400.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.57 253.5	123.0 (CTAF) L



ELEV 2684





CATEGORY	A	B	C	D
LPV DA	3021 - 1¼ 337 (400-1¼)			
LNAV/VNAV DA	3126 - 1½ 442 (500-1½)			
LNAV MDA	3400 - 1 716 (800-1)		3400 - 2 716 (800-2)	3400 - 2¼ 716 (800-2¼)
CIRCLING	3440 - 1½ 756 (800-1½)		3460 - 2¼ 776 (800-2¼)	3560 - 2¾ 876 (900-2¾)

REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L

NE-3, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[3]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[36]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME — ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .... **RNAV (GPS) Rwy 28**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[1]
ILS Rwy 22L[1]
ILS Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 15R[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL .... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **LOC Rwy 8[123]**
VOR or GPS-A[4]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

NAME ALTERNATE MINIMUMS

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[12]**
VOR Rwy 2[3]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]NA when local weather not available.
[3]Categories A,B, 1200-2; Category C,D, 1200-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME or GPS Rwy 17[3]

[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**
NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**
Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD ... **RNAV (GPS) Rwy 18**
NA when local weather not available.

PAWTUCKET, RI

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B
NA when local weather not available.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29
ILS, Category D, 700-2.

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]
[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34
NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31
NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

VINEYARD HAVEN, MA

MARTHA'S VINEYARD .... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[34]
VOR Rwy 20[35]
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[5]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

NAME ALTERNATE MINIMUMS

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Rwy 10**

Categories A,B, 900-2; Category C, 900-2¾.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR or TACAN Rwy 6[4]
VOR or TACAN Rwy 15[5]
VOR or TACAN Rwy 24[6]
VOR or TACAN Rwy 33[6]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading at 250' per NM to 400 feet before turning.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right. **Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL. **Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 33L, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BRUNSWICK NAS (KNHZ)

BRUNSWICK, ME 09295

Rwy 1L, CAUTION: Cross DER at or above 30' AGL/102' MSL.

Rwy 1R, CAUTION: Cross DER at or above 10' AGL/82' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)

AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK

NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 300-1½ with a min. climb of 471' per NM to 6600, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA

GARDNER MUNI

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA

WALTER J. KOLADZA

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME

GREENVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT

HARTFORD-BRAINARD

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.

NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

HAVERHILL, NH

DEAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 800-2. **Rwy 35,** 300-1.

LYNDONVILLE, VT

CALEDONIA COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA

MANSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI

TAKE-OFF MINIMUMS: **Rwy 29,** 700-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 700-1 or std. with a min. climb of 290' per NM to 1300.

MONTAGUE, MA

TURNERS FALLS

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 14,** 300-1 or std. with a min. climb of 340' per NM until 200. **Rwy 20,** 300-1 or std. with a min. climb of 240' per NM until 100. **Rwy 32,** 400-1 or std. with a min. climb of 420' per NM until 500.

NEWPORT, RI
NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.
NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT
NEWPORT STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.
DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME
CENTRAL MAINE AIRPORT OF NORRIDGEWOCK
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.
DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI
QUONSET STATE
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA
NORTHAMPTON
TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA
NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.
NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

PLYMOUTH, MA

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from departure end of runway, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from departure end of runway, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI

NOTE: **Rwy 7,** trees beginning 133' from departure end of runway, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from departure end of runway, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from departure end of runway, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course.

Rwy 32, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 260' per NM until passing 1000.

Rwys 10, 28 NA.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 300-2 or std. with a min. climb of 260' per NM to 700. **Rwy 33,** 1200-3 or std. with a min. climb of 250' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1700 before proceeding on course. **Rwy 15,** climb runway heading to 1400 before proceeding on course. **Rwy 20,** climb runway heading to 2200 before proceeding on course. **Rwy 33,** climb runway heading to 1500 before proceeding on course.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400. RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL.**Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 700-3 or std. w/ min. climb of 326' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before proceeding on course. **Rwy 33,** Climb heading 328° to 1000 before proceeding on course.

NOTES: **Rwy 1,** Trees beginning 887' from departure end of runway, 493'left of centerline, up to 100' AGL/239' MSL. Trees beginning 1846' from departure end of runway, on centerline, up to 100' AGL/265' MSL. **Rwy 6,** Trees beginning 21' from departure end of runway, 464' left of centerline, up to 100' AGL/184' MSL. Trees beginning 1335' from departure end of runway, on centerline, up to 100' AGL/289' MSL. **Rwy 15,** Vehicle on road 453' from departure end of runway, 615' left of centerline, 15' AGL/186' MSL. Trees beginning 2341' from departure end of runway, 767' right of centerline, up to 76' AGL/244' MSL. Vehicle on road 409' from departure end of runway, 591' left of centerline, 15' AGL/186' MSL. Trees beginning 1520' from departure end of runway, 429' right of centerline, up to 77' AGL/219' MSL. **Rwy 19,** Aircraft 1843' from departure end of runway, 223' right of centerline, 40' AGL/269' MSL. Light pole 2843' from departure end of runway, 223' right of centerline, up to 88' AGL/222' MSL. **Rwy 24,** obstruction light fence 1240' from departure end of runway, 784' left of centerline, 50' AGL/215' MSL. Trees beginning 3389' from departure end of runway, 599' left of centerline, up to 100' AGL/ 267' MSL trees beginning 2346' from departure end of runway, 489' right of centerline, up to 70' AGL/273' MSL. **Rwy 33,** Trees beginning 1590' from departure end of runway, on centerline up to 100' AGL/256' MSL. Obstruction light tower 2.4 NM from departure end of runway, 3534' left of centerline 117' AGL/774' MSL. Trees beginning 1618' from departure end of runway, 580' right of centerline, up to 100' AGL/252' MSL. Trees beginning 3125' from departure end of runway, 308' right of centerline, up to 100' AGL/256' MSL.

WISCASSET, ME

WISCASSET

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 240' per NM to 600.

WORCESTER, MA

WORCESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 29,** 300-2 or std. with a min. climb of 250' per NM to 1300. **Rwy 33,** 700-2 or std. with a min. climb of 320' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb runway heading to 1300 before proceeding on course. **Rwy 33,** climb runway heading to 2000 before proceeding on course.

LOC/DME I-MPV	APP CRS	Rwy Idg	5002
108.7	168°	TDZE	1135
Chan 24		Apt Elev	1165

ILS or LOC RWY 17

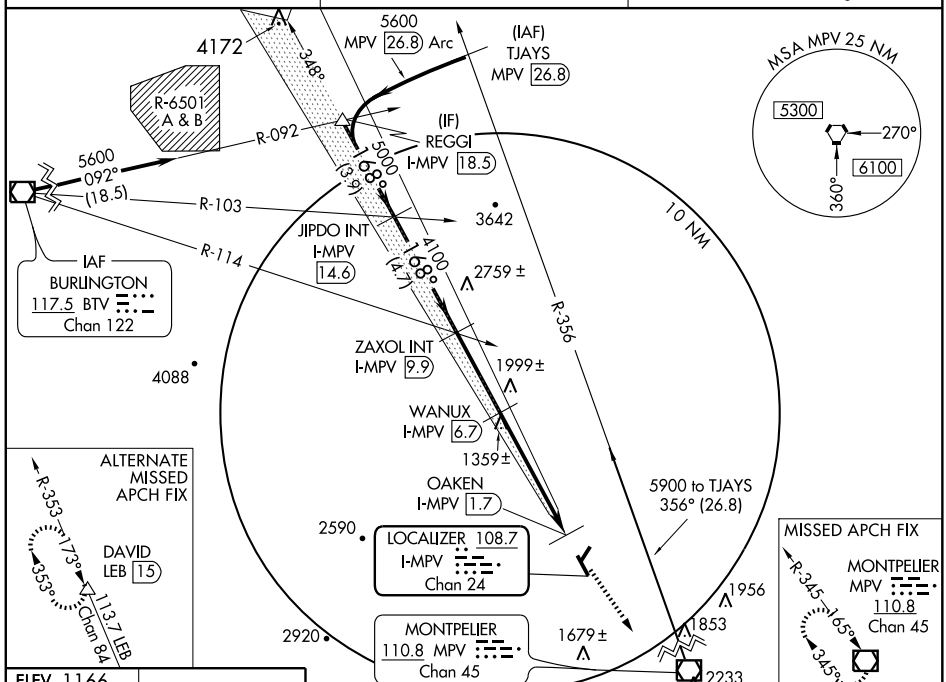
BARRE/ EDWARD F. KNAPP STATE (MPV)

Inoperative table does not apply to S-LOC 17 Cats A and B. Inoperative table does not apply to WANUX Fix Minimums S-LOC 17 Cats A and B. Visibility reduction by helicopters NA.

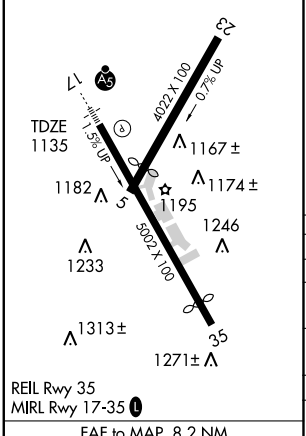
MALSR

MISSED APPROACH: Climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L



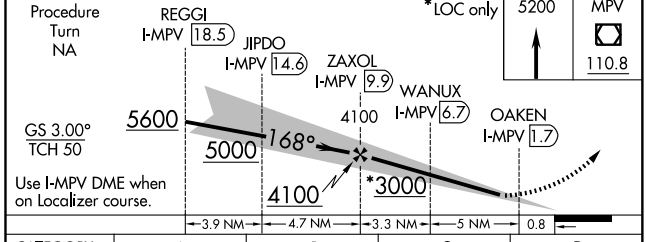
ELEV 1166



REIL Rwy 35
MIRL Rwy 17-35 L

FAF to MAP 8.2 NM

Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44



CATEGORY	A	B	C	D
S-ILS 17	1435-1		300 (300-1)	
S-LOC 17	3000-1¼ 1865 (1900-1¼)	3000-1½ 1865 (1900-1½)	3000-2½	1865 (1900-2½)
CIRCLING	3000-1¼ 1834 (1900-1¼)	3000-1½ 1834 (1900-1½)	3000-3	1834 (1900-3)
WANUX FIX MINIMUMS				
S-LOC 17	1780-1	645 (700-1)	1780-1¼ 645 (700-1¼)	1780-1½ 645 (700-1½)
CIRCLING	1940-1 774 (800-1)	1940-1¼ 774 (800-1¼)	1940-2¼ 774 (800-2¼)	2480-3 1314 (1400-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	5002
CH 69611	168°	TDZE	1135
W17A		Apt Elev	1166

RNAV (GPS) RWY 17

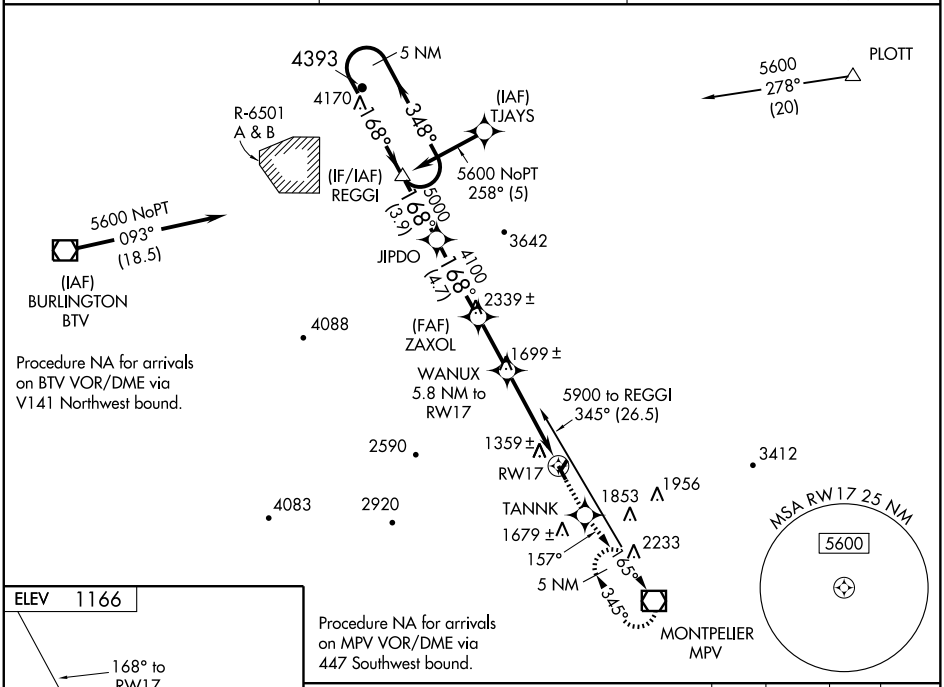
BARRE/EDWARD F. KNAPP STATE (MPV)

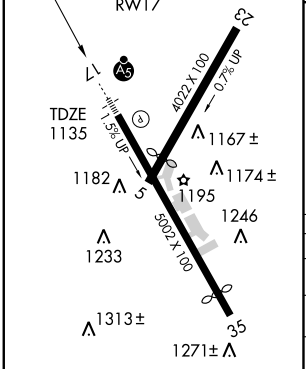
T A Inoperative table does not apply to LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR, when using Morrisville altimeter setting, increase LPV all Cats visibility to 3 and LNAV visibility Cat A to 1¼. When local altimeter setting not received, use Morrisville altimeter setting and increase LPV DA to 1970 and all MDA 520 feet, LPV all Cats visibility 1½, LNAV Cat C 1½ and D 1¼, Circling Cats A and B ¼ mile and Cat C ¾ mile. LNAV/VNAV NA.

MALSR

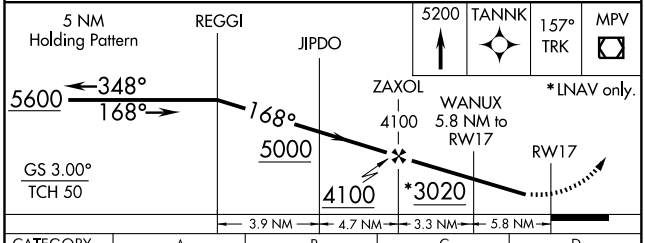
MISSED APPROACH: Climb to 5200 direct TANNK and via 157° track to MPV VOR/DME and hold, continue climb-in-hold to 5200.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L





REIL Rwy 35
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LPV DA	1465-1 330 (300-1)			
LNAV/VNAV DA	1768-2 633 (700-2)			
LNAV MDA	1680-1 545 (600-1)			1680-1¼ 545 (600-1¼)
CIRCLING	1940-1 774 (800-1)	1940-1¼ 774 (800-1¼)	1940-2¼ 774 (800-2¼)	2480-3 1314 (1400-3)

APP CRS	Rwy Idg	4515
348°	TDZE	1158
	Apt Elev	1166

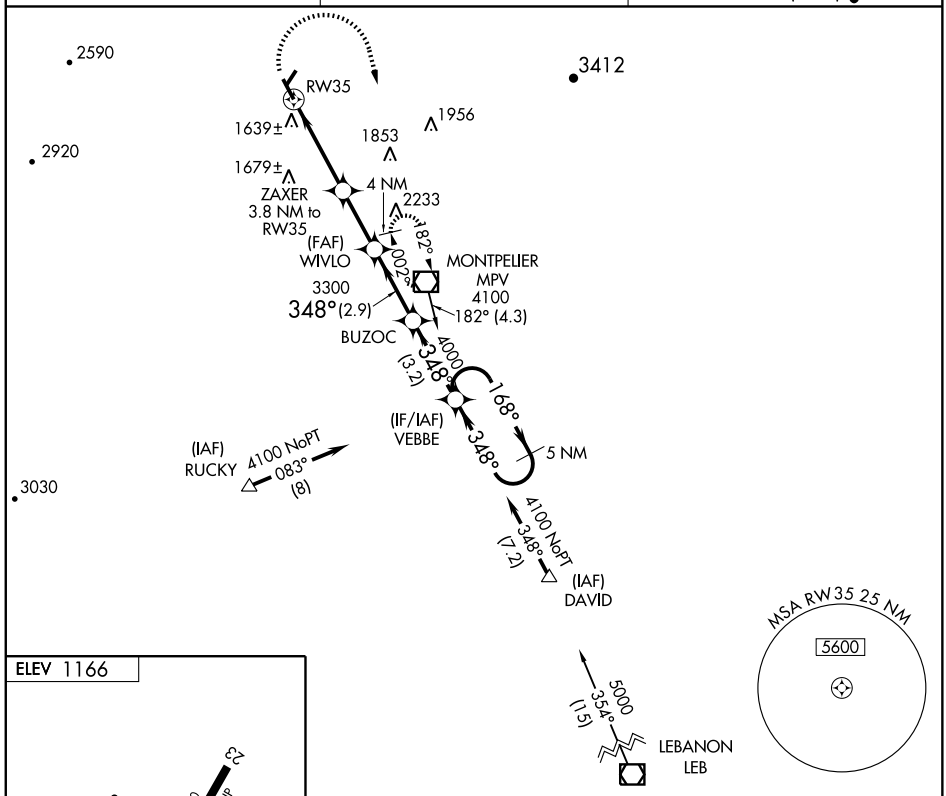
RNAV (GPS) RWY 35

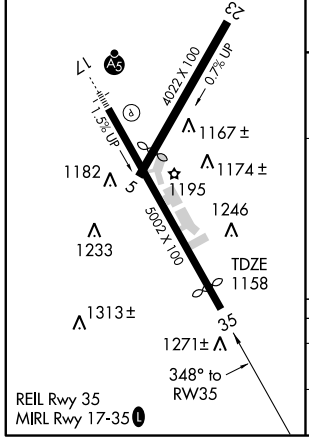
BARRE/EDWARD F. KNAPP STATE (MPV)

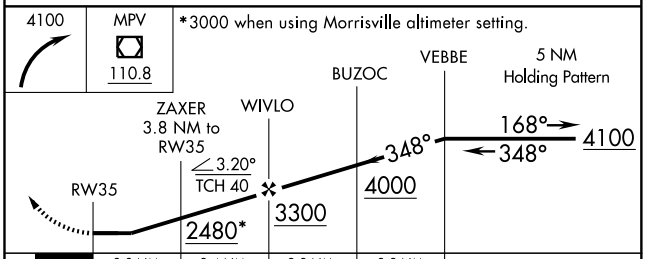
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When using Morrisville altimeter setting straight-in minimums NA.
When local altimeter setting not received, use Morrisville altimeter setting and increase circling MDA 520 feet, increase Cat A and B visibility ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climbing right turn to 4100 direct MPV VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	2000-1 842 (900-1)	2000-1¼ 842 (900-1¼)	2000-2½ 842 (900-2½)	2000-2¾ 842 (900-2¾)
CIRCLING	2000-1 834 (900-1)	2000-1¼ 834 (900-1¼)	2000-2½ 834 (900-2½)	2480-3 1314 (1400-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

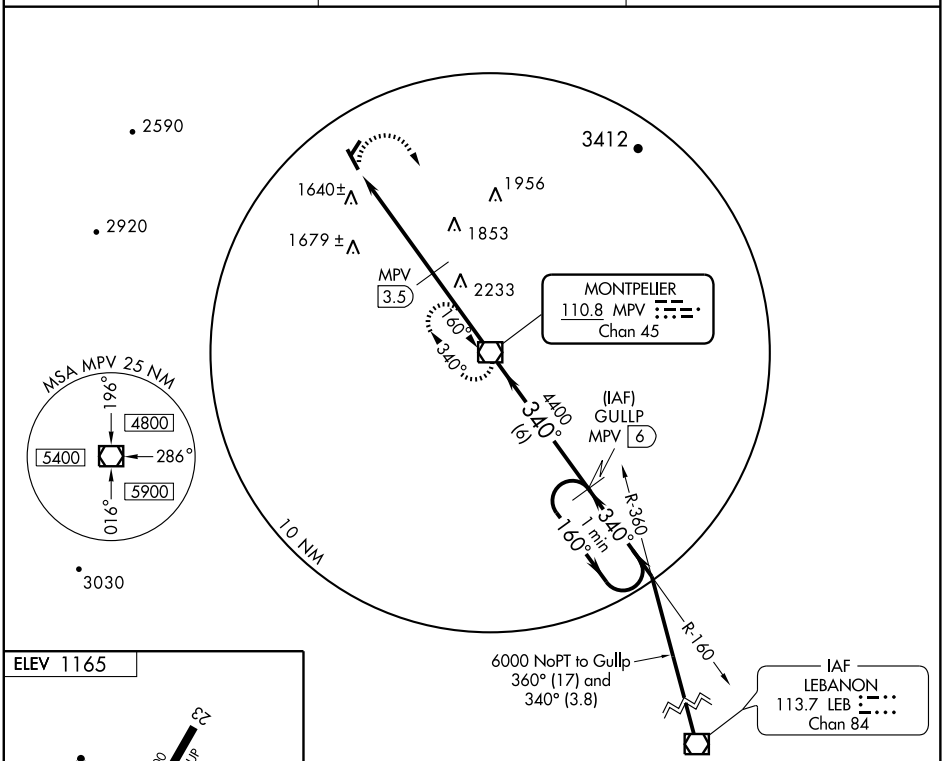
VOR/DME MPV 110.8 Chan 45	APP CRS 340°	Rwy Idg 4515 TDZE 1157 Apt Elev 1165

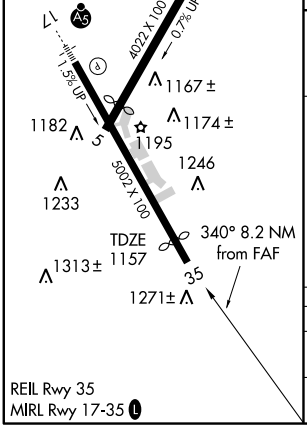
VOR/DME RWY 35

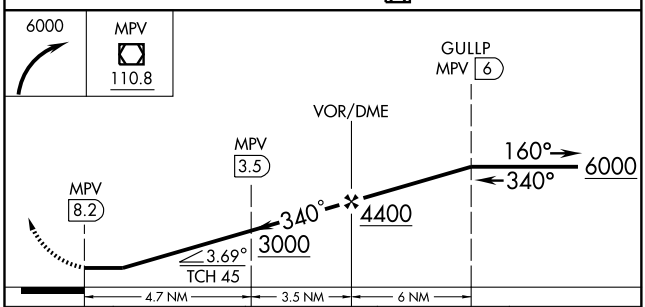
BARRE/EDWARD F. KNAPP STATE (MPV)

MISSED APPROACH: Climbing right turn to 6000 direct MPV VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	2000-1 843 (900-1)	2000-1¼ 843 (900-1¼)	2000-2½ 843 (900-2½)	2000-2¾ 843 (900-2¾)
CIRCLING	2000-1 835 (900-1)	2000-1¼ 835 (900-1¼)	2000-2½ 835 (900-2½)	2480-3 1315 (1400-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

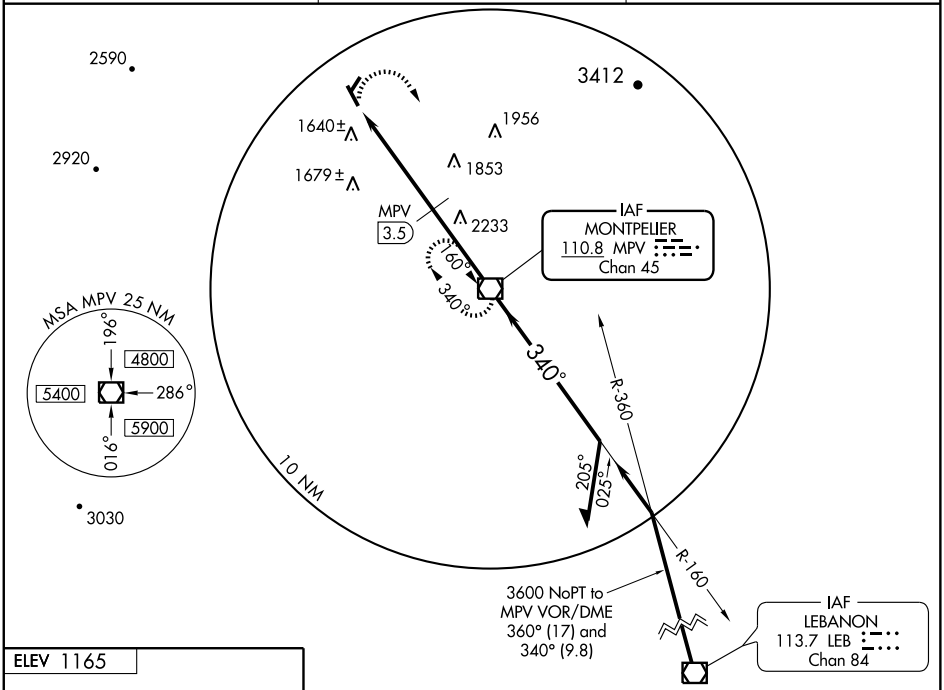
VOR/DME MPV	APP CRS	Rwy Idg	4515
110.8	340°	TDZE	1157
Chan 45		Apt Elev	1165

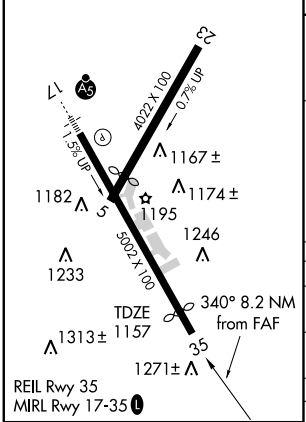
VOR RWY 35

BARRE/EDWARD F. KNAPP STATE (MPV)

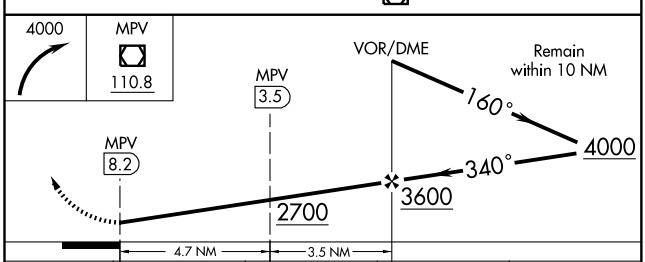
MISSED APPROACH: Climbing right turn to 4000 direct MPV VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L





FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44



CATEGORY	A	B	C	D
S-35	2700-1¼ 1543 (1600-1¼)	2700-1½ 1543 (1600-1½)	2700-3	1543 (1600-3)
CIRCLING	2700-1¼ 1535 (1600-1¼)	2700-1½ 1535 (1600-1½)	2700-3	1535 (1600-3)
DME MINIMUMS				
S-35	2000-1 843 (900-1)	2000-1¼ 843 (900-1¼)	2000-2½ 843 (900-2½)	2000-2¾ 843 (900-2¾)
CIRCLING	2000-1 835 (900-1)	2000-1¼ 835 (900-1¼)	2000-2½ 835 (900-2½)	2480-3 1315 (1400-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3704
132°	TDZE	818
	Apt Elev	827

RNAV (GPS) RWY 13

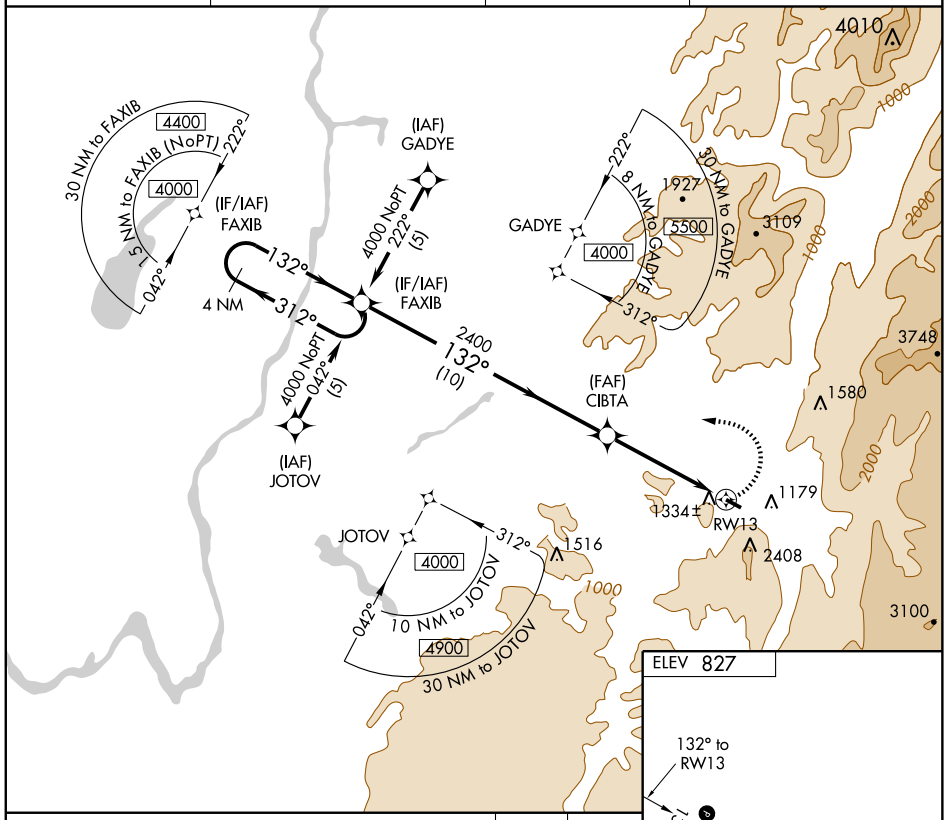
BENNINGTON / WILLIAM H. MORSE STATE (DDH)

DME/DME RNP-0.3 NA. Circling not authorized southwest of Rwy 13-31. If local altimeter setting not received, use North Adams, MA altimeter setting and increase all MDAs 60 feet.

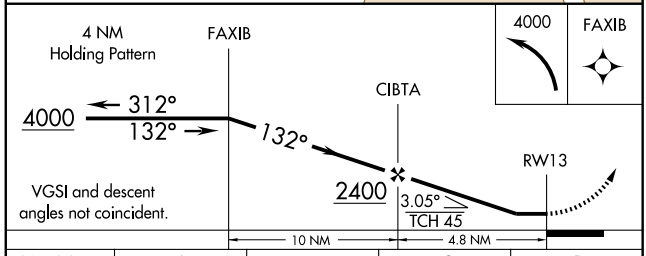
NA

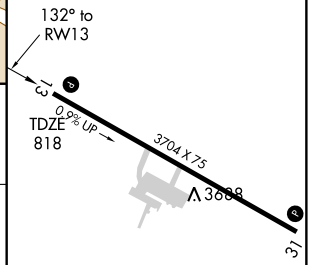
MISSED APPROACH: Climbing left turn to 4000 direct FAXIB and hold.

ASOS	ALBANY APP CON	GCO	UNICOM
135.925	132.825 307.2	121.725	122.8 (CTAF) L



ELEV 827





CATEGORY	A	B	C	D
LNAV MDA	2040-1 ¼ 1222 (1300-1¼)	2040-1½ 1222 (1300-1½)	2040-3 1222 (1300-3)	NA
CIRCLING	2040-1 ¼ 1213 (1300-1¼)	2040-1½ 1213 (1300-1½)	2040-3 1213 (1300-3)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME CAM	APP CRS	Rwy Idg	3704
115.0	160°	TDZE	818
Chan 97		Apt Elev	827

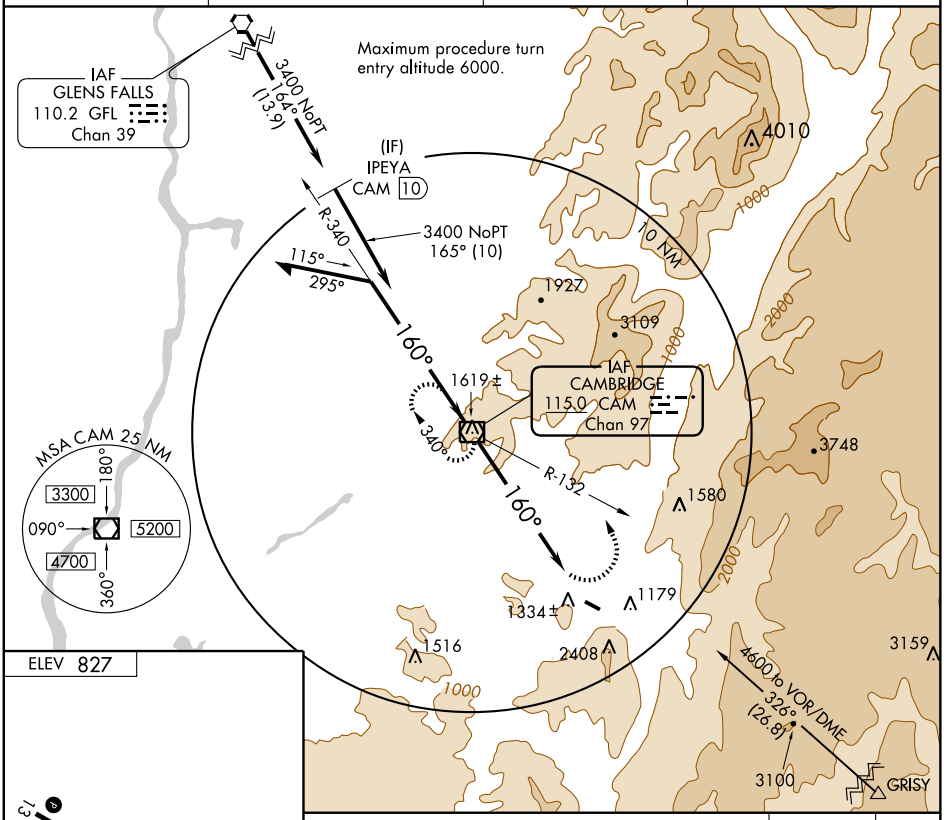
VOR RWY 13

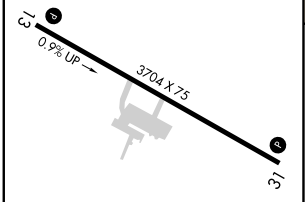
BENNINGTON / WILLIAM H. MORSE STATE (DDH)

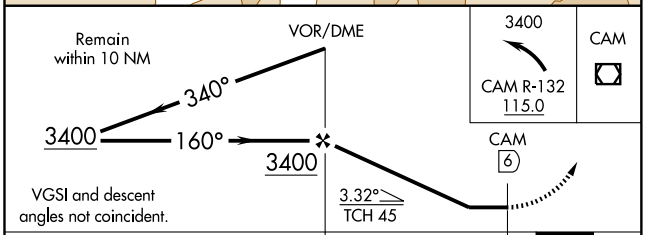
Circling not authorized southwest of Rwy 13-31.
If local altimeter setting not received, use North Adams, MA altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3400 via CAM R-132 to CAM VOR/DME and hold.

ASOS	ALBANY APP CON	GCO	UNICOM
135.925	132.825 307.2	121.725	122.8 (CTAF)







REIL Rwys 13 and 31 (L)
MIRL Rwy 13-31 (L)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

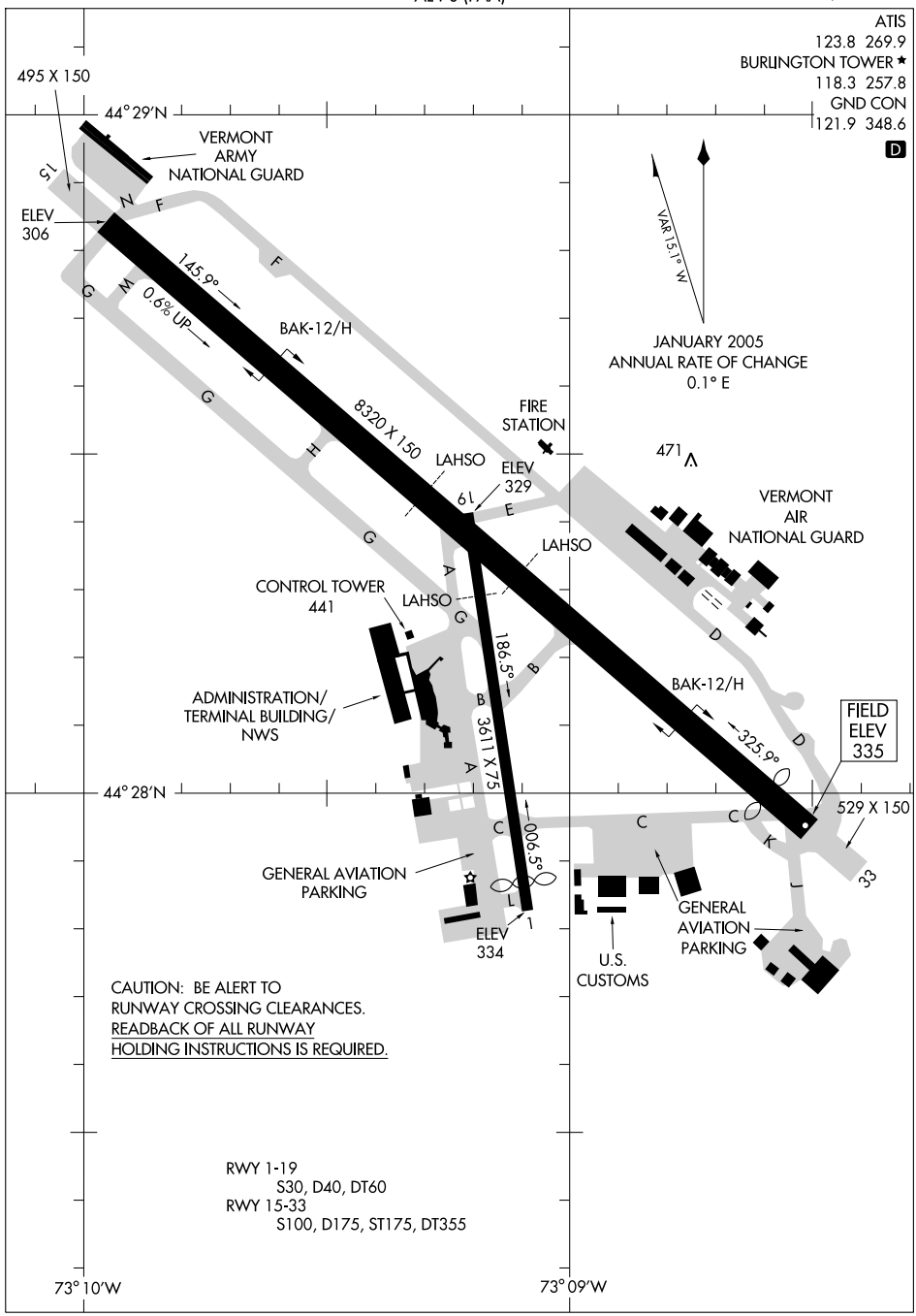
CATEGORY	A	B	C	D
S-13	1880-1½	1062 (1100-1½)	1880-3 1062 (1100-3)	NA
CIRCLING	1880-1½	1053 (1100-1½)	1880-3 1053 (1100-3)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-70 (FAA)

BURLINGTON INTL (BTV)
BURLINGTON, VERMONT



NE-1, 14 JAN 2010 to 11 FEB 2010

BURLINGTON FIVE DEPARTURE

ATIS 123.8 269.9
BURLINGTON GND CON
121.9 348.6
BURLINGTON TOWER ★
118.3 257.8
BURLINGTON DEP CON
121.1 278.8
BURLINGTON RADIO
122.6 255.4

ST JEAN
115.8 YJN
Chan 105
N45°15.35′-W73°19.28′
L-32, H-11-12

SHERBROOKE
113.2 YSC
Chan 79
N45°18.99′-W71°47.29′
L-32, H-11

BANGOR
114.8 BGR
Chan 95
N44°50.51′
W68°52.44′
L-32, H-11

PLATTSBURGH
116.9 PLB
Chan 116
N44°41.10′-W73°31.36′
L-32, H-11-12

BERLIN
110.4 BML
Chan 41
N44°38.00′
W71°11.17′
L-32

MASSENA
114.1 MSS
Chan 88
N44°54.86′
W74°43.36′
L-32,H-11-12

3200
2400
326°
090°
146°
3900
186°
4100

MONTPELIER
110.8 MPV
Chan 45
N44°05.13′-W72°26.96′
L-32

SARANAC LAKE
109.2 SLK
Chan 29
N44°23.07′
W74°12.27′
L-32

BURLINGTON
117.5 BTV
Chan 122
N44°23.83′
W73°10.95′
L-32,H-11-12

LEBANON
113.7 LEB
Chan 84
N43°40.73′
W72°12.96′
L-32

WATERTOWN
109.8 ART
Chan 35
N43°57.12′
W76°03.88′
L-32, H-11-12

GLEN FALLS
110.2 GFL
Chan 39
N43°20.50′
W73°36.71′
L-25-26

SYRACUSE
117.0 SYR
Chan 117
N43°09.63′
W76°12.27′
L-32, H-11-12

CAMBRIDGE
115.0 CAM
Chan 97
N42°59.66′
W73°20.64′
L-32-34, H-11-12

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

KEENE
109.4 EEN
Chan 31
N42°47.66′
W72°17.51′
L-32-33, H-11-12

TAKE-OFF MINIMUMS:
Rwy 1: Standard with minimum climb of 288′ per NM to 3200.
Rwy 15: Standard with minimum climb of 447′ per NM to 4800.
Rwy 19: Standard with minimum climb of 377′ per NM to 4100.
Rwy 33: Standard with minimum climb of 210′ per NM to 2400.

NOTE: RADAR required.
NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 14 JAN 2010 to 11 FEB 2010

BURLINGTON FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 006° to 3200, thence. . . .
TAKE-OFF RUNWAY 15: Climb heading 146° to 3900, thence. . . .
TAKE-OFF RUNWAY 19: Climb heading 186° to 4100, thence. . . .
TAKE-OFF RUNWAY 33: Climb heading 326° to 2400, thence. . . .

. . . .climb on assigned heading to 10000 or assigned lower altitude. All aircraft expect vectors to appropriate navaid, fix or airway. Expect further clearance to higher requested altitude ten minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 1: Trees beginning 575′ from DER, 75′ left of centerline, up to 61′ AGL/380′ MSL.
Trees beginning 1396′ from DER, 216′ right of centerline, up to 45′ AGL/384′ MSL.

Rwy 15: Bush 318′ from DER, 292′ left of centerline, 4′ AGL/343′ MSL.
Trees beginning 1400′ from DER, 358′ right of centerline, up to 88′ AGL/1173′ MSL.
Trees beginning 1801′ from DER, 377′ left of centerline, up to 88′ AGL/1197′ MSL.
Hopper 2029′ from DER, 524′ left of centerline, 61′ AGL/400′ MSL.
Building 3411′ from DER, 1117′ left of centerline, 110′ AGL/430′ MSL.

Rwy 19: Trees beginning 168′ from DER, 24′ right of centerline, up to 87′ AGL/436′ MSL.
Trees beginning 172′ from DER, 75′ left of centerline, up to 74′ AGL/413′ MSL.

Rwy 33: Trees beginning 190′ from DER, 225′ right of centerline, up to 50′ AGL/356′ MSL.
Pole 971′ from DER, 755′ left of centerline, 58′ AGL/338′ MSL.
Trees beginning 1843′ from DER, 866′ left of centerline, up to 78′ AGL/357′ MSL.

HI-ILS/DME RWY 33

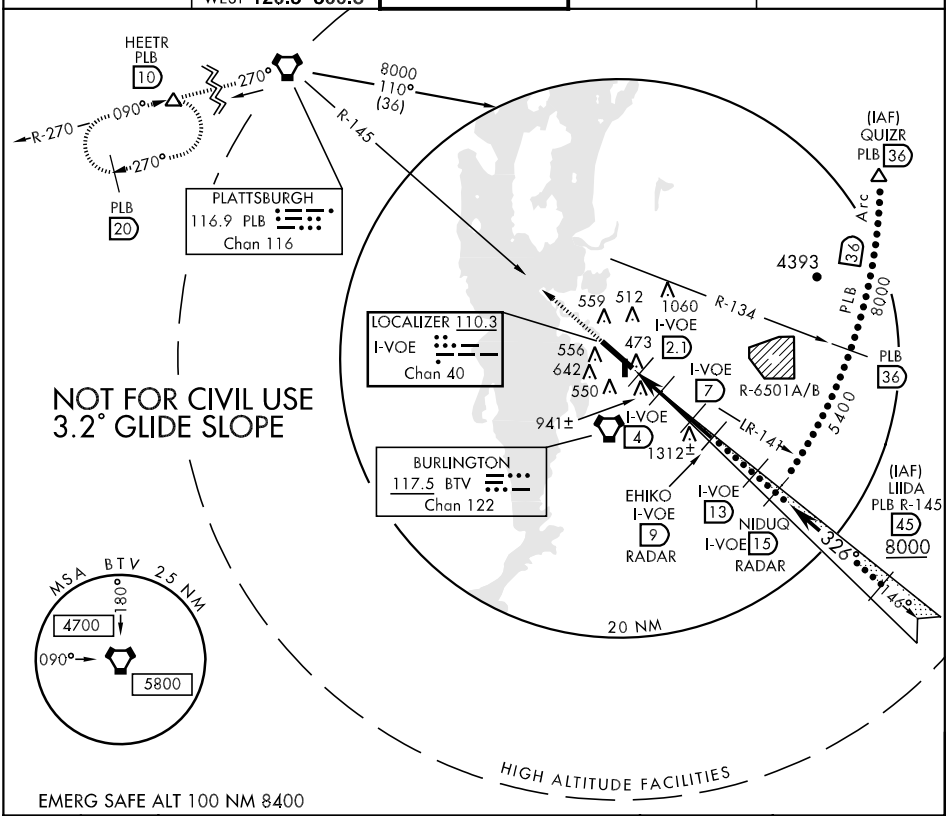
LOC I-VOE 110.3	APCH CRS 326°	Rwy ldg 7820 TDZE 335 Arpt Elev 335	JAL-70 [USAF]	BURLINGTON INTL (KBTV)

Procedure NA when control tower closed.

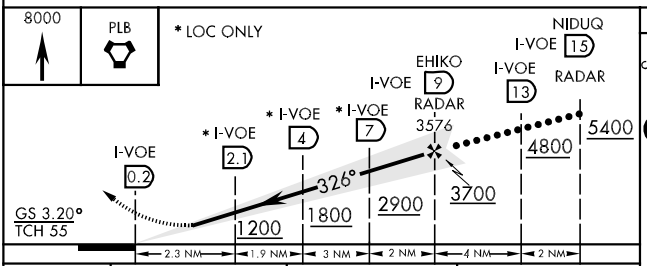
MALSF

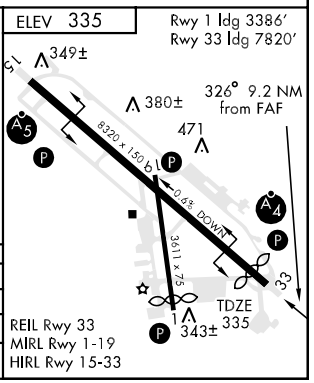
MISSED APPROACH: Climb to 8000 direct PLB VORTAC, (TACAN aircraft continue via PLB R-270 to HEETR/PLB 10 DME and hold).

ATIS	BURLINGTON APP CON	BURLINGTON TOWER ★	GND CON	ASOS
123.8 269.9	EAST 121.1 278.8 WEST 126.3 360.8	118.3 (CTAF) C 257.8	121.9 348.6	



EMERG SAFE ALT 100 NM 8400





CATEGORY	C	D	E
S-ILS 33	535/40 200 (200-¾)		
S-LOC 33	740/60 405 (500-1¼)		740-1½ 405 (500-1½)
CIRCLING	860-1½ 525 (600-1½)	1000-2 665 (700-2)	1300-3 965 (1000-3)

HI-ILS Z RWY 15

LOC I-BTV	APCH CRS	Rwy ldg	8320
110.3	146°	TDZE	326
		Arpt Elev	335

JAL-70 [USAF]

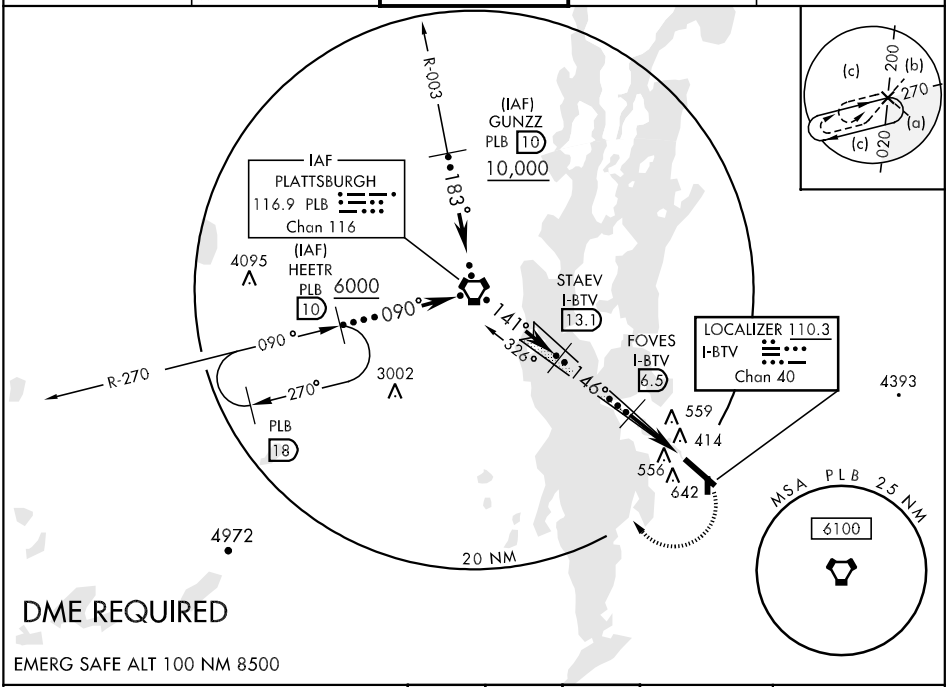
BURLINGTON INTL (KBTV)

▼ * When ALS inop, increase CAT E RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.
*** Circling to Rwy 1 NA at night.

MALSR

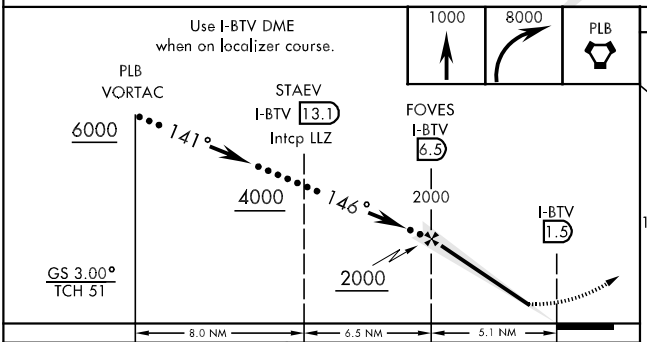
MISSED APPROACH: Climb to 1000, then climbing right turn to 8000 direct PLB VORTAC (TACAN aircraft continue via PLB R-270 to HEETR/PLB 10 DME and hold).

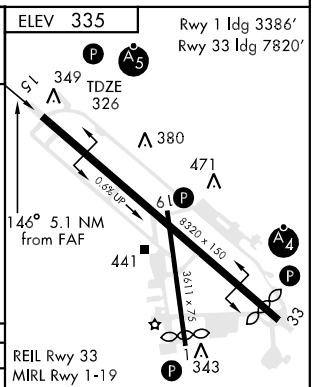
ATIS	BURLINGTON APP CON	BURLINGTON TOWER ★	GND CON	ASOS
123.8 269.9	EAST 121.1 278.8 WEST 126.3 360.8	118.3 (CTAF) 257.8	121.9 348.6	



DME REQUIRED

EMERG SAFE ALT 100 NM 8500





CATEGORY	C	D	E
S-ILS 15 *	576/40	250 (300-¾)	
S-LOC 15 **	680/40	354 (400-¾)	
CIRCLING ***	860-1½ 525 (600-1½)	1000-2 665 (700-2)	1280-3 945 (1000-3)

FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

NE-1, 14 JAN 2010 to 11 FEB 2010

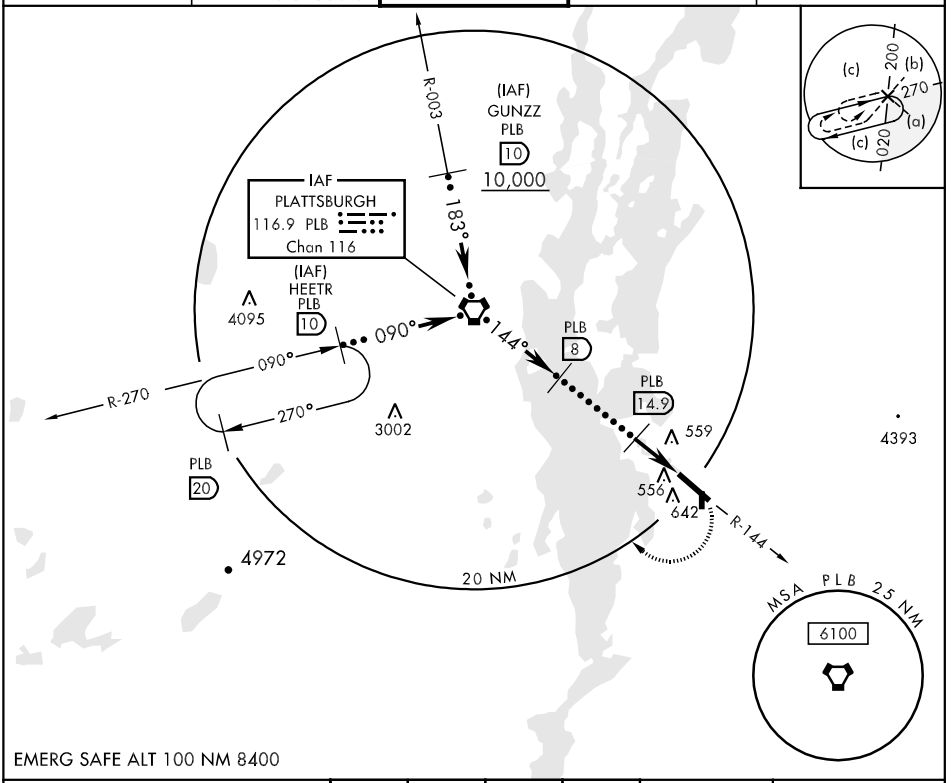
HI-TACAN RWY 15

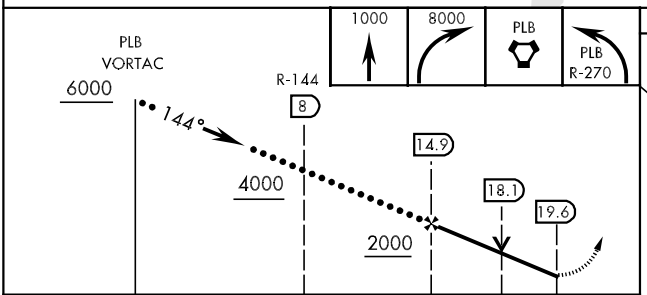
VORTAC PLB 116.9 Chan 116	APCH CRS 144°	Rwy ldg 8320 TDZE 326 Arpt Elev 335	JAL-70 [USAF]	BURLINGTON INTL (KBTV)

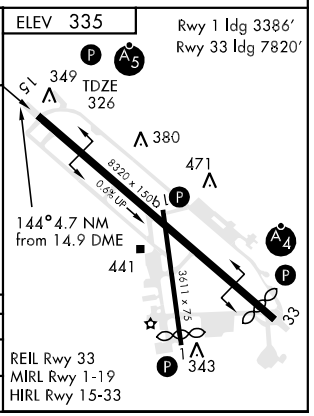
MALSR

MISSED APPROACH: Climb to 1000, then climbing right turn to 8000 direct PLB VORTAC, then via PLB R-270 to HEETR/PLB 10 DME and hold.

ATIS	BURLINGTON APP CON	BURLINGTON TOWER ★	GND CON	ASOS
123.8 269.9	EAST 121.1 278.8 WEST 126.3 360.8	118.3 (CTAF) 257.8	121.9 348.6	







CATEGORY	C	D	E
S-15	900/50 574 (600-1)	900/60 574 (600-1¼)	900-1½ 574 (600-1½)
CIRCLING	900-1½ 565 (600-1½)	1000-2 665 (700-2)	1300-3 965 (1000-3)

LOC/DME I-VOE	APP CRS	Rwy Idg	7820
110.3	326°	TDZE	335
Chan 40		Apt Elev	335

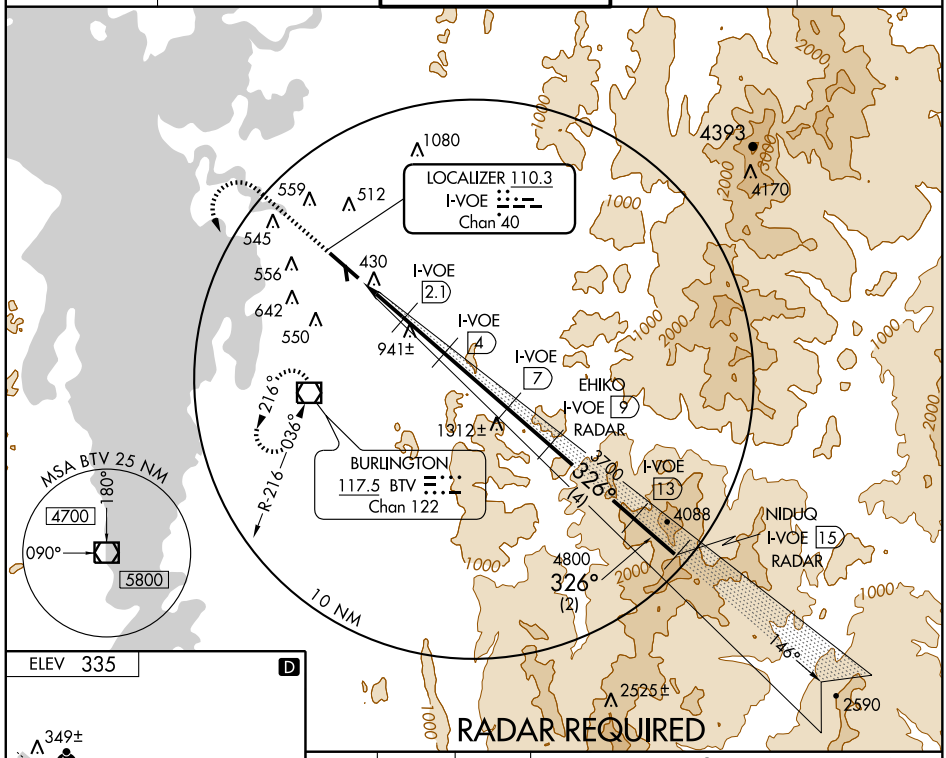
ILS/DME RWY 33
BURLINGTON INTL (BTV)

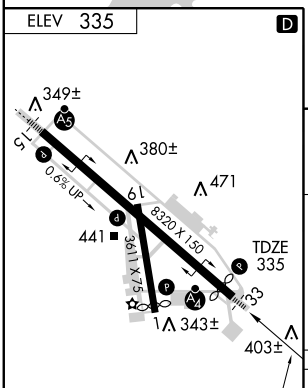
Procedure NA when control tower closed.

MALSF

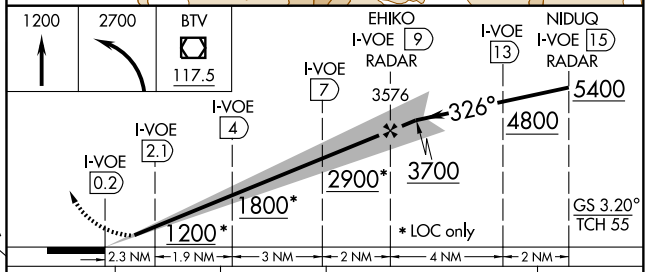
MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct BTV VOR/DME and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	122.6 255.4	121.9 348.6





MIRL Rwy 1-19
HIRL Rwy 15-33



CATEGORY	A	B	C	D	E
S-ILS 33	535/40 200 (200-¾)		585/50 250 (300-1)		NA
S-LOC 33	820/50 485 (500-1)		820/60 485 (500-1¼)	820-1½ 485 (500-1½)	820-1¾ 485 (500-1¾)
CIRCLING	860-1 525 (600-1)		860-1½ 525 (600-1½)	1000-2 665 (700-2)	1300-3 965 (1000-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BTV	APP CRS	Rwy Idg	7820
110.3	146°	TDZE	326
Chan 40		Apt Elev	335

ILS or LOC/DME RWY 15

BURLINGTON INTL (BTV)

T A * RVR 1800 authorized with the use of flight director or autopilot or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct BTV VOR/DME and R-202 to WINLA Int/BTV 6.4 DME and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	122.6 255.4	121.9 348.6

ADF or DME REQUIRED

IAF PLATTSBURGH 116.9 PLB Chan 116

2100 NoPT 141° (8)

ALTERNATE MISSED APCH FIX 185° 5000 PLATTSBURGH 116.9 PLB Chan 116

326° 191° 011° R-141 2000 146° (6.5)

Procedure NA for arrivals at PLB VORTAC via V489 northbound.

10 NM

1460

STAEV I-BTV 13.1

FOVES I-BTV 6.5

LOCALIZER 110.3 I-BTV Chan 40

1080

3400 to LOM 101° (12.2)

KEESE

MSA BT 25 NM 5600

559 512 545 414 556 430 642 550

LOM/IAF HERRO 382 BT

R-6501 A & B

2700 to LOM 356° (8.6)

BURLINGTON 117.5 BTV Chan 122

R-202

R-307 022° 202°

WINLA INT BTV 6.4

110.8 MPV Chan 45

4088

ELEV 335 D

146° 5.1 NM from FAF

349± 380± 471 TDZE 326 0.6% UP 8320 X 150 3611 X 75 441 343± 403± 498

MIRL Rwy 1-19
HIRL Rwy 15-33

Remain within 10 NM

LOM 2400

800 3000 BTV 117.5 BTV R-202 WINLA

326° FOVES I-BTV 6.5

2200 146° 2000

I-BTV 2.5 I-BTV 1.5

GS 3.00° TCH 51

4.1 NM 1 NM

CATEGORY	A	B	C	D
S-ILS 15	* 526/24 200 (200-½)			
S-LOC 15	680/24 354 (400-½)			680/40 354 (400-½)
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3386
018°	TDZE	333
	Apt Elev	335

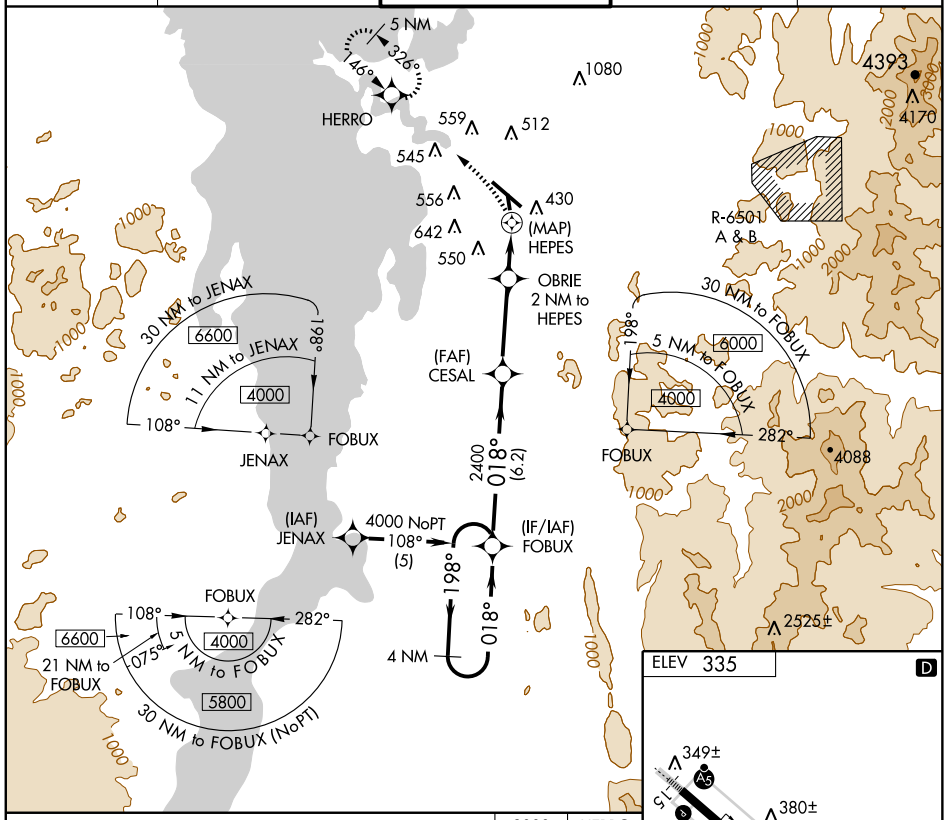
RNAV (GPS) RWY 1
BURLINGTON INTL (BTV)

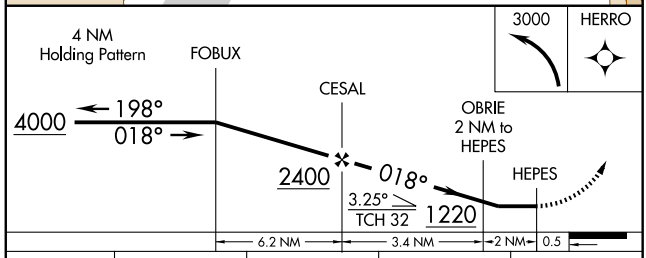
NA

Procedure NA at night
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA

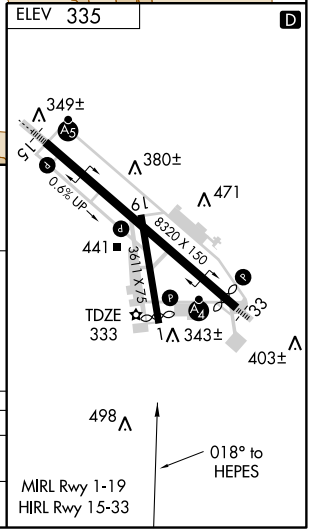
MISSED APPROACH: Climbing left turn to 3000 direct HERRO WP and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) Ⓛ 257.8	122.6 255.4	121.9 348.6





CATEGORY	A	B	C	D
LNAV MDA	760-1 426 (500-1)		760-1¼ 426 (500-1¼)	NA
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)



NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7820
311°	TDZE	335
	Apt Elev	335

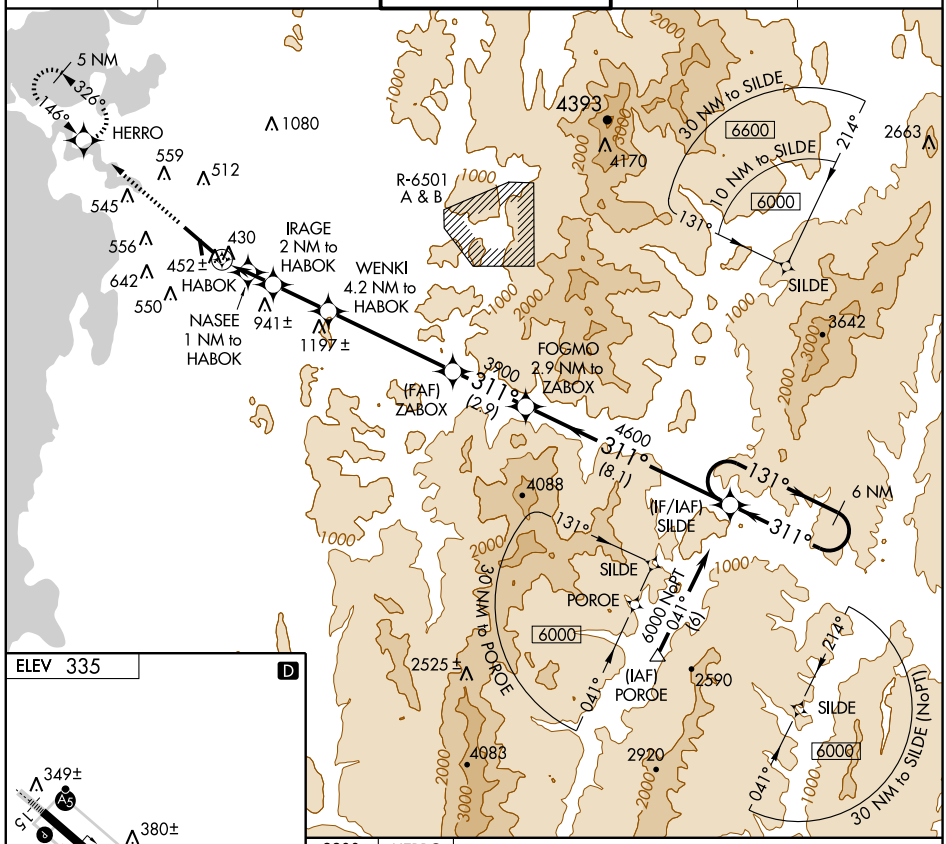
RNAV (GPS) RWY 33
BURLINGTON INTL (BTV)

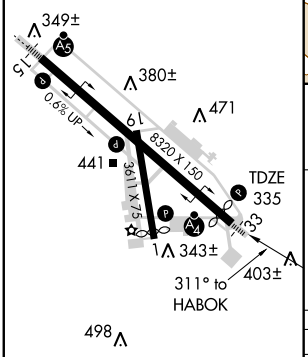
Circling to Rwy 1 NA at night
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA

MALSF

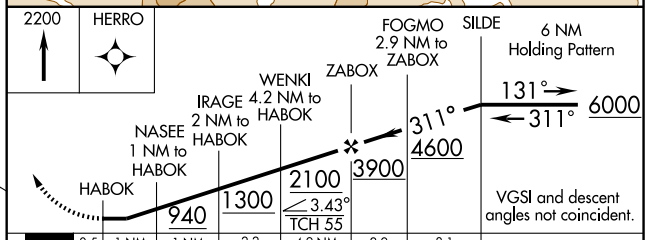
MISSED APPROACH: Climb to 2200 direct HERRO WP and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) Ⓛ 257.8	122.6 255.4	121.9 348.6





MIRL Rwy 1-19
HIRL Rwy 15-33



CATEGORY	A	B	C	D	E
LNAV MDA	720/50 385 (400-1)				
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)	1280-3 945 (1000-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7820
146°	TDZE	326
	Apt Elev	335

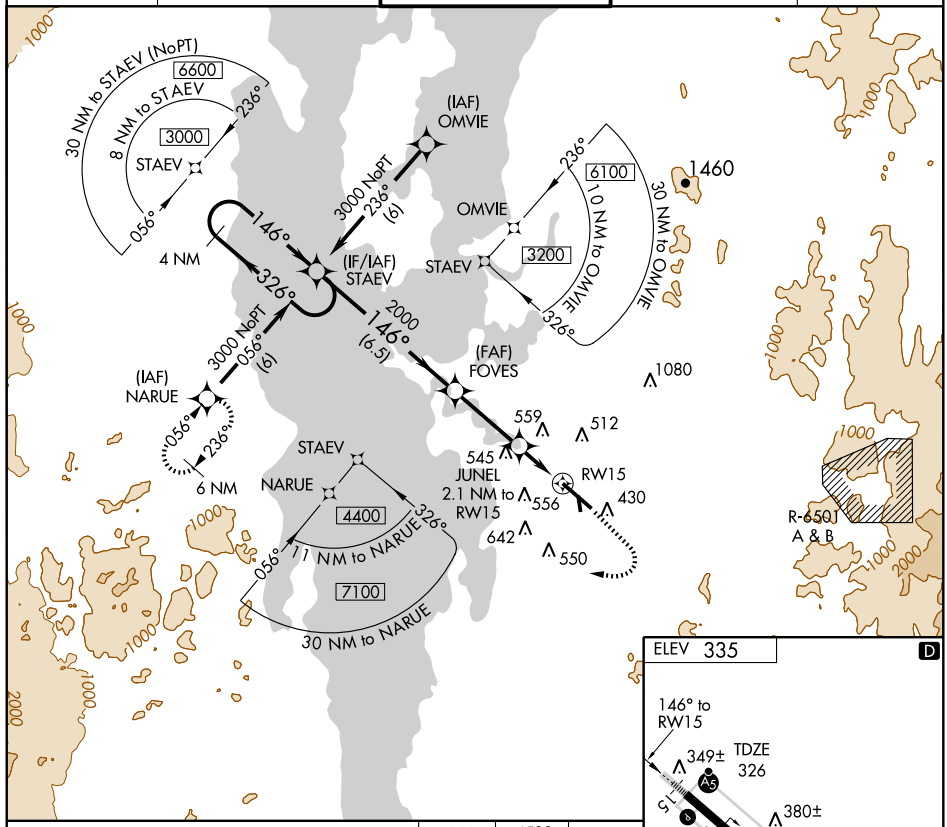
RNAV (GPS) Y RWY 15
BURLINGTON INTL (BTV)

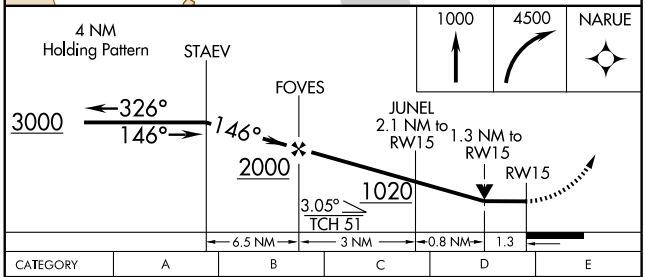
For Inoperative MALSR, increase LNAV CAT A and B visibility to RVR 5000 and CAT E visibility to 1½. Circling to Rwy 1 NA at night.
NA GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

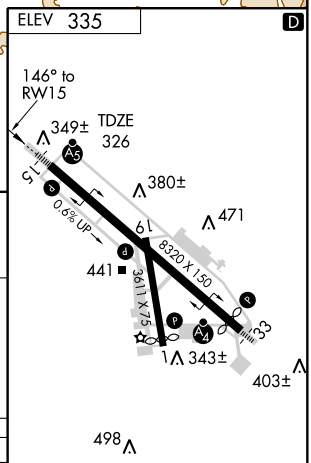
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 4500 direct NARUE WP and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) Ⓛ 257.8	122.6 255.4	121.9 348.6







CATEGORY	A	B	C	D	E
LNAV MDA	760/40 434 (500-¾)			760/50	434 (500-1)
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)	1280-3 945 (1000-3)

NE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7820
146°	TDZE	326
	Apt Elev	335

RNAV (GPS) Z RWY 15
BURLINGTON INTL (BTV)

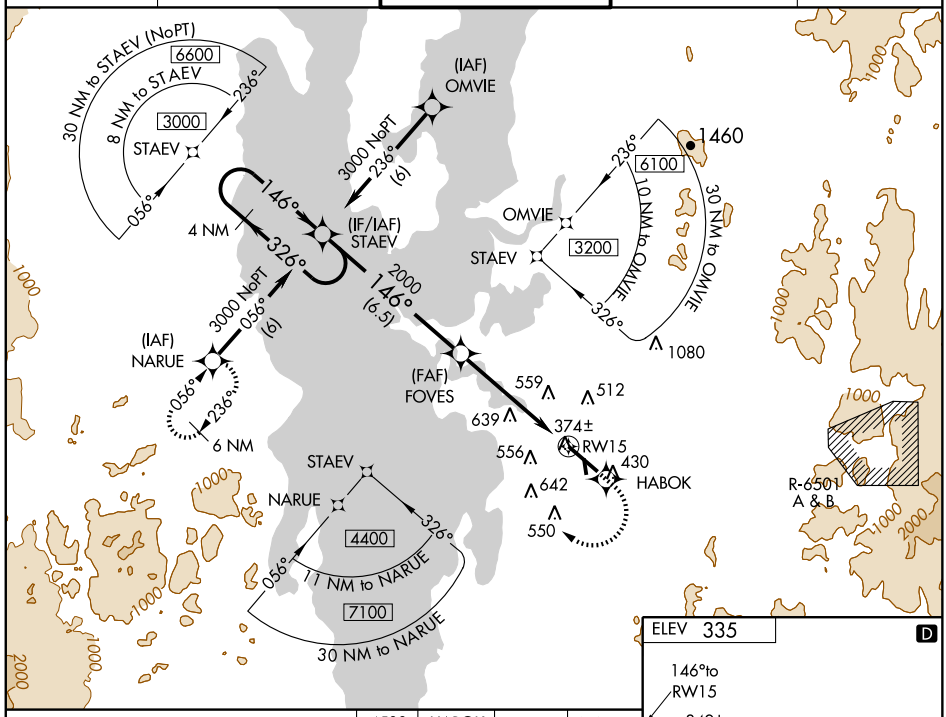
T
A NA
W

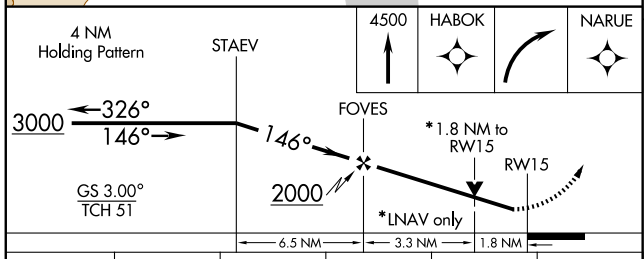
For Inoperative MALSR, increase LNAV/VNAV CAT E visibility to RVR 6000 and LNAV CAT A and B visibility to RVR 5000 and CAT E to 2¼.
Baro-VNAV NA below-15°C (5°F)
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA
Circling to Rwy 1 NA at night

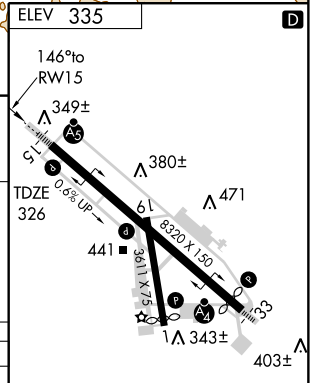
MALSR

MISSED APPROACH: Climb to 4500 direct HABOK WP and via right turn direct NARUE WP and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	122.6 255.4	121.9 348.6







CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	660/40 334 (400-¾)				
LNAV MDA	940/40 614 (700-¾)		940/60 614 (700-1¼)	940/1½ 614 (700-1½)	940-1¾ 614 (700-1¾)
CIRCLING	940-1¼ 605 (700-1¼)		940-1¾ 605 (700-1¾)	1000-2 665 (700-2)	1280-3 945 (1000-3)

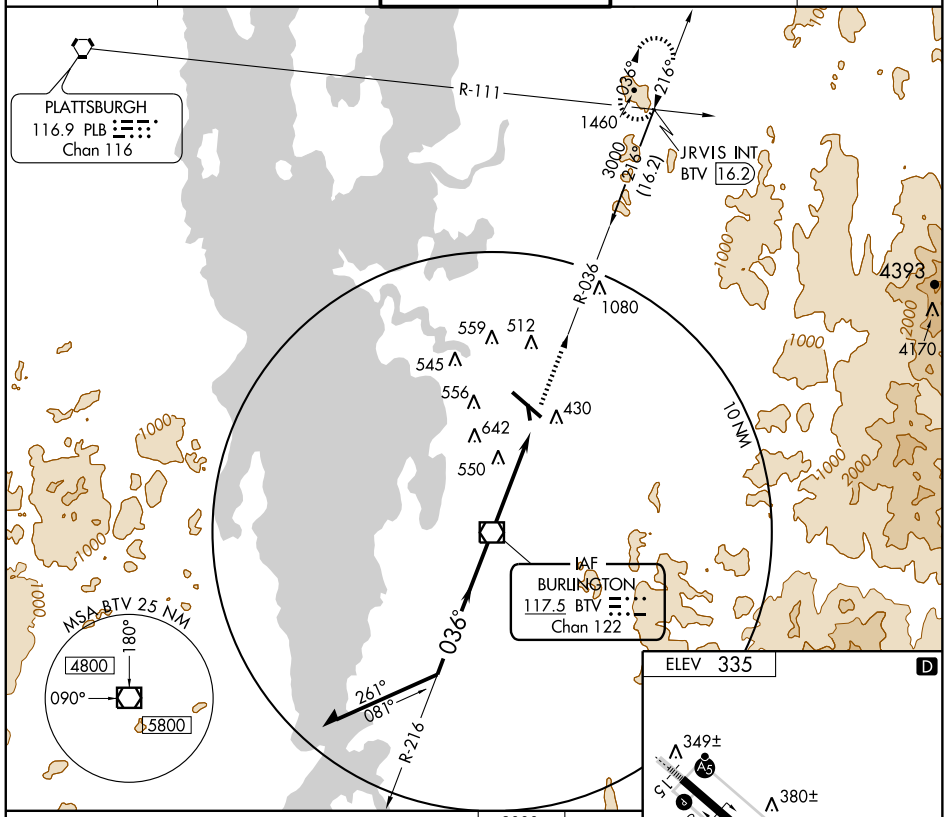
NE-1. 14 JAN 2010 to 11 FEB 2010

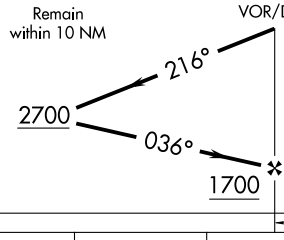
VOR/DME BTV	APP CRS	Rwy Idg	3386
117.5	036°	TDZE	333
Chan 122		Apt Elev	335

VOR RWY 1
BURLINGTON INTL (BTV)

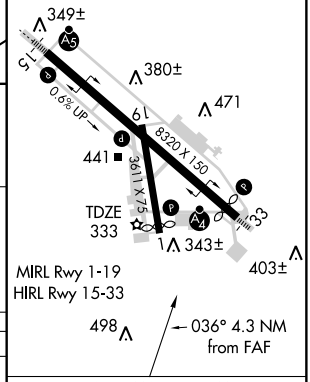
MISSED APPROACH: Climb to 3000 via BTV R-036 to JRVIS Int and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	122.6 255.4	121.9 348.6





3000	JRVIS INT
BTV R-036	
117.5	



CATEGORY	A	B	C	D
S-1	820-1 487 (500-1)		820-1¼ 487 (500-1¼)	NA
CIRCLING	860-1 525 (600-1)		860-1½ 525 (600-1½)	1000-2 665 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3000
CH 48900	005°	TDZE	228
W01A		Apt Elev	228

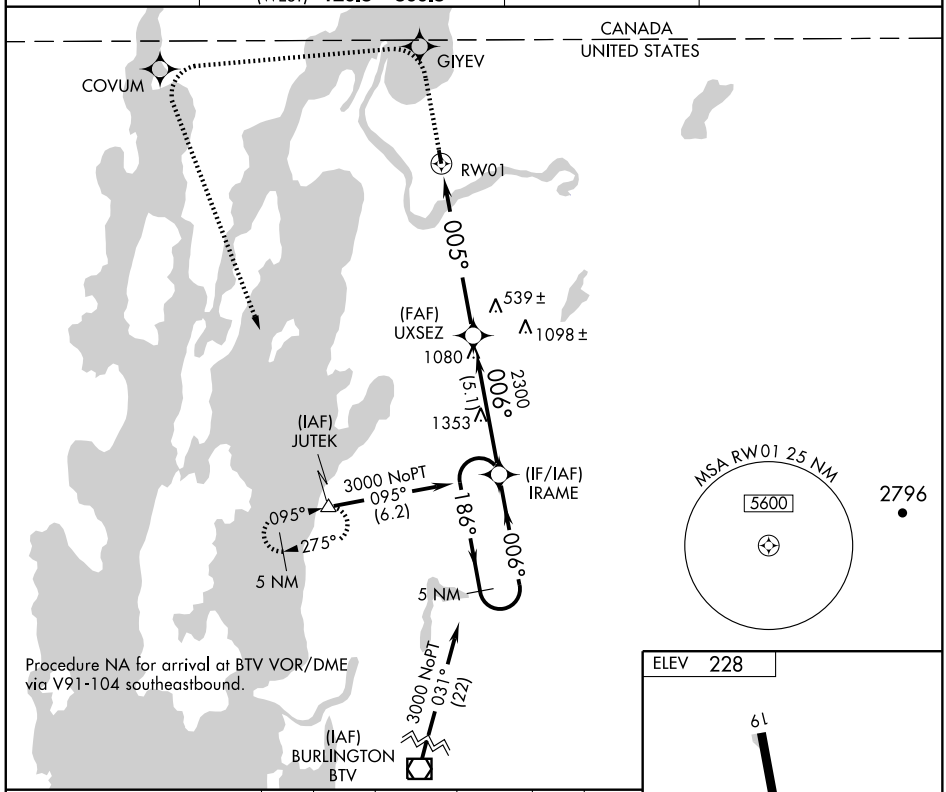
RNAV (GPS) RWY 1

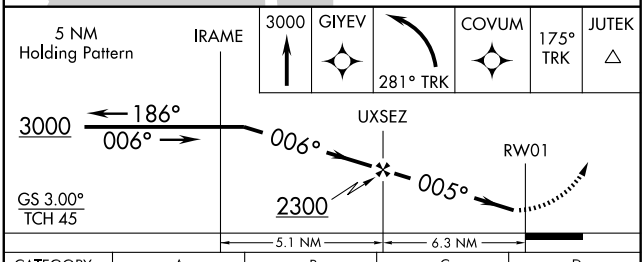
HIGHGATE / FRANKLIN COUNTY STATE (FSO)

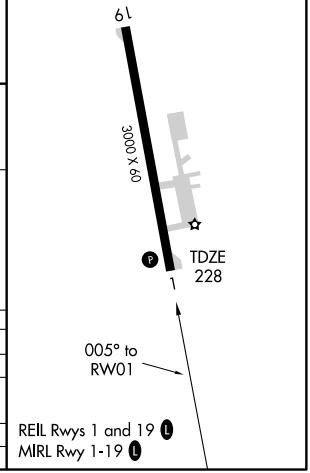
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clinton County, Plattsburgh, NY altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct GIYEV and left turn via 281° track to COVUM then via175° track to JUTEK and hold.

AWOS-3	BURLINGTON APP CON ★	GCO	UNICOM
119.025	(EAST) 121.1 278.8 (WEST) 126.3 360.8	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	529-1	301 (400-1)	NA	
LNAV/VNAV DA	NA			
LNAV MDA	820-1	592 (600-1)	NA	
CIRCLING	820-1	592 (600-1)	NA	

NE-1, 14 JAN 2010 to 11 FEB 2010

HIGHGATE, VERMONT AL-6141 (FAA)

APP CRS	Rwy Idg	3000
185°	TDZE	228
	Apt Elev	228

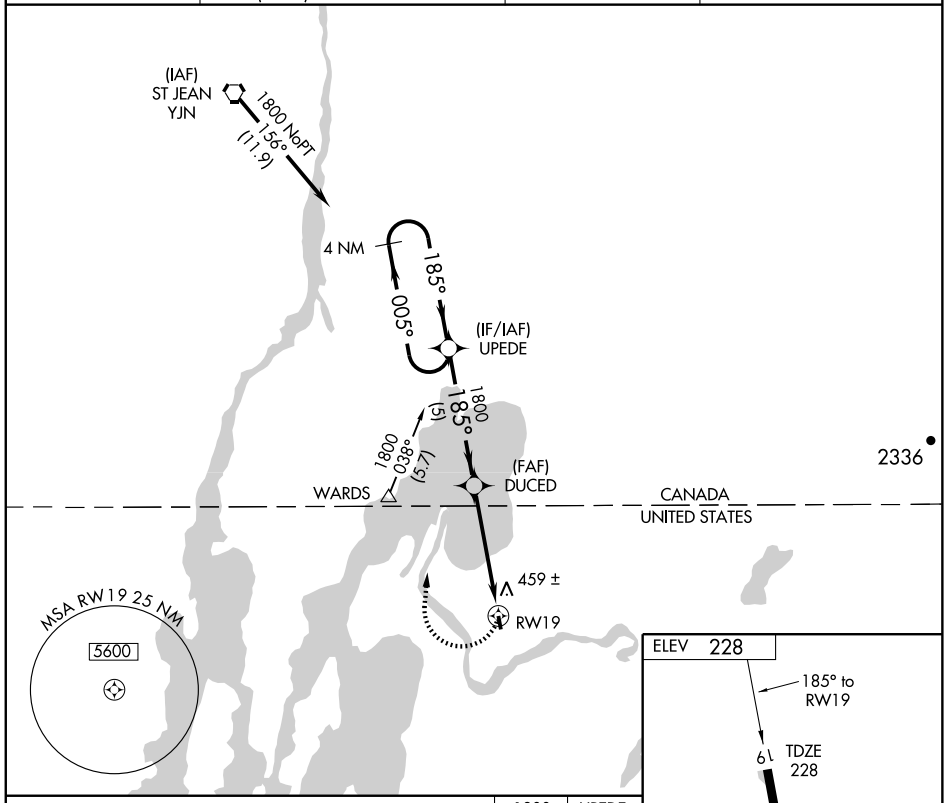
RNAV (GPS) RWY 19

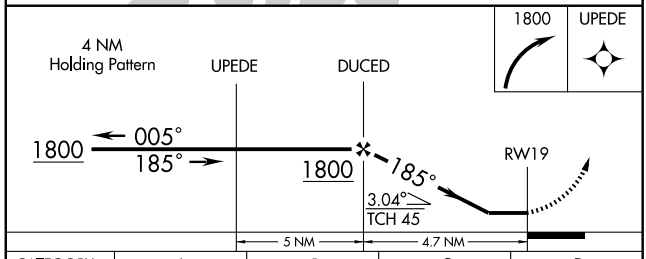
HIGHGATE / FRANKLIN COUNTY STATE (FSO)

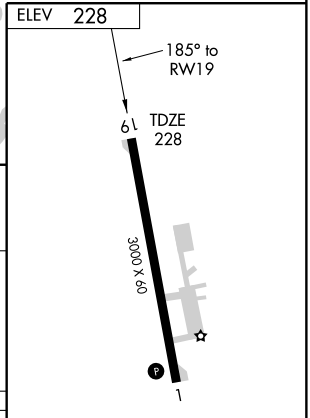
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Clinton Co, Plattsburgh, NY altimeter setting and increase all MDAs 200 feet.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 1800 direct UPEDE and hold.

AWOS-3	BURLINGTON APP CON ★	GCO	UNICOM
119.025	(EAST) 121.1 278.8 (WEST) 126.3 360.8	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1	612 (700-1)	NA	
CIRCLING	840-1	612 (700-1)	NA	

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC YJN	APP CRS	Rwy Idg	3000
115.8	169°	TDZE	228
Chan 105		Apt Elev	228

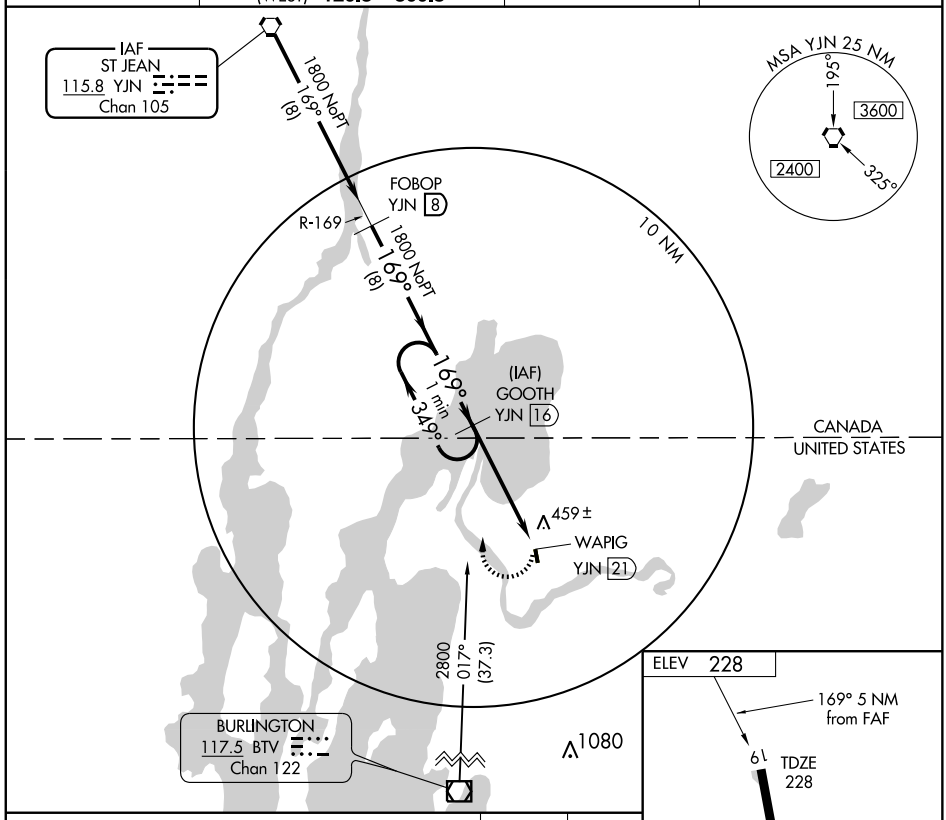
VOR/DME RWY 19

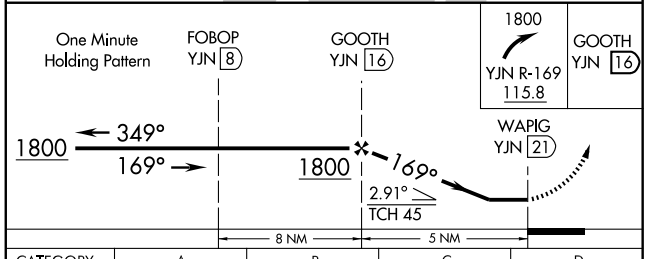
HIGHGATE / FRANKLIN COUNTY STATE (FSO)

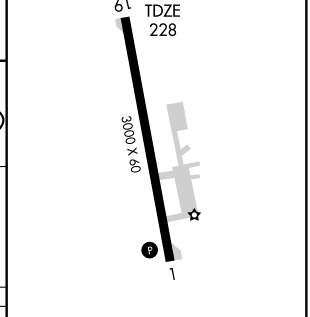
If local altimeter setting not received, use Clinton Co, Plattsburgh, NY altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climbing right turn to 1800 via YJN R-169 to GOOTH/YJN 16 DME and hold.

AWOS-3	BURLINGTON APP CON ★	GCO	UNICOM
119.025	(EAST) 121.1 278.8 (WEST) 126.3 360.8	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	840-1 612 (700-1)	840-1¼ 612 (700-1¼)	NA	
CIRCLING	840-1 612 (700-1)	860-1¼ 632 (700-1¼)	NA	

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB LLX 353	APP CRS 023°	Rwy Idg 3300 TDZE 1185 Apt Elev 1188

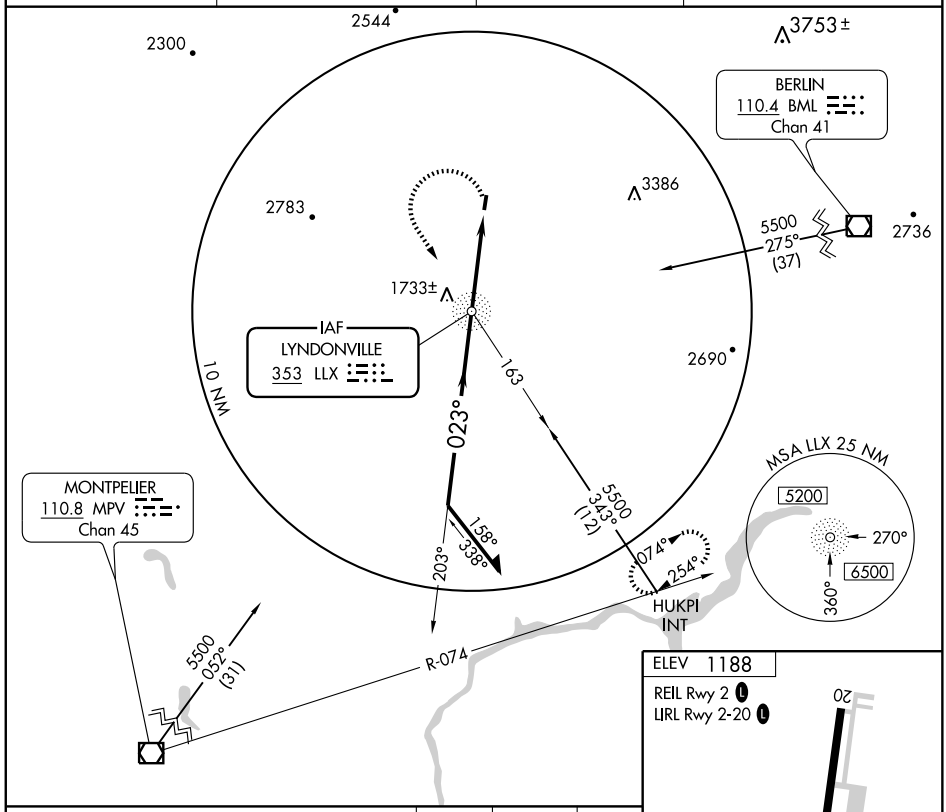
NDB RWY 2

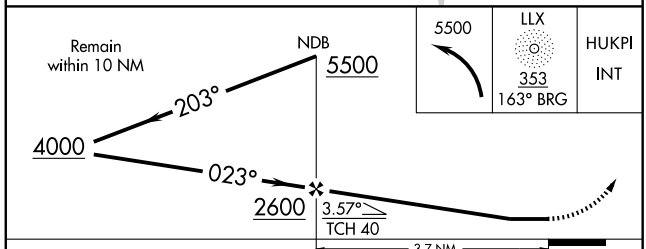
LYNDONVILLE / CALEDONIA COUNTY (CDA)

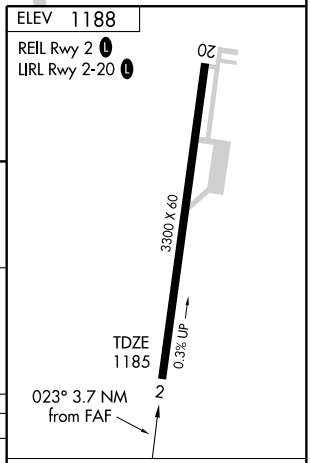
If local altimeter setting not received, use Whitefield, NH altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 5500 direct LLX NDB, then via LLX NDB 163° bearing to HUKPI Int and hold, continue climb in hold to 5500.

AWOS-3	BOSTON CENTER	GCO	UNICOM
119.275	135.7 282.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	2040-1 855 (900-1)	2040-1¼ 855 (900-1¼)	2040-2½ 855 (900-2½)	NA
CIRCLING	2040-1 852 (900-1)	2040-1¼ 852 (900-1¼)	2040-2½ 852 (900-2½)	NA

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3300
024°	TDZE	1185
	Apt Elev	1188

RNAV (GPS) RWY 2

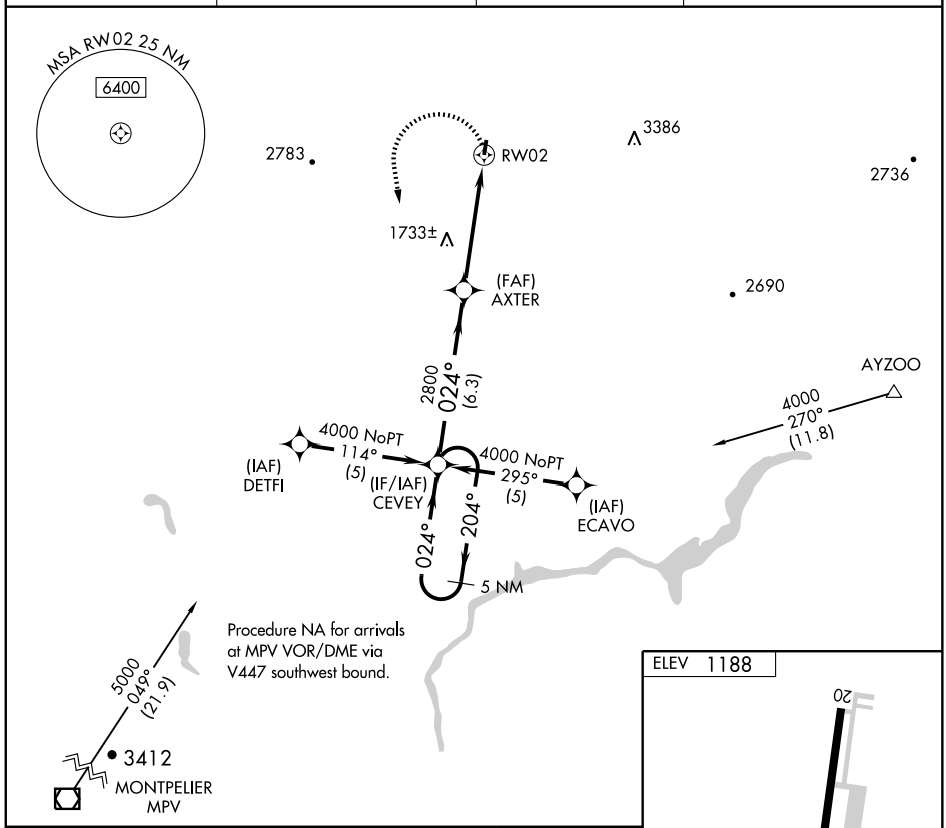
LYNDONVILLE / CALEDONIA COUNTY (CDA)

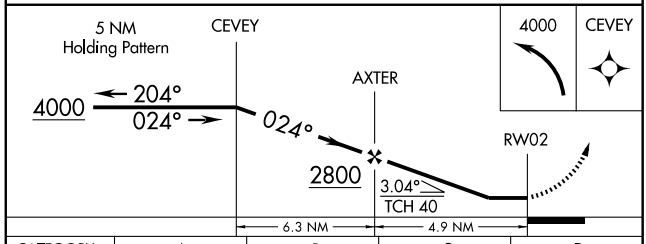
If local altimeter setting not received, use Whitefield, NH altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

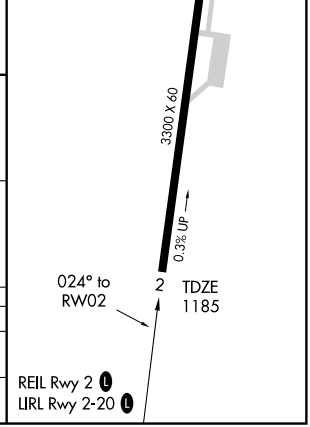
NA

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

AWOS-3	BOSTON CENTER	GCO	UNICOM
119.275	135.7 282.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV	2000-1 815 (900-1)	2000-1¼ 815 (900-1¼)	2000-2½ 815 (900-2½)	NA
CIRCLING	2000-1 812 (900-1)	2000-1¼ 812 (900-1¼)	2000-2½ 812 (900-2½)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3701
204°	TDZE	732
	Apt Elev	732

GPS RWY 19

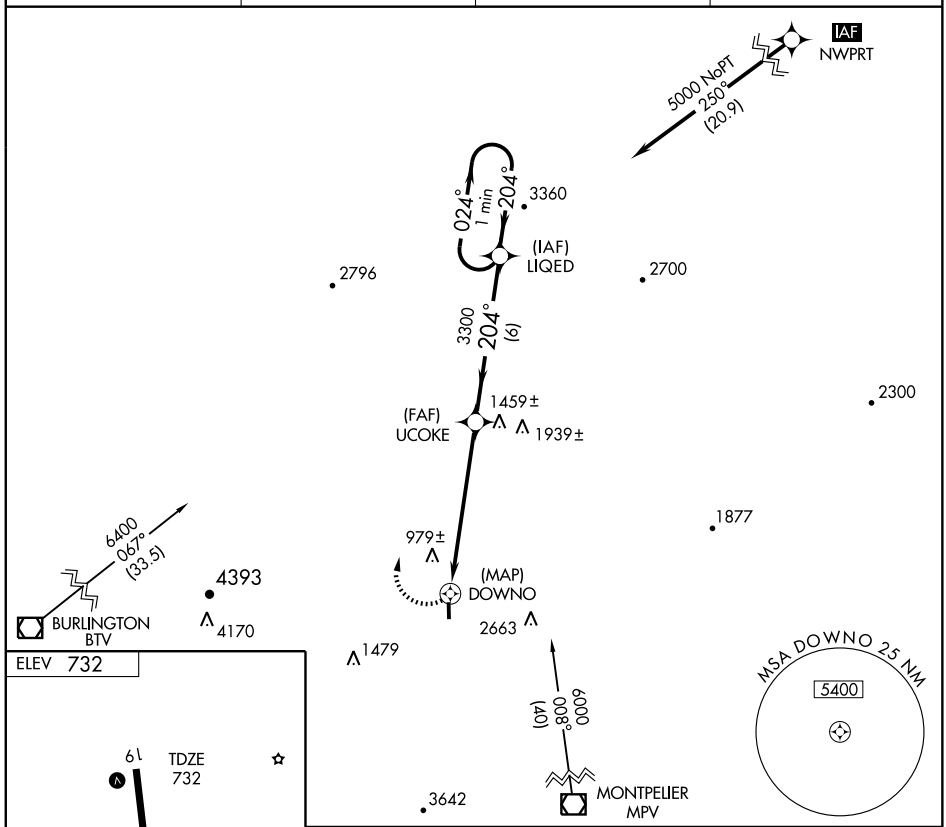
MORRISVILLE-STOWE STATE (MVL)

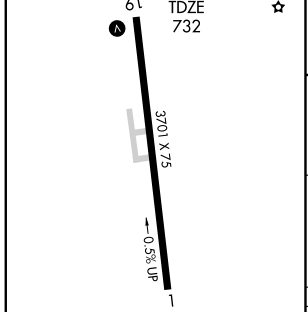
IAF ARM APPROACH MODE PRIOR TO IAF.

NA When local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5000 direct LIQED WP and hold.

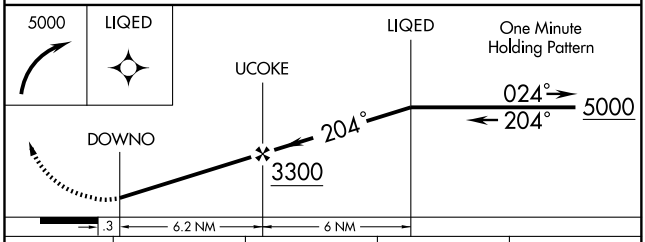
ASOS	BOSTON CENTER	GCO	UNICOM
135.625	135.7 282.2	135.075	122.8 (CTAF) L





MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
S-19	1560-1 828 (900-1)	1560-1¼ 828 (900-1¼)	NA	
CIRCLING	1600-1 868 (900-1)	1600-1¼ 868 (900-1¼)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB JRV 375	APP CRS 223°	Rwy Idg N/A TDZE N/A Apt Elev 732

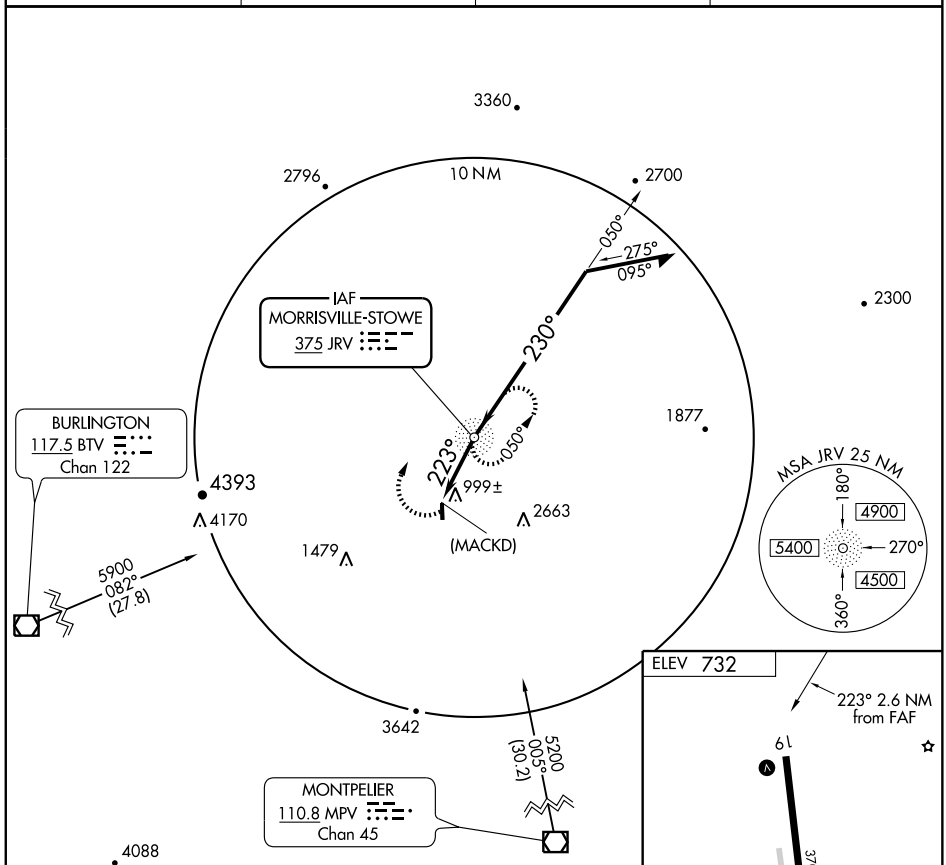
NDB or GPS-B

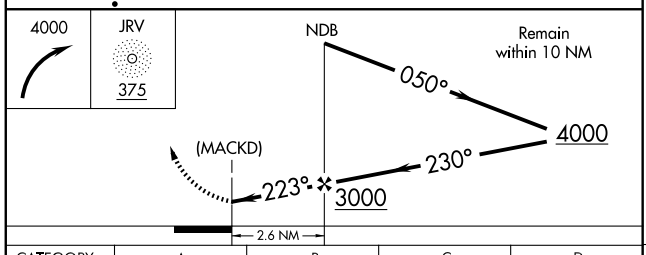
MORRISVILLE-STOWE STATE (MVL)

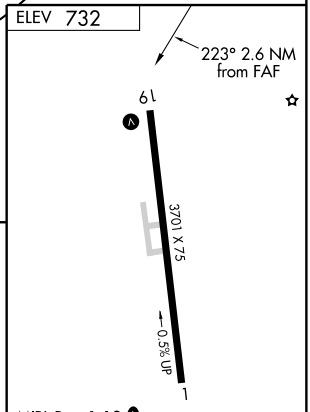
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 4000 direct JRV NDB and hold.

ASOS	BOSTON CENTER	GCO	UNICOM
135.625	135.7 282.2	135.075	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2000-1¼ 1268 (1300-1¼)	2000-1½ 1268 (1300-1½)	NA	

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-1. 14 JAN 2010 to 11 FEB 2010

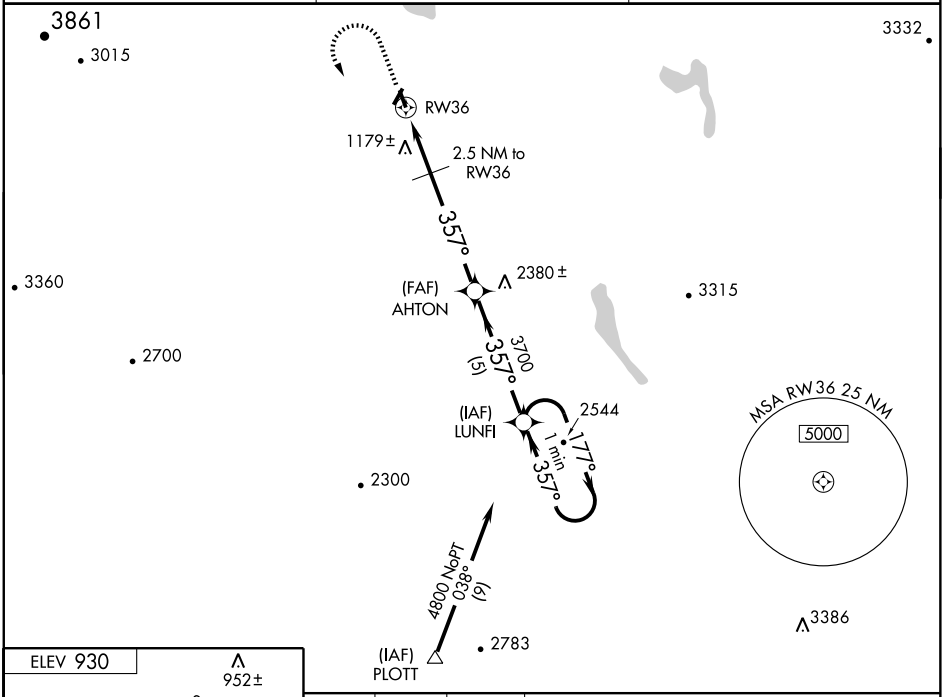
APP CRS		
357°	Rwy Idg	4000
	TDZE	926
	Apt Elev	930

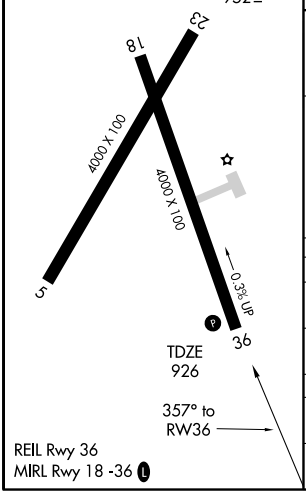
GPS RWY 36
NEWPORT STATE (EFK)

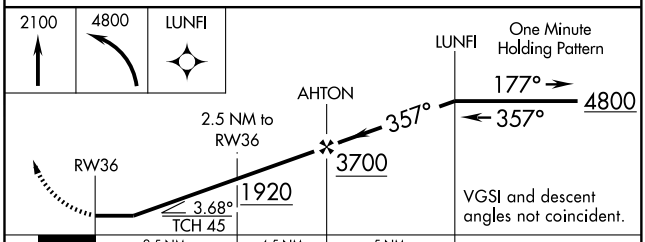
Obtain local altimeter setting on CTAF, when not received, use Morrisville-Stowe State altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing left turn to 4800 direct LUNFI WP and hold.

AWOS-3	BURLINGTON RADIO	UNICOM
118.275	122.5 255.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-36	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	NA
CIRCLING	1460-1	530 (600-1)	1560-1¾ 630 (700-1¾)	NA
MORRISVILLE-STOWE STATE ALTIMETER SETTING MINIMUMS				
S-36	1520-1	594 (600-1)	1520-1½ 594 (600-1½)	NA
CIRCLING	1560-1	630 (700-1)	1660-2 730 (800-2)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RUT	APP CRS	Rwy Idg 5000
111.7 Chan 54	194°	TDZE 787
		Apt Elev 787

LOC Y RWY 19

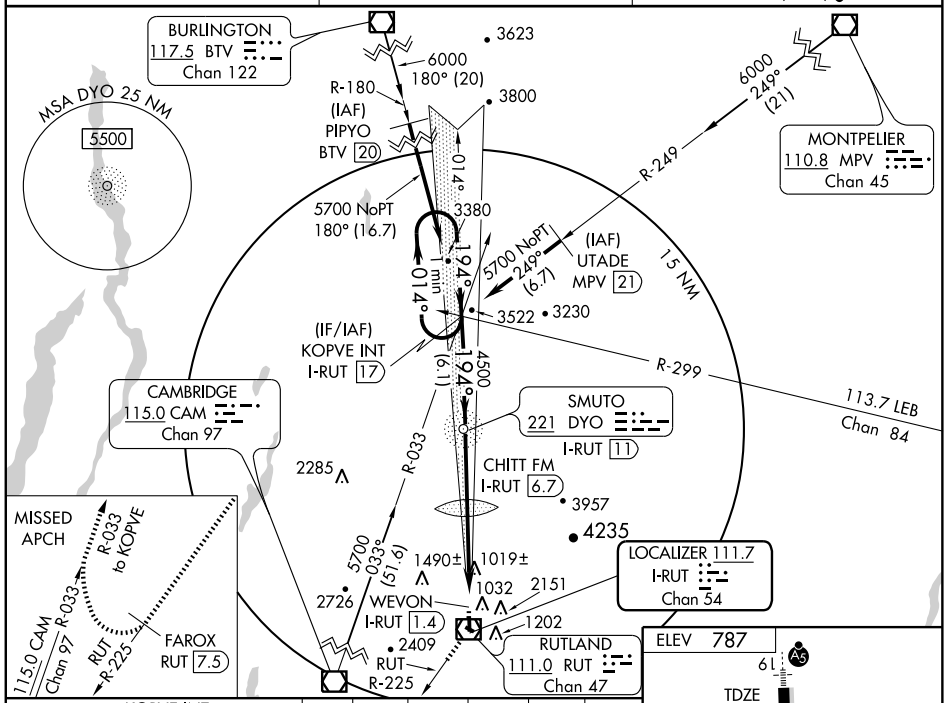
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

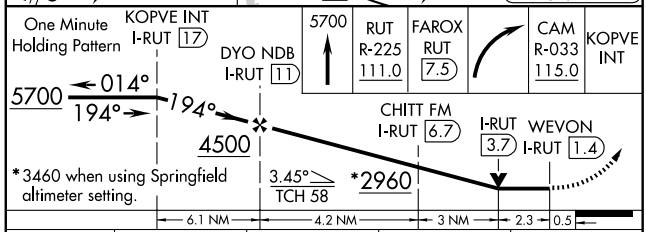
T NA — Circling NA east of Rwys 19 and 31. DME Required. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting. CHITT FIX Straight-In Minima NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 Cat A and B.

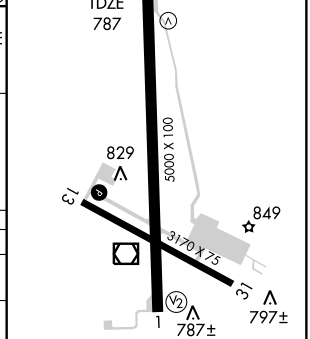
MALSR

MISSED APPROACH: Climb to 5700 via RUT VOR/DME and RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn via CAM VOR/DME R-033 to KOPVE INT/I-RUT 17 DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-2½ 2173 (2200-2½)	NA
CIRCLING	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-3 2173 (2200-3)	NA
CHITT FIX MINIMUMS				
S-19	1880-¾ 1093 (1100-¾)	1880-1 1093 (1100-1)	1880-2½ 1093 (1100-2½)	NA
CIRCLING	1900-1¼ 1113 (1200-1¼)	1900-1½ 1113 (1200-1½)	1960-3 1173 (1200-3)	NA

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RUT	APP CRS	Rwy Idg 5000
111.7	194°	TDZE 787
Chan 54		Apt Elev 787

LOC Z RWY 19

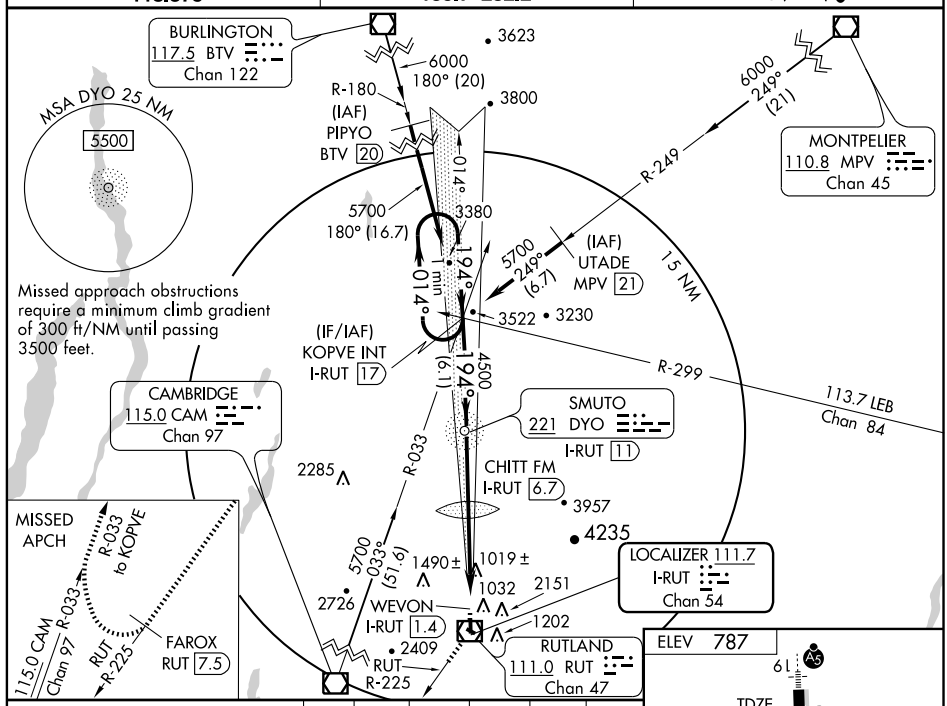
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

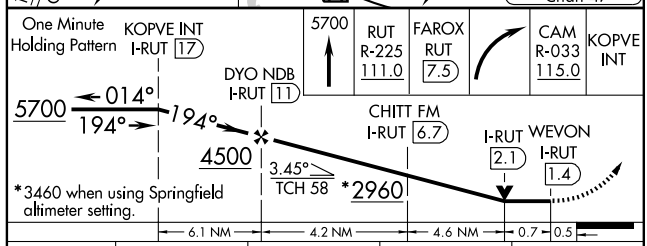
T NA — Circling NA east of Rwys 19 and 31. DME Required. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. CHITT FIX Straight-in Minimums NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 Cat A and B. For inoperative MALSR, increase CHITT FIX Minimums S-19 Cat A and B visibility ¼ mile. VDP NA when using Springfield altimeter setting.

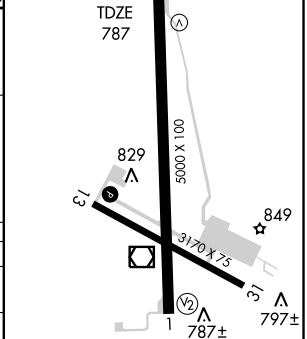
MALSR

MISSED APPROACH: Climb to 5700 via RUT VOR/DME and RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn via CAM VOR/DME R-033 to KOPVE INT/I-RUT 17 DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-2½ 2173 (2200-2½)	NA
CIRCLING	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-3 2173 (2200-3)	NA
CHITT FIX MINIMUMS				
S-19	1280-¾ 493 (500-¾)			NA
CIRCLING	1900-1¼ 1113 (1200-1¼)	1900-1½ 1113 (1200-1½)	1960-3 1173 (1200-3)	NA

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

NE-1, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 1

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

APP CRS	Rwy Idg	5000
014°	TDZE	787
	Apt Elev	787

Procedure NA at night. Circling NA east of Rwys 19 and 31. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.

MISSED APPROACH: Climbing left turn to 5700 direct DABTE and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L

MISSED APCH FIX

5 NM 179° 359° DABTE

2726 1490± 1032 2151 1202 RW01 2409 2110 2760± 3372

MSA RW01 25 NM 5500

(FAF) WIRAX 3800 (3.5) 014°

VOCUY 4800 (3.5) 014°

3780 3445 (IAF) WETID 5300 NoPT 103° (5) (IF/IAF) JUVIM 014° 3281 5 NM 194° 5300 NoPT 284° (5) (IAF) UCEKU

6000 289° (10.6) JAMMA

Procedure NA for arrivals at CAM VOR/DME on airway radials 016 CW 108.

6100 052° (21.3) 4010 CAMBRIDGE CAM

ELEV 787

61 A5 829 5000 X 100 13 31 849 3170 X 75 TDZE 787 V2 787± 797± 014° to RW01

REIL Rwys 13 and 19 L

MIRL Rwys 1-19 and 13-31 L

5 NM Holding Pattern JUVIM VOCUY WIRAX RW01

5300 194° 014° 014° 4800 3800 3.66° TCH 45

5700 DABTE

VGSI and descent angles not coincident.

3.5 NM 3.5 NM 7.6 NM

CATEGORY	A	B	C	D
LNAV MDA	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3 2313 (2400-3)	NA
CIRCLING	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3 2313 (2400-3)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
179°	TDZE	787
	Apt Elev	787

RNAV (GPS) RWY 19

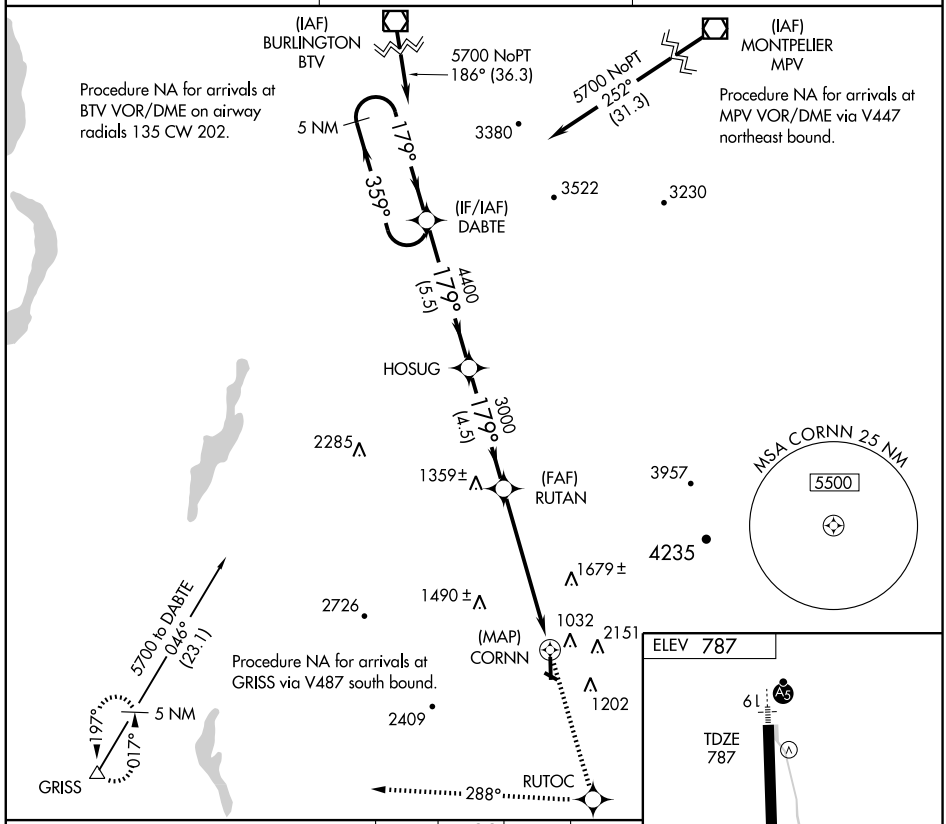
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

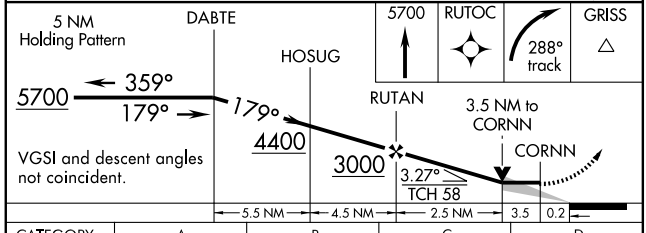
T A Inoperative table does not apply. Circling NA east of Rwys 19 and 31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting.

MALSR

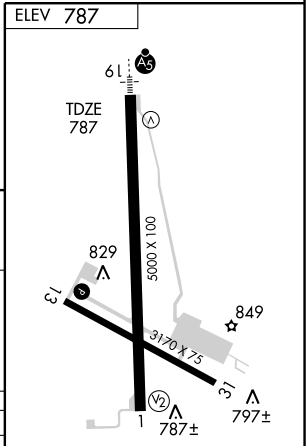
MISSED APPROACH: Climb to 5700 direct RUTOC and right turn via 288° track to GRISS and hold, continue climb-in-hold to 5700.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2220-1¼ 1433 (1500-1¼)	2220-1½ 1433 (1500-1½)	2220-3 1433 (1500-3)	NA
CIRCLING	2220-1¼ 1433 (1500-1¼)	2220-1½ 1433 (1500-1½)	2220-3 1433 (1500-3)	NA



REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME RUT	APP CRS	Rwy Idg	5000
111.0	017°	TDZE	787
Chan 47		Apt Elev	787

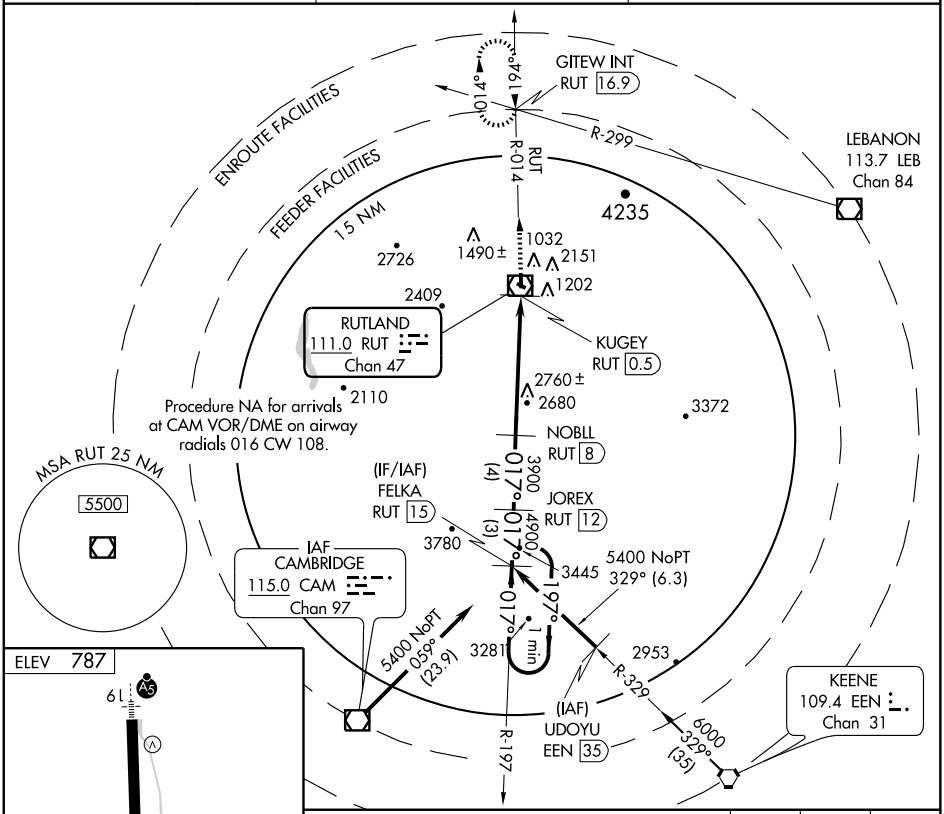
VOR/DME RWY 1

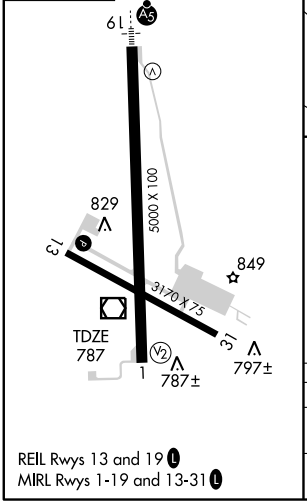
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

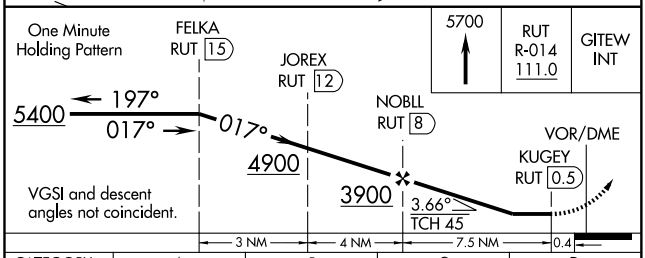
T NA — Procedure NA at night. Circling NA east of Rwys 19 and 31. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.

MISSED APPROACH: Climb to 5700 via RUT VOR/DME R-014 to GITEW INT/ RUT 16.9 DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	3120 - 1¼ 2333 (2400-1¼)	3120 - 1½ 2333 (2400-1½)	3120 - 3 2333 (2400-3)	NA
CIRCLING	3120 - 1¼ 2333 (2400-1¼)	3120 - 1½ 2333 (2400-1½)	3120 - 3 2333 (2400-3)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME RUT	APP CRS	Rwy Idg	5000
111.0	194°	TDZE	787
Chan 47		Apt Elev	787

VOR/DME RWY 19

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

Circling NA east of Rwys 19 and 31. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 A and B.

MALSR

MISSED APPROACH: Climbing right turn to 5700 via heading 040° and via RUT VOR/DME R-014 to GITEW INT/RUT 16.9 DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L

BURLINGTON 117.5 BTV Chan 122

MONTPELIER 110.8 MPV Chan 45

LEBANON 113.7 LEB Chan 84

CAMBRIDGE 115.0 CAM Chan 97

RUTLAND 111.0 RUT Chan 47

(IAF) FISER BTV 20

(IAF) MAUVE MPV 22

(IF/IAF) GITEW INT RUT 16.9

WAMBA RUT 11

RUTRE RUT 9

AKINE RUT 1.5

5700 NoPT 180° (16.6)

5700 NoPT 249° (5.7)

6000 180° (20)

6000 249° (22)

5800 299° (33.3)

5700 033° (51.6)

R-180 R-014 R-249 R-299

1 min

194° (5.9) 194° (2)

3800 3380 3522 3230 4500 4000 3957 4235 2285 2726 2409 2179± 1490± 1032 2151 1202

MSA RUT 25 NM 5500

ELEV 787

TDZE 787

5000 X 100

3170 X 75

829 849 797± 787±

13 31

REIL Rwys 13 and 19 L

MIRL Rwys 1-19 and 13-31 L

One Minute Holding Pattern

GITEW RUT 16.9

WAMBA RUT 11

RUTRE RUT 9

RUT 5.4

AKINE RUT 1.5

VOR/DME

5700 ← 014° 194° →

194°

4500 4000

3.60° TCH 58

VGSI and descent angles not coincident.

5.9 NM 2 NM 3.6 NM 3.9 NM 0.8

5700 040°	RUT R-014 111.0	GITEW INT

CATEGORY	A	B	C	D
S-19	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-2½ 1773 (1800-2½)	NA
CIRCLING	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-3 1773 (1800-3)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-VSF 111.3 Chan 50	APP CRS 050°	Rwy Idg N/A TDZE N/A Apt Elev 577

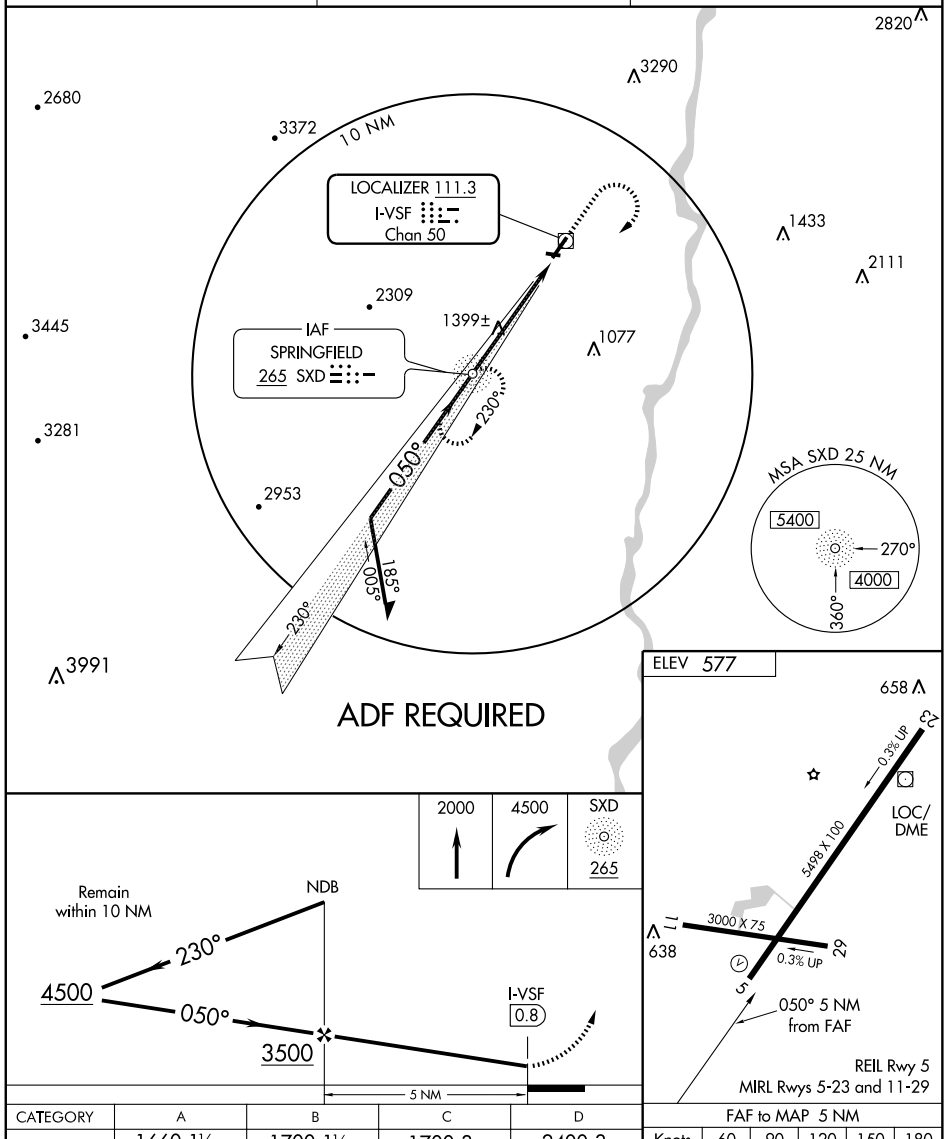
LOC-A

SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSF)

NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 4500 direct SXD NDB and hold.

ASOS	BOSTON CENTER	UNICOM
121.425	134.7 381.4	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 1083 (1100-1¼)	1700-1½ 1123 (1200-1½)	1700-3 1123 (1200-3)	2400-3 1823 (1900-3)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 14 JAN 2010 to 11 FEB 2010

LOC I-VSF 111.3 Chan 50	APP CRS 050°	Rwy Idg 5498 TDZE 575 Apt Elev 577

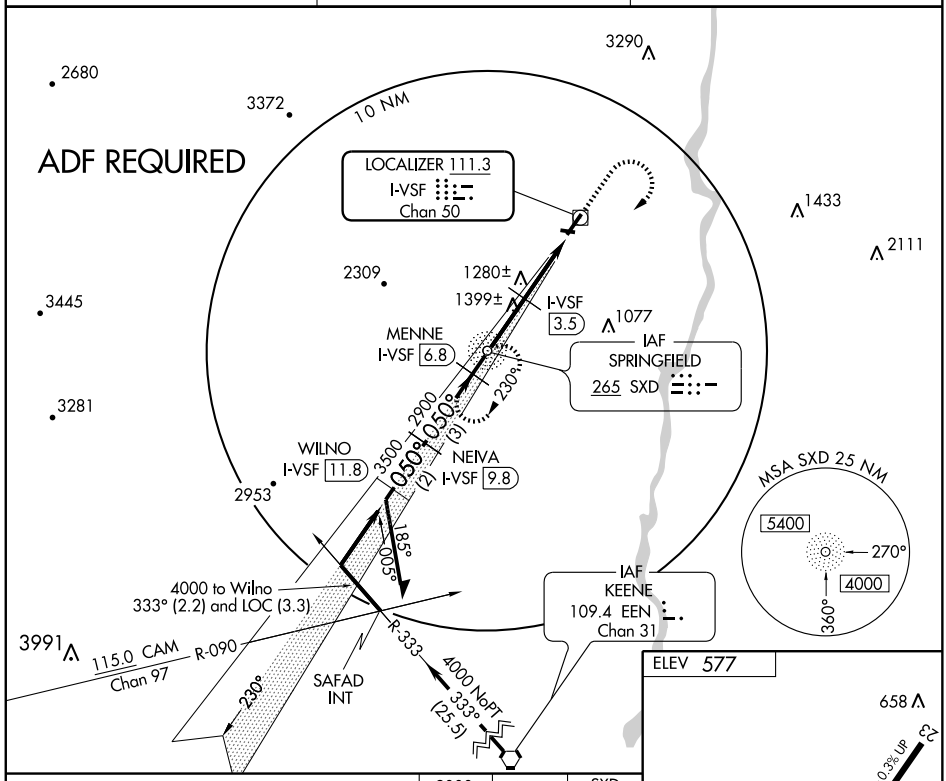
LOC/DME RWY 5

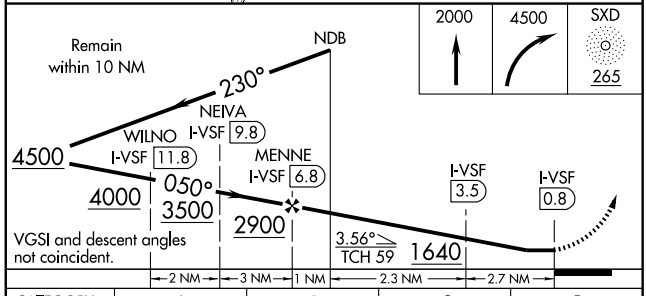
SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSF)

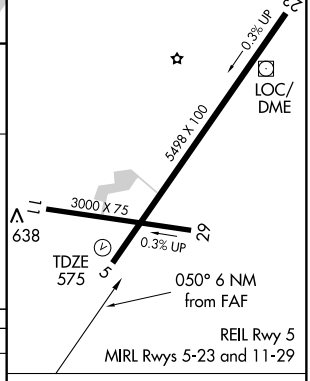
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 4500 direct SXD NDB and hold.

ASOS	BOSTON CENTER	UNICOM
121.425	134.7 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-5	1540-1¼ 965 (1000-1¼)	1540-1½ 965 (1000-1½)	1540-3 965 (1000-3)	
CIRCLING	1540-1¼ 963 (1000-1¼)	1700-1½ 1123 (1200-1½)	1700-3 1123 (1200-3)	2400-3 1823 (1900-3)

Knots	60	90	120	150	180
Min:Sec					

NE-1. 14 JAN 2010 to 11 FEB 2010

NDB SXD 265	APP CRS 050°	Rwy Idg N/A TDZE N/A Apt Elev 577

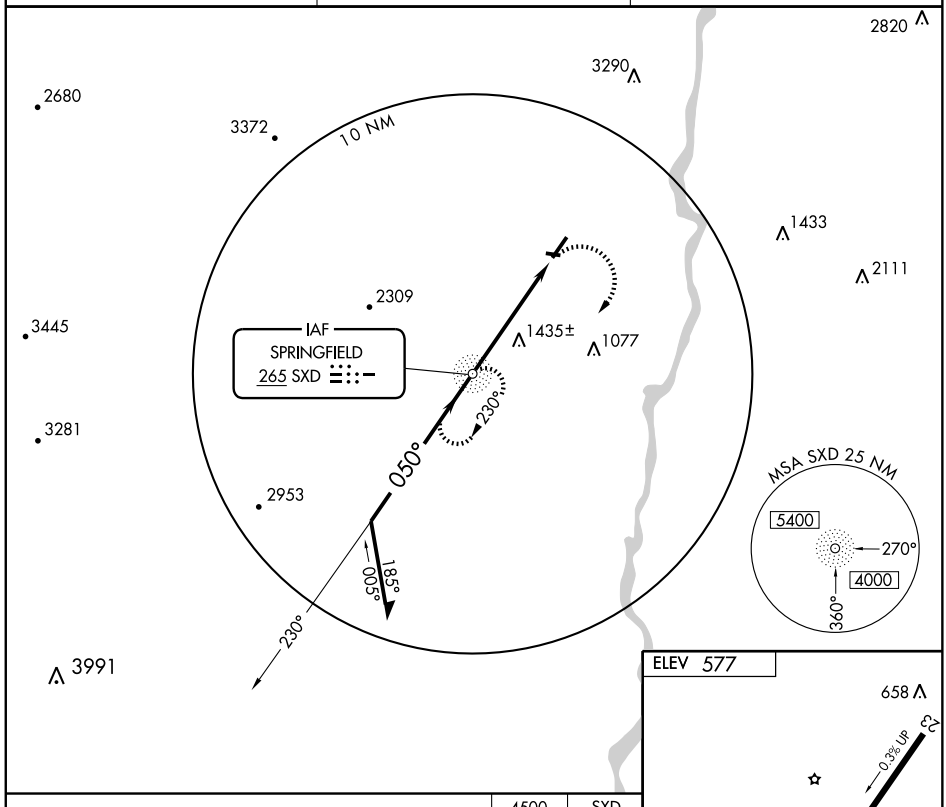
NDB-B

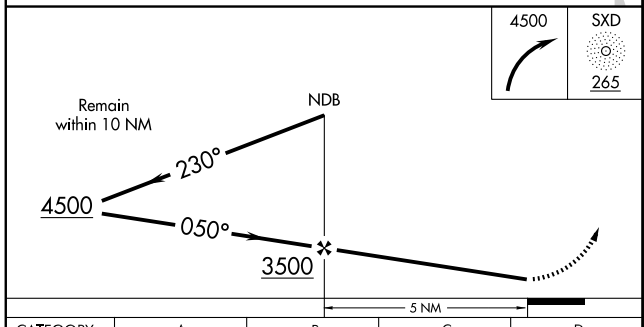
SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSF)

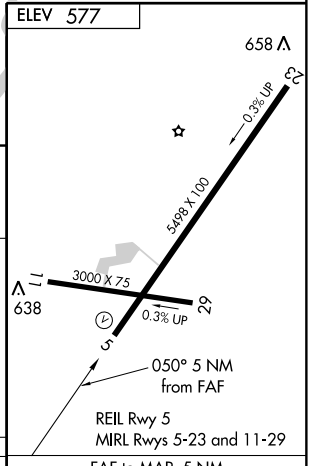
NA

MISSED APPROACH: Climbing right turn to 4500 direct SXD NDB and hold.

ASOS	BOSTON CENTER	UNICOM
121.425	134.7 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1740-1¼ 1163 (1200-1¼)	1740-1½ 1163 (1200-1½)	1740-3 1163 (1200-3)	2400-3 1823 (1900-3)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5498
050°	TDZE	575
	Apt Elev	577

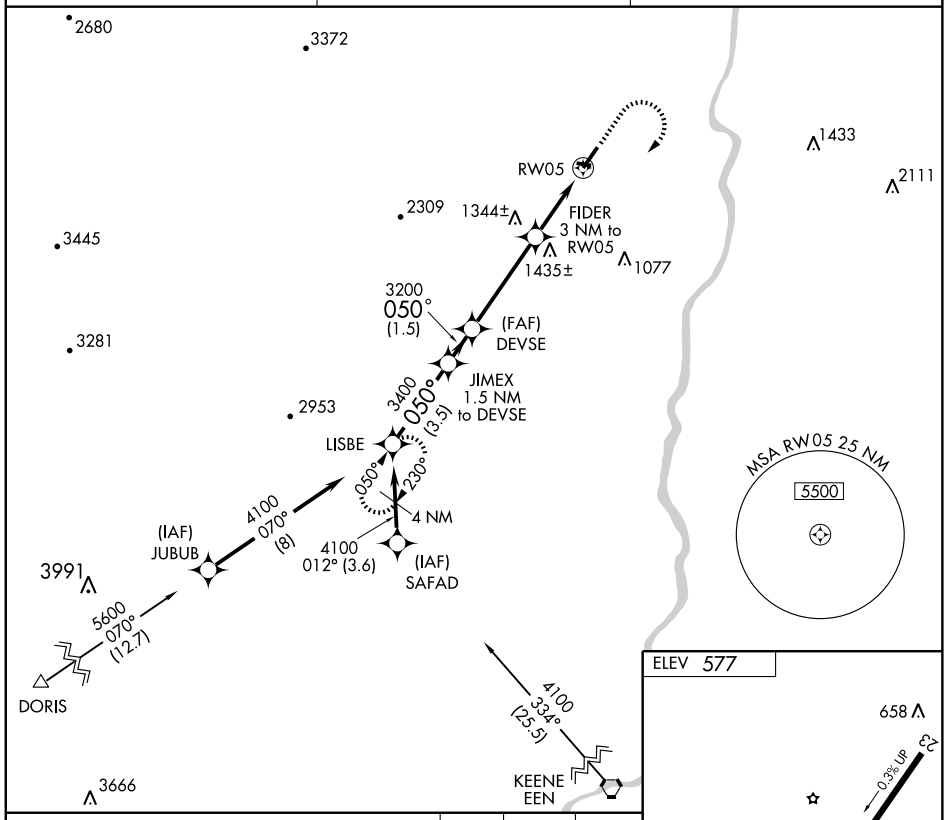
RNAV (GPS) RWY 5

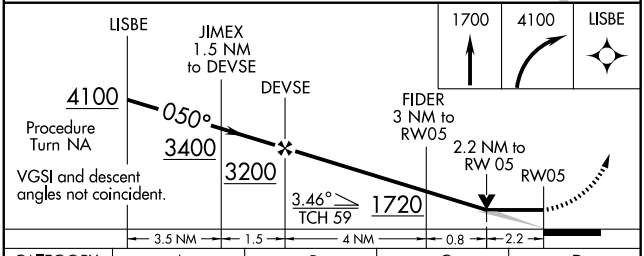
SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSF)

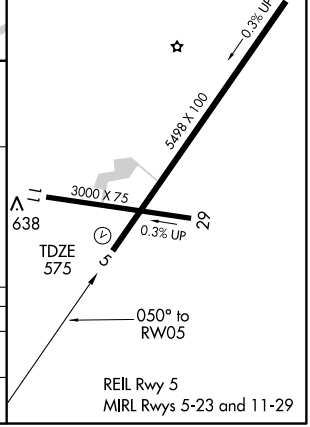
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4100 direct LISBE WP and hold.

ASOS	BOSTON CENTER	UNICOM
121.425	134.7 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 985 (1000-1¼)	1560-1½ 985 (1000-1½)	1560-3 985 (1000-3)	
CIRCLING	1560-1¼ 983 (1000-1¼)	1700-1½ 1123 (1200-1½)	1700-3 1123 (1200-3)	2400-3 1823 (1900-3)

NE-1. 14 JAN 2010 to 11 FEB 2010

VWD NDB	APP CRS	Rwy Idg	2650
224	011°	TDZE	1953
		Apt Elev	1953

NDB RWY 1

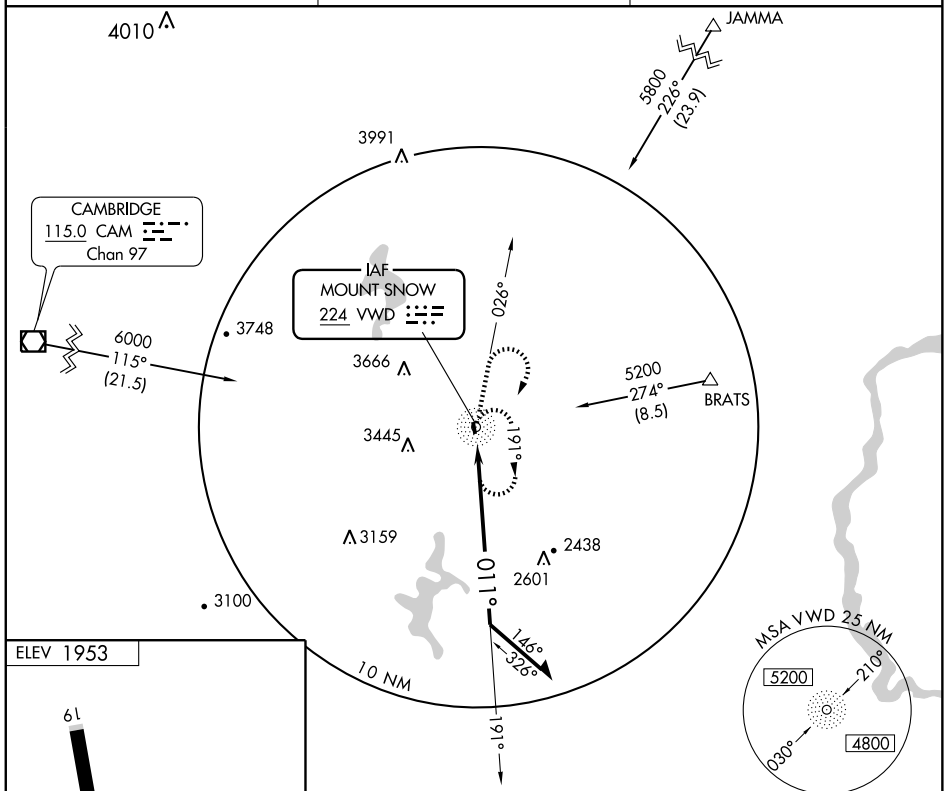
WEST DOVER/MOUNT SNOW (4V8)

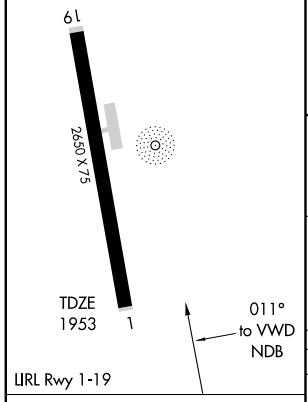
Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet. Procedure NA 0200 local to dawn. Circling to Rwy 19 NA at night.

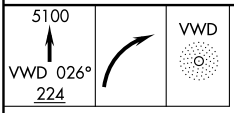
NA

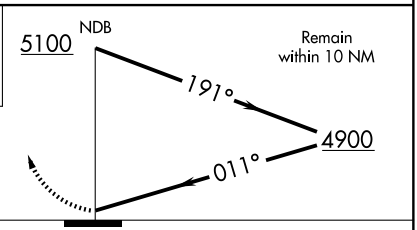
MISSED APPROACH: Climb to 5100 via 026° bearing from VWD NDB then right turn direct VWD NDB and hold.

BENNINGTON ASOS	BOSTON CENTER	UNICOM
135.925	123.75 338.2	122.8 (CTAF)









Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-1	3480-1¼ 1527 (1600-1¼)	3480-1½ 1527 (1600-1½)	NA	
CIRCLING	3480-1¼ 1527 (1600-1¼)	3480-1½ 1527 (1600-1½)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2650
020°	TDZE	1953
	Apt Elev	1953

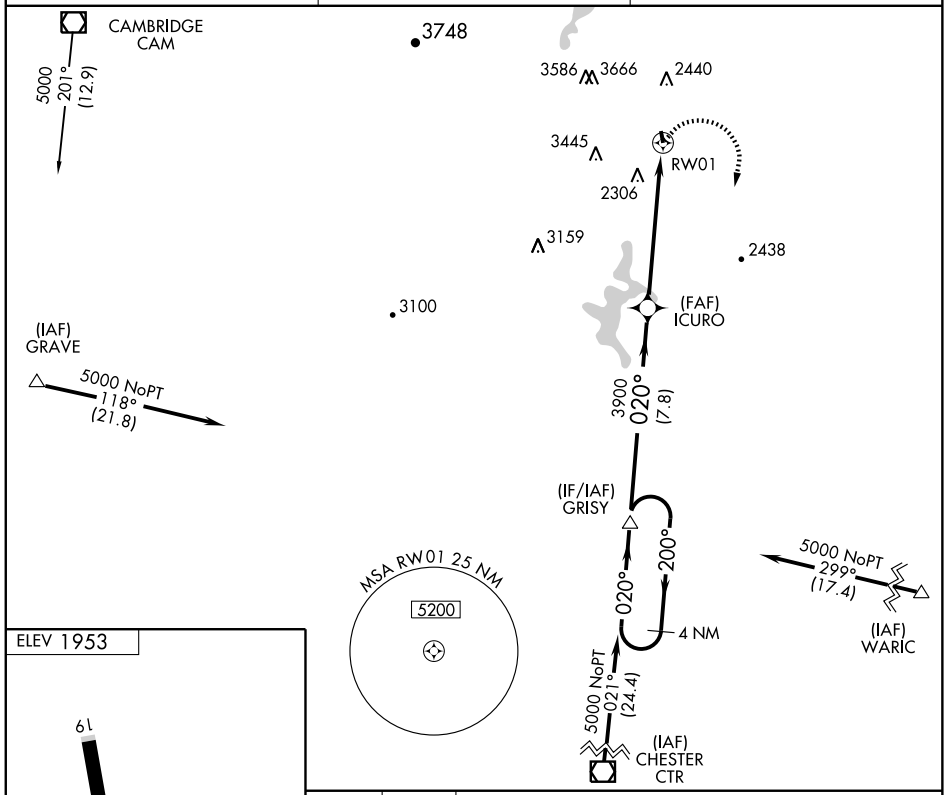
RNAV (GPS) RWY 1

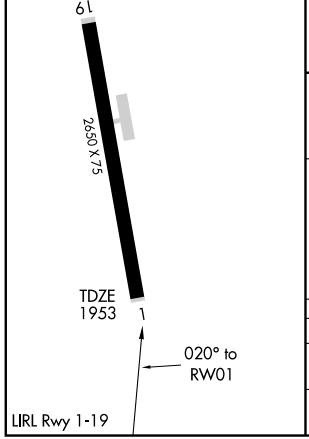
WEST DOVER/MOUNT SNOW (4V8)

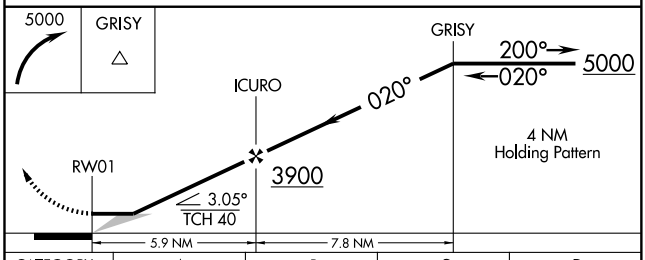
Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet.
Circling to Rwy 19 NA at night.
NA DME/DME RNP-0.3 NA.
Procedure NA 0200 local to dawn.

MISSED APPROACH: Climbing right turn to 5000 direct GRISY and hold.

BENNINGTON ASOS	BOSTON CENTER	UNICOM
135.925	123.75 338.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	3140-1¼ 1187 (1200-1¼)	3140-1½ 1187 (1200-1½)	NA	
CIRCLING	3160-1¼ 1207 (1300-1¼)	3400-1½ 1447 (1500-1½)	NA	

NE-1. 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALLENTOWN, PA

LEHIGH VALLEY INTL ..... **ILS or LOC Rwy 13[1]**
VOR-A[2]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when local weather not available.

ALTOONA, PA

ALTOONA-BLAIR COUNTY ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Y Rwy 21[3]
VOR-A[4]

[1]ILS, Category D, 1100-3. LOC, Category D, 1100-3.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3
[3]Category D, 1200-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1200-3.

BECKLEY, WV

RALEIGH COUNTY MEMORIAL ..... **ILS or LOC Rwy 19[12]**
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 10[13]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[14]
VOR Rwy 10[13]
VOR Rwy 19[13]

[1]NA when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BLUEFIELD, WV

MERCER COUNTY . **VOR/DME or GPS Rwy 23**
VOR Rwy 23

NA when class E airspace not in effect.

NAME — ALTERNATE MINIMUMS

BRADFORD, PA

BRADFORD RGNL ..... **VOR Rwy 14**

Category C, 800-2½; Category D, 800-2¾.

BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER FIELD ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

CHARLESTON, WV

YEAGER ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 23[2]
VOR/DME RNAV or GPS Rwy 33[3]
VOR or GPS-A[3]

[1]ILS, Categories A,B,C, 700-2.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA ..... **ILS or LOC Rwy 21[12]**
RNAV (GPS) Rwy 3[35]
RNAV (GPS) Rwy 21[35]
VOR or GPS Rwy 3[45]

[1]NA when control tower closed.
[2]ILS,Categories A,B,C, 800-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]NA when control tower is closed, except for operators with approved weather reporting service.
[5]Category D, 900-2¾.

COATESVILLE, PA

CHESTER COUNTY G O CARLSON ..... **ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

NAME ALTERNATE MINIMUMS

DOYLESTOWN, PA

DOYLESTOWN ..... **VOR Rwy 23**
NA when local weather not available.

DUBOIS, PA

DUBOIS RGNL ..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

ELKINS, WV

ELKINS-RANDOLPH COUNTY JENNINGS-RANDOLPH FIELD ..... **LDA-C**[1]
RNAV (GPS)-A[23]
RNAV (GPS) Rwy 5[24]
RNAV (GPS) Rwy 14[25]
RNAV (GPS) Rwy 23[26]
[1]Categories A, B, 1200-2; Category C, 1400-3; Category D, 1500-3.
[2]NA when local weather not available.
[3]Categories A, B, 1700-2; Category C, 1700-3.
[4]Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.
[6]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

ERIE, PA

ERIE INTL/TOM RIDGE FIELD ..... **ILS or LOC Rwy 6**[12]
ILS or LOC/DME Rwy 24[12]
NDB Rwy 6[2]
NDB Rwy 24[2]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR/DME Rwy 24
NA when local weather not available.
[1]ILS, 700-2.
[2]NA when control tower closed.

FRANKLIN, PA

VENANGO RGNL ..... **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3
VOR Rwy 21
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HARRISBURG, PA

CAPITAL CITY ..... **ILS or LOC Rwy 8**[12]
RNAV (GPS) Rwy 8[12]
RNAV (GPS) Rwy 26[34]
[1]Categories A, 1000-2; Category B, 1400-2; Categories C,D, 1400-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category A, 1200-2, Category B, 1400-2; Categories C, D, 1400-3.

HARRISBURG INTL ..... **ILS or LOC Rwy 13**[1]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[4]
VOR Rwy 31[3]
[1]Categories C,D, 700-2.
[2]ILS, 700-2.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.

HAZLETON, PA

HAZLETON MUNI ..... **RNAV (GPS) Rwy 10**
Category D, 900-2¾.
NA when local weather not available.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY ..... **ILS or LOC Rwy 33**[1]
VOR Rwy 5[2]
VOR Rwy 15[3]
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LANCASTER, PA

LANCASTER ..... **ILS or LOC Rwy 8**[123]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 26[24]
VOR/DME Rwy 31[24]
VOR/DME Rwy 8[2]
VOR/DME Rwy 26[24]
VOR Rwy 8[25]
VOR Rwy 31[4]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.
[5]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME ALTERNATE MINIMUMS

LATROBE, PA

ARNOLD PALMER RGNL ..... **ILS or LOC Rwy 23[123]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NDB Rwy 23[14]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.
[4]Categories A,B, 1100-2; Categories C,D, 1100-3.

LEWISBURG, WV

GREENBRIER VALLEY ..... **ILS or LOC Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD ..... **ILS or LOC Rwy 26**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR-A

NA when local weather not available.
Category E, 1600-3.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD ..... **ILS or LOC Rwy 18[123]**
RNAV (GPS) Y Rwy 18[13]
RNAV (GPS) Z Rwy 18[34]
RNAV (GPS) Rwy 36[13]
VOR-A[35]

[1]Category D, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 900-2¾.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA ..... **NDB-A**
RNAV (GPS)-B
COPTER NDB Y-289
COPTER NDB Z-289
COPTER RNAV (GPS) Rwy 25

NA when control tower closed.

PARKERSBURG, WV

MID-OHIO VALLEY AIRPORT ..... **ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 21

NA when local weather not available.
[1]NA when control tower is closed.
[2]Category D, 700-2.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA ..... **ILS or LOC Rwy 24[12]**
LOC BC Rwy 6[12]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 6[12]
VOR Rwy 24[12]

[1]NA when control tower closed.
[2]NA when local weather not available.

PHILADELPHIA INTL ..... **ILS PRM Rwy 26[1]**
ILS PRM Rwy 27L[2]
ILS or LOC Rwy 9L[3]
ILS Rwy 9R[4]
ILS or LOC Rwy 17[3]
ILS Rwy 26[5]
ILS or LOC Rwy 27L[6]
ILS or LOC/DME Rwy 27R[7]
RNAV (GPS) Rwy 27R[8]

[1]ILS, Categories A, B, C, 700-2. LOC, NA.
[2]ILS, 700-2. LOC, NA.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[5]ILS, Categories A, B, C, 700-2.
[6]ILS, 700-2.
[7]ILS, Categories B, C, D, 700-2.
[8]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PITTSBURGH, PA

ALLEGHENY COUNTY ..... **VOR-A**
NA when local weather not available.

PITTSBURGH INTL ..... **ILS Rwy 10L[1]**
ILS or LOC Rwy 28L[1]
ILS or LOC Rwy 28R[1]
RNAV (RNP) Z Rwy 10R[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

QUAKERTOWN, PA

QUAKERTOWN ..... **NDB Rwy 29**
RNAV (GPS) Rwy 29
NA when local weather not available.

READING, PA

READING RGNL/CARL A.
SPAATZ FIELD ..... **ILS or LOC Rwy 13[13]**
ILS or LOC Rwy 36[13]
NDB Rwy 36[23]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

SELINSGROVE, PA

PENN VALLEY ..... **RNAV (GPS) Rwy 17**
VOR-A
NA when local weather not available.
Categories A, B, 1000-2.

STATE COLLEGE, PA

UNIVERSITY PARK ..... **ILS or LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-B[1]
NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

SUTTON, WV

BRAXTON COUNTY ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
NA when local weather not available.
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Category B, 900-2; Category C 1000-2¾.

NAME ALTERNATE MINIMUMS

WASHINGTON, PA

WASHINGTON COUNTY .. **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[2]
VOR-B[1]
NA when local weather not available.
[1]Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.

WHEELING, WV

WHEELING OHIO
COUNTY ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR Rwy 21
Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

WILKES-BARRE-SCRANTON, PA

WILKES-BARRE-SCRANTON
INTL ..... **ILS or LOC/DME Rwy 4[1]**
ILS or LOC/DME Rwy 22[1]
NDB or GPS-A[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 22[1]
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1300-3.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL ..... **ILS Rwy 27**
Categories A,B, 1400-2; Categories C,D, 1400-3.

YORK, PA

YORK ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

ZELIENOPLE, PA

ZELIENOPLE MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA) ELEV **828**

TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	21		AB	**1260**-1	432	(500-1)	C	**1260**-1¼	432	(500-1¼)
			D	**1260**-1½	432	(500-1½)				
	3		AB	**1240**-1	412	(500-1)	CD	**1240**-1¼	412	(500-1¼)
	12		AB	**1340**/24	512	(600-½)	C	**1340**/50	512	(600-1)
			D	**1340**/60	512	(600-1¼)				
	30		AB	**1300**-1	472	(500-1)	C	**1300**-1¼	472	(500-1¼)
			D	**1300**-1½	472	(500-1½)				
CIR			AB	**1340**-1	512	(600-1)	C	**1340**-1½	512	(600-1½)
			D	**1420**-2	592	(600-2)				

When VGSI inop, straight-in/circling Rwy 3 NA at night.

WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV **358**

RADAR[9]- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15[17]	3.25°/60/893	ABCDE	**524**-½	200	(200-½)
	33[2]	3.0°/45/919	AB	**558**-½	200	(200-½)
			CDE	**558**-¾	200	(200-¾)
PAR W/O GS	15[38]		ABCD	**720**-¾	396	(400-¾)
			E	**720**-1	396	(400-1)
	33[4]		ABCDE	**640**-1	282	(300-1)
ASR	33[5]		ABC	**720**-¾	362	(400-¾)
			DE	**720**-1	362	(400-1)
	15[68]		ABC	**800**-¾	476	(500-¾)
			D	**800**-1	476	(500-1)
			E	**800**-1¼	476	(500-1¼)
CIR ASR	All Rwy		A	**800**-1	442	(500-1)
			B	**960**-1	602	(700-1)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)
CIR PAR W/O GS	All Rwy		A	**800**-1¼	442	(500-1¼)
			B	**960**-1¼	602	(700-1¼)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)

[1]When ALS inop, increase vis CAT ABCDE to ¾ mile. [2]When ALS inop, increase vis CAT AB to ¾ mile. [3]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]GS exceeds DoD std. [8]34:1 visual area penetrated. [9]No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25,** climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33,** climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24,** climb runway heading to 1600 before proceeding southbound on course.

NAME TAKE-OFF MINIMUMS

ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21,** std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30,** std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3,** numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21,** multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

BEAVER FALLS, PA
BEAVER COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

BECKLEY, WV
RALEIGH COUNTY MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1or std. with a min. climb of 350' per NM to 4000. **Rwy 19,** 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28,** 300-1 or std. with a min. climb of 250'per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10,** immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28,** climbing right turn to 5000 via 320° heading before proceeding on course.
NOTE: **Rwy 10,** 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19,** 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28,** 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

BEDFORD, PA
BEDFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 14,** 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32,** 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 4000 before turning on course. **Rwy 32,** climb to 4100 before turning on course.

BELLEFONTE, PA
BELLEFONTE
TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.
DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course.
Rwy 25, climb to 2600 on heading 235° before proceeding on course.

BERKELEY SPRINGS, WV
POTOMAC AIRPARK
TAKE-OFF MINIMUMS: **Rwys 11,29,** 1900-2 or std. with a min. climb of 400' per NM to 2600.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29,** climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

BLOOMSBURG, PA
BLOOMSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 8,** 700-1. **Rwy 26,** 1100-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

BLUEFIELD, WV
MERCER COUNTY (BLF)
AMDT 4 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23**, 400-2¼ or std. with a min. climb of 238' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.
NOTE: **Rwy 5,** trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939'MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23,** trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA
BRADFORD RGNL
NOTE: **Rwy 5,** fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14,** trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23,** trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32,** trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

BUCKHANNON, WV
UPSHUR COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 29,** 400-1¼ or std. with a min. climb of 420' per NM to 2100.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 105° to 2300 before proceeding on course.
NOTE: **Rwy 11,** trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

BUTLER, PA
BUTLER COUNTY/K.W. SCHOLTER FIELD
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

CARLISLE, PA
CARLISLE
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.

CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

CHARLESTON, WV

YEAGER (CRW)

AMDT 7 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2½ or std. w/ min. climb of 228' per NM to 1400. **Rwy 15,** std. w/ min. climb of 443' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23,** 200-1 or std. w/ min. climb of 399' per NM to 1300. **Rwy 33,** 300-1¾ or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15,** for climb in visual conditions: cross Yeager Airport at or above 1800' MSL before proceeding on course. **Rwy 23,** climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5,** multiple trees beginning 51' from departure end of runway, 59' left of centerline, up to 43' AGL/922' MSL. Multiple trees beginning 58' from departure end of runway, 251' right of centerline, up to 103' AGL/1062' MSL. Trees 1.9 NM from departure end of runway, 1203' left of centerline, 58' AGL/1217' MSL. Tower 2 NM from departure end of runway, 2761' left of centerline, 184' AGL/1235' MSL. **Rwy 15,** Bush and multiple trees beginning 44' from departure end of runway, 207' left of centerline, up to 93' AGL/1132' MSL. **Rwy 23,** Obstruction light on pole 4072' from departure end of runway, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33,** multiple trees beginning 44' from departure end of runway, 235' left of centerline, up to 92' AGL/951' MSL. Multiple trees beginning 25' from departure end of runway, 120' right of centerline, up to 37' AGL/1016' MSL. Dome 1.1 NM from departure end of runway, 570' right of centerline, 91' AGL/1266' MSL. Trees 1.4 NM from departure end of runway, 1212' right of centerline, 81' AGL/1280' MSL.

CLARION, PA

CLARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6,** multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24,** multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21,** 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 031° to 2000 before proceeding on course. **Rwy 21,** climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3,** fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21,** trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

CLEARFIELD, PA

CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: **Rwy 12,** 600-2 or std. with a min climb of 240' per NM to 2200'. **Rwy 30,** 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30,** cross departure end of runway at or above 35' AGL/1550' MSL.

COATESVILLE, PA

CHESTER COUNTY G. O. CARLSON (MQS)

ORIG 08213 (FAA)

NOTE: **Rwy 11,** tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29,** tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

COLLEGEVILLE, PA
PERKIOMEN VALLEY (N10)
ORIG-A 10014 (FAA)
TAKE-OFF MINIMUMS: Procedure NA at night.
NOTE: **Rwy 9,** multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150'AGL/400' MSL. **Rwy 27,** multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

CONNELLSVILLE, PA
JOSEPH A. HARDY CONNELLSVILLE
TAKE-OFF MINIMUMS: **Rwy 14,** 1100-2. Night NA.
DEPARTURE PROCEDURE: **Rwys 5,23,32**, climb runway heading to 3000 before proceeding on course. **Rwy 14**, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

CORRY, PA
CORRY-LAWRENCE (8G2)
ORIG 09127 (FAA)
NOTE: **Rwy 14,** trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32,** trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

DOYLESTOWN, PA
DOYLESTOWN
NOTE: **Rwy 5,** terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL. **Rwy 23,** terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

DUBOIS, PA
DUBOIS RGNL (DUJ)
AMDT 1 08101 (FAA)
NOTE: **Rwy 7,** wind sock 31' from departure end of runway, 452' left of centerline, 29' AGL/1833' MSL. Tree 1608' from departure end of runway, 700' right of centerline, up to 100' AGL/1859' MSL. **Rwy 25,** antenna and trees 170' from departure end of runway, 261' left of centerline, up to 75' AGL/1855' MSL. Trees 283' from departure end of runway, 419' right of centerline, up to 69' AGL/1849' MSL.

EAST STROUDSBURG, PA
STROUDSBOURG-POCONO
TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

EASTON, PA
BRADEN AIRPARK
TAKE-OFF MINIMUMS: **Rwy 18**, 600-1. **Rwy 36**, 400-1.
DEPARTURE PROCEDURE: IFR Departure authorized **Rwys 18,36** only.

EBENSBURG, PA
EBENSBURG (9G8)
AMDT 2 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.
NOTE: **Rwy 25,** numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7,** numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV
ELKINS-RANDOLPH COUNTY-JENNINGS RANDOLPH FIELD
TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles. **Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300.
DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.
NOTE: **Rwy 23,** OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

ERIE, PA
ERIE INTL/TOM RIDGE FIELD (ERI)
AMDT 5 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 314' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1300 before turning right. **Rwy 6,** climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24,** climb heading 242° to 1400 before turning left.
NOTE: **Rwy 2,** vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6,** vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20,** railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24,** railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87'AGL/826' MSL.

FACTORYVILLE, PA

SEAMANS FIELD (9N3)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22,** climb heading 216° to 2900 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.

FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2 or 300-1 w/ min. climb of 375' per NM to 1800. **Rwy 23,** 500-3 w/ min. climb of 265' per NM to 1700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1800 before proceeding on course. **Rwy 23,** climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: **Rwy 5,** tree 1739' from departure end of runway, 832' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from departure end of runway, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from departure end of runway, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23,** multiple trees beginning 692' from departure end of runway, 100' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees and AAO beginning 880' from departure end of runway, 704' left of centerline, up to 200' AGL/1439' MSL.

FRANKLIN, PA

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.

NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597 MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.

GROVE CITY, PA

GROVE CITY (29D)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28,** 300-1 or std. w/ min. climb of 416' per NM to 1600.

NOTES: **Rwy 10,** Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28,** Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL. .

HARRISBURG, PA

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12,** 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26,** 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 082° to 1100 before proceeding on course. **Rwy 12,** climb via heading 128° to 1400 before proceeding on course. **Rwy 26,** climb via heading 262° to 1400 before proceeding on course. **Rwy 30,** climb via heading 308° to 1500 before proceeding on course.

NOTE: **Rwy 8,** tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12,** flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26,** numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30,** tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.

HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)
AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-2¼ or std. w/ min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 128° to 1700 before proceeding on course. **Rwy 31,** climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13,** trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31,** levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10,28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

HONESDALE, PA

CHERRY RIDGE

TAKE-OFF MINIMUMS: **Rwy 36,** 500-2 or std. with a min. climb of 390' per NM to 1900.

NOTES: **Rwy 36,** terrain and trees 5673' from departure end of runway, 1967' left of centerline, 100' AGL/1619' MSL; terrain and trees 1.1 NM from departure end of runway, 2205' left of centerline, 100' AGL/1639' MSL; terrain and trees 1.9 NM from departure end of runway, 810' right of centerline, 100' AGL/1759' MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 024° to 1500 before turning right. **Rwy 30,** climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12,** tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21,** multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30,** multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)
AMDT 4 08269 (FAA)

NOTE: **Rwy 5,** trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23,** trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33,** trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.

LANCASTER, PA

LANCASTER (LNS)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 301' per NM to 700.

Rwy 31, 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 800 before turning left.

NOTE: **Rwy 8,** silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13,** trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26,** vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797 right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31,** trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

LATROBE, PA

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21,23,** 300-1.

DEPARTURE PROCEDURE: **Rwys 3,5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21,23**, climb to 4000 via BHU 233° bearing.

LEHIGHTON, PA

JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26,** 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course. **Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

LEWISBURG, WV

GREENBRIER VALLEY (LWB)
AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 3300 before proceeding on course. **Rwy 22,** climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4,** tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22,** trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA

WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** NA-obstacles. **Rwy 27L,** NA-ATC. **Rwy 27R,** std. w/ a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R,** climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R,** multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

LOGAN, WV

LOGAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 3000 before proceeding on course.

Rwy 24, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24,** 148' AGL trees 1500' from departure end of runway.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD (MRB)
AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 1300 before proceeding on course. **Rwy 26,** climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8,** trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26,** trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

MEADVILLE, PA

PORT MEADVILLE

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 2000 before proceeding on course.

MIFFLINTOWN, PA

MIFFLINTOWN

TAKE-OFF MINIMUMS: **Rwy 8,** std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8,** multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV

ONA AIRPARK (12V)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7,** trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25,** trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

MONONGAHELA, PA

ROSTRAVER

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8,** tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26,** tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading190°before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

MOUNDSVILLE, WV

MARSHALL COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)

AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 094° to 1300 before turning southwest. **Rwy 28,** climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10,** tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA. 09015

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25,** climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7,** Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25,** Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

MYERSTOWN, PA

DECK

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1,** tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

NEW CASTLE, PA

NEW CASTLE MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5,** tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13,** trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31,** tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28,** 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3,** trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10,** trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21,** trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28,** trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

PERKASIE,PA

PENNRIDGE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

PETERSBURG, WV

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6,** Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15,** Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24,** Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33,** Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 320' per NM to 900. **Rwy 9L,** std. w/ min. climb of 390' per NM to 500. **Rwy 9R,** std. w/ min. climb of 310' per NM to 500. **Rwy 17,** 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8,** fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L,** tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R,** multiple towers beglnnlng 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17,** multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shlp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L,** multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35,** sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

PHILADELPHIA, PA (CON'T)

WINGS FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 400' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 24,** climb via heading 245° to 1100 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 154' from departure end of runway, 357' left of centerline, 90' AGL/350' MSL. Trees 1038' from departure end of runway, 776' left of centerline, 100' AGL/389' MSL. **Rwy 24,** mulitiple buildings 347' from departure end of runway, 530' left of centerline, 50' AGL/360' MSL. Building 235' from departure end of runway, 524' right of centerline, 60' AGL/350' MSL. Tower 4367' from departure end of runway, 843' right of centerline, 160' AGL/444' MSL.

PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)
ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8,** trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26,** trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6,** 700-1. **Rwy 16,** 400-1. **Rwy 24,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34,** climb runway heading to 2800 before proceeding on course.

PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 700-2. **Rwy 26,** 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8,** 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10,** vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13,** vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31,** pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.

PITTSBURGH, PA (CON'T)

PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C,** multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L,** tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R,** multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14,** tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L,** tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R,** tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32,** antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25,** 60' AGL tree 475' left of departure end of runway.

POTTSTOWN, PA

HERITAGE FIELD (PTW)

ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

POTTSTOWN, PA (CON'T)

POTTSTOWN MUNI (N47)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26,** climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 8,** terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26,** tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSVILLE, PA

SCHUYKILL COUNTY/JOE ZERBEY (ZER)

AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 11,** tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

PUNXSUTAWNEY, PA

PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

RAVENSWOOD, WV

JACKSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4**,**22**, climb runway heading to 1300 before proceeding on course.

NOTE: **Rwy 4,** 100' AGL tree, 500' from departure end of runway, 200' left of centerline.

READING, PA

READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31,** 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course. **Rwys 31, 36**, climb runway heading to 800 before turning on course.

REEDSVILLE, PA

MIFFLIN COUNTY (RVL)

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24,** std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

NOTE: **Rwy 6,** fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24,** ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.

ST. MARYS, PA

ST. MARYS MUNI

NOTE: **Rwy 10,** terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28,** terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.

SELINGSGROVE, PA

PENN VALLEY (SEG)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35,** 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35,** climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35,** trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

SEVEN SPRINGS BOROUGH, PA

SEVEN SPRINGS

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

SHAMOKIN, PA

NORTHUMBERLAND COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC. **Rwy 26,** climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

SOMERSET, PA

SOMERSET COUNTY (2G9)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,32,** NA-environmental.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 066° to 3000 before turning south. **Rwy 25,** climb heading 246° to 2800 before turning south.

NOTE: **Rwy 7,** trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure endof runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25,** trees beginning 480' from departure end of runway, 152' right of centerline, upt o 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' rightof centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

SPENCER, WV

BOGGS FIELD (14P)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1¾ or std. w/ a min. climb of 498' per NM to 1300. **Rwy 28,** 300-1 or std. w/ a min. climb of 411' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 28,** climb heading 280° to 1600 before turning left.

NOTE: **Rwy 10,** trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28,** trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

STATE COLLEGE, PA

UNIVERSITY PARK

TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

STERLING, PA

SPRING HILL (70N)

AMDT 1 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 5,** trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23,** trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

SUMMERSVILLE, WV

SUMMERSVILLE

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

SUTTON, WV

BRAXTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.

NOTE: **Rwy 1,** Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

TITUSVILLE, PA

TITUSVILLE

NOTE: **Rwy 18,** trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36,** trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

TOUGHKENAMON, PA

NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24,** climb runway heading to 900 before turning on course.

TOWANDA, PA

BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23,** 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 047° to 3000 before proceeding on course. **Rwy 23,** climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5,** trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23,** trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

TOWER CITY, PA

BENDIGO (74N)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. **Rwy 23,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5,** departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5,** multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

WASHINGTON, PA

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** 700-2¼ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9,** multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27,** multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

WAYNESBURG, PA

GREENE COUNTY (WAY)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacle. **Rwy 27,** 300-1 or Std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 268° to 1800 before proceeding on course.

NOTE: **Rwy 27,** trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA

WELLSBORO JOHNSTON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn direct SFK VOR/DME. **Rwy 28,** climbing left turn direct SFK VOR/DME. **All aircraft** cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).

NOTE: **Rwy 10,** 79' AGL trees 1600' from departure end of runway, on centerline.

WEST CHESTER, PA

BRANDYWINE

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: **Rwy 27,** 100' AGL trees 3800' from departure end of runway, on centerline.

WHEELING, WV

WHEELING OHIO COUNTY

NOTE: **Rwy 3,** tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16,** pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34,** multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10,** NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22,** fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28,** fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4,** tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22,** tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 9,** 600-1 required or std. with a min. climb of 255' per NM to 1600. **Rwy 12**, 1300-1. **Rwy 15**, 1500-1 required; night IFR take- off NA. **Rwy 27**, 1300-1 required or 500-1 required with a min. climb of 235' per NM to 1400. **Rwy 30**, 900-1 required or std. with a min. climb of 236' per NM to 1400. **Rwy 33**, 1500-1 required or std. with a min. climb of 295' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 9**, climb straight ahead to 2500 via PIX NDB or IPT LOC Front Course before proceeding on course. **Rwys 12, 15**, left climbing turn as soon as practicable after take off, intercept IPT LOC Front Course and climb eastbound to 2500 before proceeding on course. **Rwy 27**, turn right, maintain visual reference until established on 300° heading. Intercept the MIP R-318 and continue climb to 2500 before proceeding on course. **Rwys 30, 33**, climb straight ahead to 2500 before proceeding on course.

WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE , PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33,** trees within 4758' of departure end of runway, 455' MSL.

YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17,35,** for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.

NOTE: **Rwy 17,** terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35,** terrain and trees beginning 1.04 NM from departure end of runway, 1400 left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

LOC I-MQU	APP CRS	Rwy Idg	6750
111.7	193°	TDZE	2468
		Apt Elev	2504

ILS or LOC RWY 19

BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

If local altimeter setting not received, use Bluefield altimeter setting and increase all DAs/MDAs 120 feet.

MALSR

MISSED APPROACH: Climb to 3300 then climbing right turn to 5000 via heading 360° and BKW R-324 to NUTTR Int and hold.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L

GAULE
5000
121° (5.2)
013°
(IAF)
LAFOR INT
BKW 18.2
RAINELLE
116.6 RNL
NUTTR
INT
5000 NoPT
193° (5.7)
193°
1 min
013°
R-301
RNL
R-277
097°
277°
5000
097°
(13.1)
3650
5000
277°
(13.6)
R-277
(IF/IAF)
LEONE INT
BKW 12.5
4400
193°
(5.6)
BKW
R-324
R-255
GENAY OM/INT
BKW 6.9
2897
3448
2739±
BECKLEY
117.7 BKW
Chan 124
MSA BKW 25 NM
5400
5000 to
Leone Int
013° (12.5)
2682
2701
10 NM
3049±
3344±
2673±
2778
LOCALIZER 111.7
I-MQU
2994
3184
3230
3005
3420

ELEV 2504
2503
193° 5.7 NM
from FAF
2477
6 l
TDZE
2468
6750 X 150
0.7% UP
2638
2591
2547
0.3% UP
2558
10
2520
1
5000 X 100
28
2591
2555
HIRL Rwy 1-19 L
MIRL Rwy 10-28 L
REIL Rwys 1,10, and 28 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

3300	5000	BKW R-324 117.7	NUTTR
	HDG 360°		

LEONE INT
BKW 12.5
One Minute
Holding Pattern
GENAY OM/INT
BKW 6.9
BKW
1.2
4346
193°
013°
193°
5000
4400
GS 3.00°
TCH 55
5.7 NM
5.6 NM

CATEGORY	A	B	C	D
S-ILS 19	2668-½ 200 (200-½)			
S-LOC 19	3000-½ 532 (600-½)		3000-1 532 (600-1)	3000-1¼ 532 (600-1¼)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6750
013°	TDZE	2495
	Apt Elev	2504

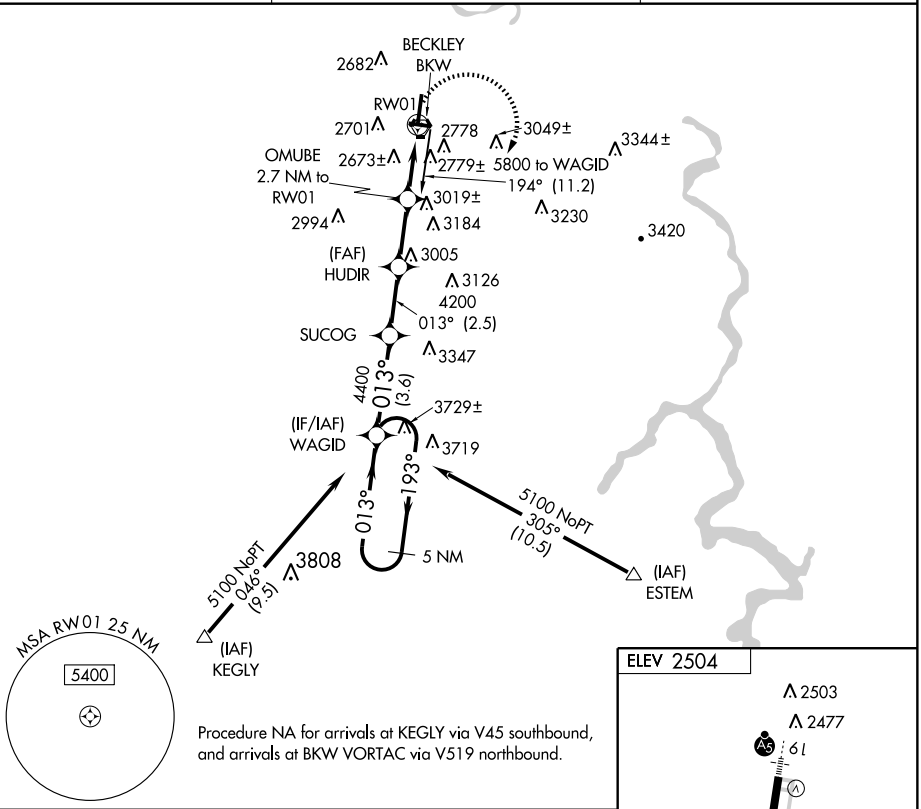
RNAV (GPS) RWY 1

BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

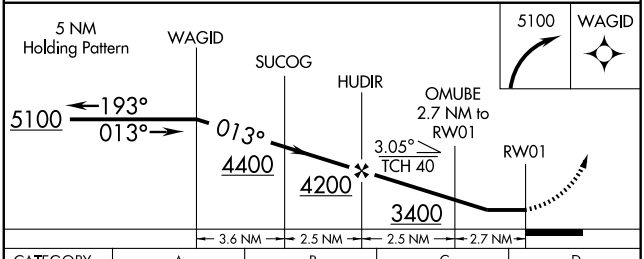
Circling to Rwy 28 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5100 direct WAGID and hold.

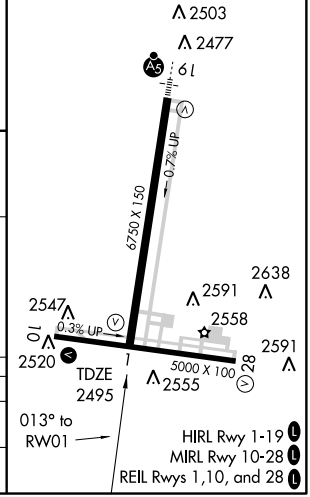
ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L



Procedure NA for arrivals at KEGLY via V45 southbound, and arrivals at BKW VORTAC via V519 northbound.



CATEGORY	A	B	C	D
LNAV MDA	3040-1 545 (600-1)		3040-1½ 545 (600-1½)	3040-1¾ 545 (600-1¾)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)



NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
103°	TDZE	2502
	Apt Elev	2504

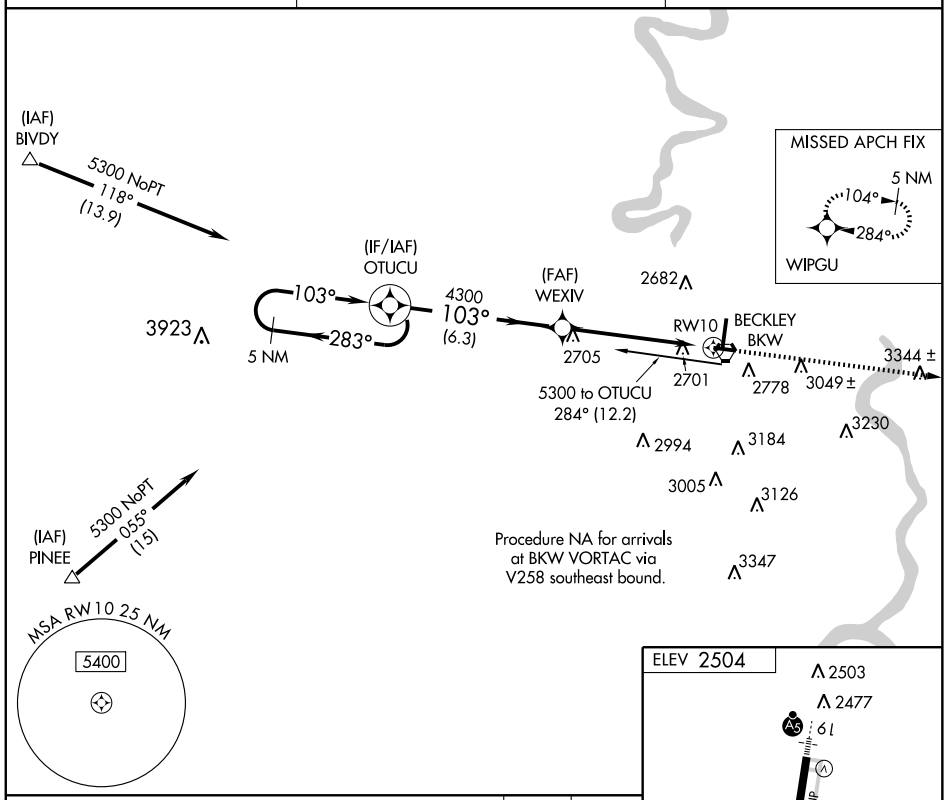
RNAV (GPS) RWY 10

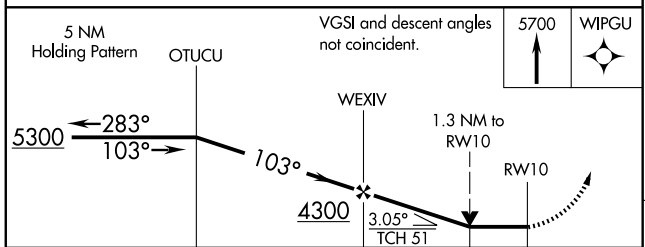
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

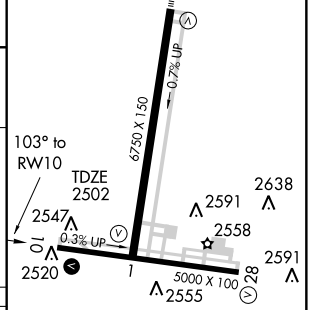
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and increase LNAV Cats C and D visibility ¼ mile and Circling Cats B, C, and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

MISSED APPROACH: Climb to 5700 direct WIPGU and hold.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2960-1	458 (500-1)	2960-1¼ 458 (500-1¼)	2960-1½ 458 (500-1½)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)

HIRL Rwy 1-19 L
MIRL Rwy 10-28 L
REIL Rwy 1,10, and 28 L

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6750
CH 63011	194°	TDZE	2468
W19A		Apt Elev	2504

RNAV (GPS) RWY 19

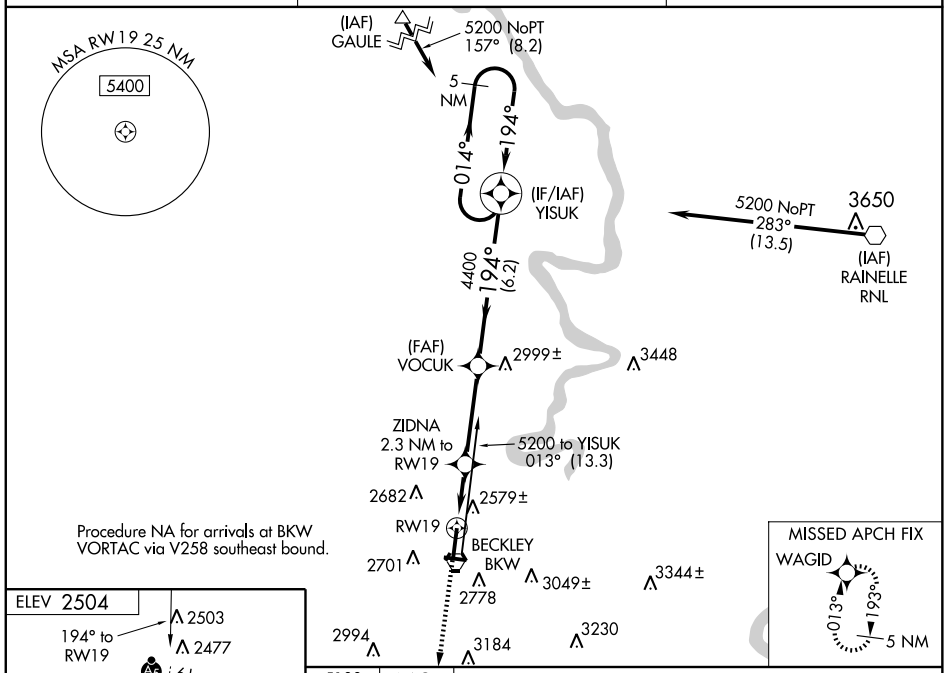
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

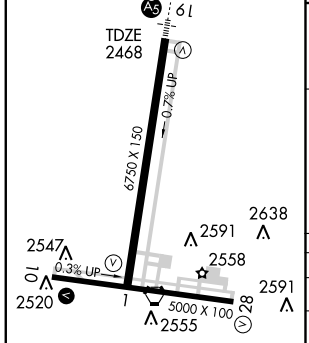
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA When using Bluefield altimeter setting. When local altimeter setting not received, use Bluefield altimeter setting and increase all DA/MDA120 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, and circling Cats B, C, and D visibility ¼ mile. When using Bluefield altimeter setting, for inoperative MALSR increase LPV all Cats visibility ½ mile.

MALSR

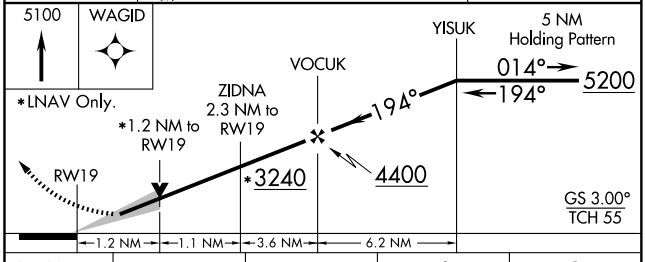
MISSED APPROACH: Climb to 5100 direct WAGID and hold.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L





HIRL Rwy 1-19 L
MIRL Rwy 10-28 L
REIL Rwy 1,10, and 28 L



CATEGORY	A	B	C	D
LPV DA	2668-½		200 (200-½)	
LNAV/VNAV DA	2884-1		416 (400-1)	
LNAV MDA	2900-½	432 (400-½)	2900-¾ 432 (400-¾)	2900-1 432 (400-1)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
284°	TDZE	2504
	Apt Elev	2504

RNAV (GPS) RWY 28

BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and increase all Cats, A, B, and D visibilities ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 5300 direct OTUCU and hold.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF)

MISSED APCH FIX OTUCU
103°
283°
5 NM

Procedure NA for arrivals at RNL VOR via V260 northwest bound.

(IAF) RAINELLE RNL
5700 NoPT
190°
(13.5)

3448

2682

RW28
2701
BECKLEY BKW
2778
(FAF) MIVKE
3049±
3344±
4400
284°
(8.2)
104°
284°
5 NM
4035
(IF/IAF) WIPGU

2994
3184
3230
3420
5700 to WIPGU
103°
(14.3)

Procedure NA for arrivals at BKW VORTAC via V59 southeast bound.

3005
3126
3347

MSA RW28 25 NM
5400

5700 NoPT
331°
(20.1)
(IAF) ZOOMS

Procedure NA for arrivals at ZOOMS via V37 southbound.

3719

ELEV 2504
2503
2477
6 l
0.7% UP
6750 X 150
2638
2591
2547
0.3% UP
2558
10
2520
1
5000 X 100
28
2591
2555
TDZE 2504
284° to RW28

HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 1,10, and 28

5300
OTUCU
WIPGU
5 NM Holding Pattern
104°
284°
5700
MIVKE
284°
RW28
4400
3.05°
TCH 50
VGSI and descent angles not coincident.
5.7 NM
8.2 NM

CATEGORY	A	B	C	D
LNAV MDA	3360-1 856 (900-1)	3360-1¼ 856 (900-1¼)	3360-2½ 856 (900-2½)	3360-2¾ 856 (900-2¾)
CIRCLING	3360-1 856 (900-1)	3360-1¼ 856 (900-1¼)	3360-2½ 856 (900-2½)	3360-2¾ 856 (900-2¾)

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC BKW 117.7 Chan 124	APP CRS 107°	Rwy Idg 5000 TDZE 2502 Apt Elev 2504

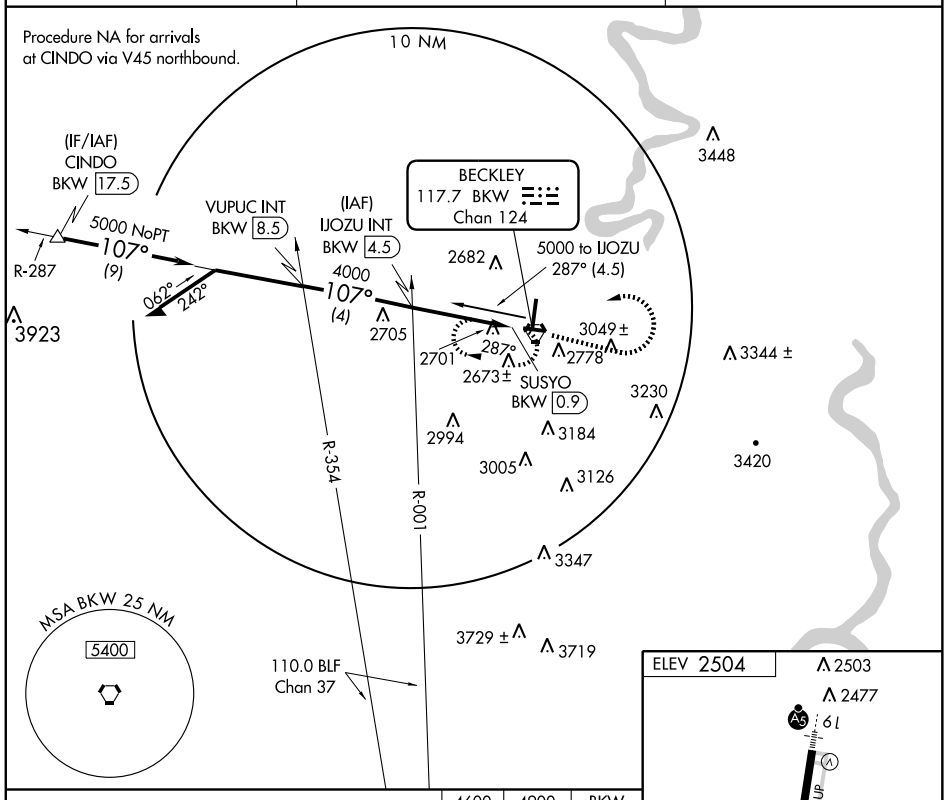
VOR RWY 10

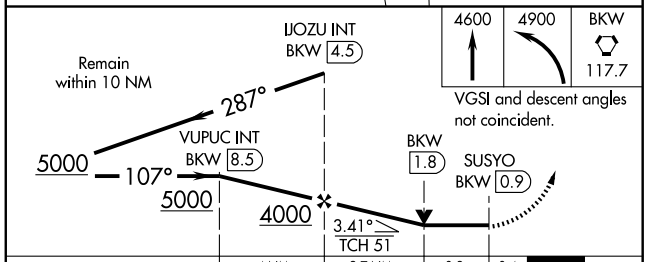
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

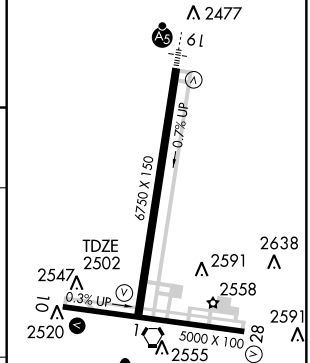
Visibility reduction by helicopters NA.
When local altimeter setting not received use Bluefield altimeter setting and increase all MDA 120 feet and S-10 Cats C and D and Circling Cats B, C and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

MISSED APPROACH: Climb to 4600 then climbing left turn to 4900 direct BKW VORTAC and hold.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L







HIRL Rwy 1-19 L
MIRL Rwy 10-28 L
REIL Rwy 1,10, and 28 L

CATEGORY	A	B	C	D
S-10	2960-1	458 (500-1)	2960-1¼ 458 (500-1¼)	2960-1½ 458 (500-1½)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC BKW	APP CRS	Rwy Idg	6750
117.7	188°	TDZE	2468
Chan 124		Apt Elev	2504

VOR RWY 19

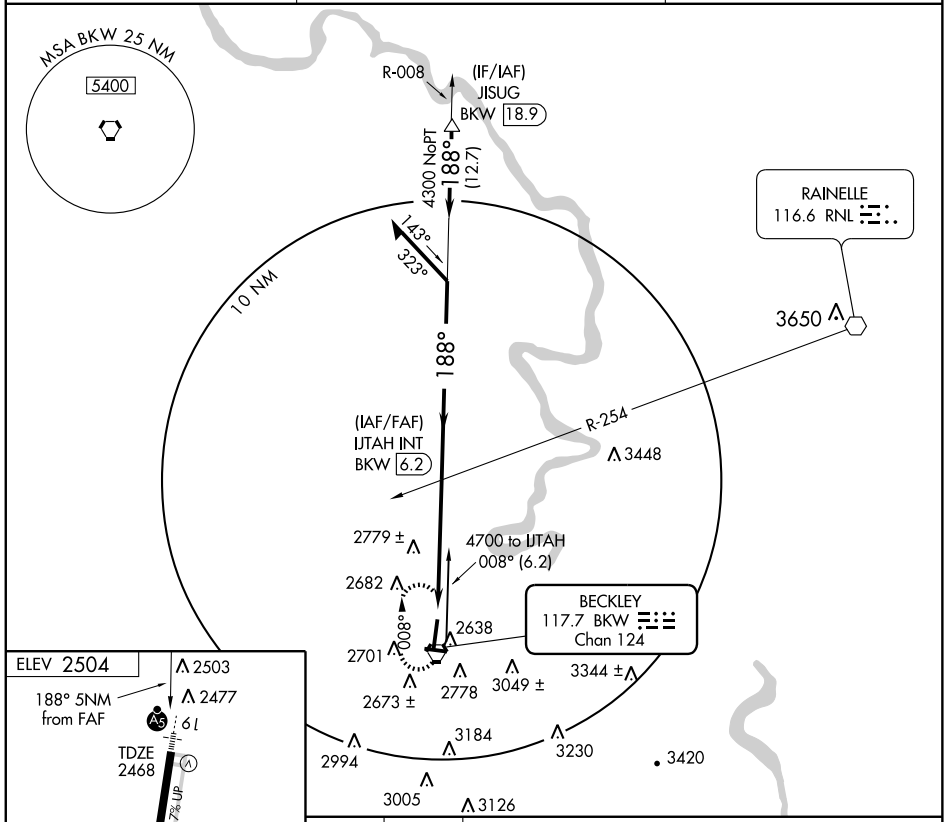
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

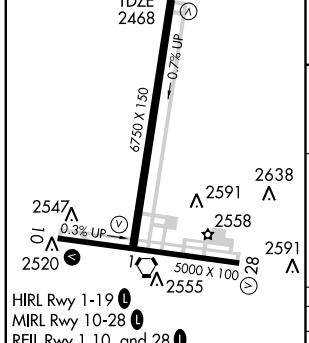
When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and S-19 Cats C and D visibility ½ mile and Circling Cats B, C, and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

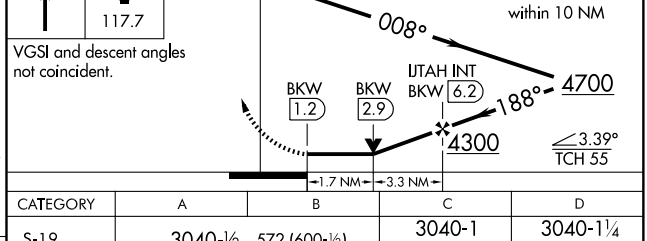
MALSR

MISSED APPROACH: Climb to 5000 direct BKW VORTAC and hold, continue climb-in-hold to 5000.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L







FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-19	3040-½ 572 (600-½)		3040-1 572 (600-1)	3040-1¼ 572 (600-1¼)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4985
110°	TDZE	412
	Apt Elev	412

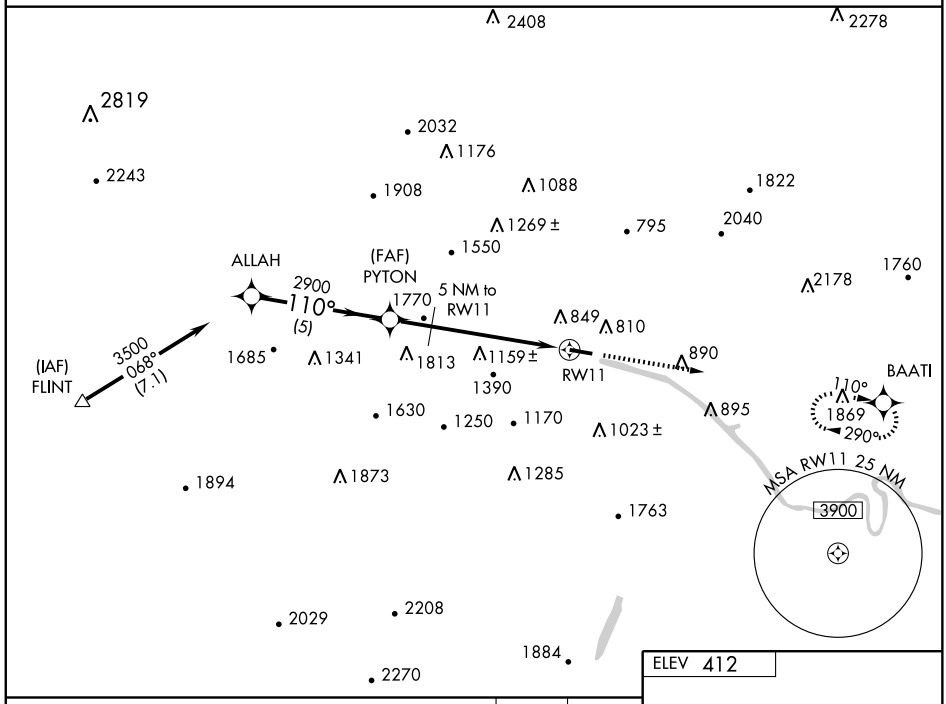
GPS RWY 11

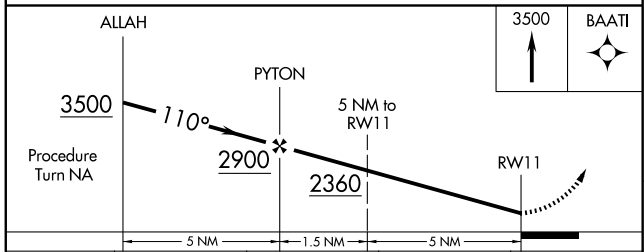
BERKELEY SPRINGS/POTOMAC AIRPARK (W35)

NA

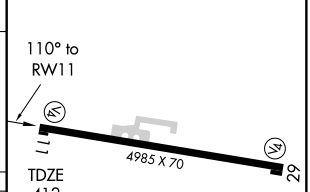
MISSED APPROACH: Climb to 3500 direct BAATI WP and hold.

WASHINGTON CENTER
134.15 385.4





CATEGORY	A	B	C	D
S-11	1480-1¼ 1068 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3 1068 (1100-3)	
CIRCLING	1480-1¼ 1068 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3 1068 (1100-3)	
MARTINSBURG ALTIMETER SETTING MINIMUMS				
S-11	1560-1¼ 1148 (1200-1¼)	1560-1½ 1148 (1200-1½)	1560-3 1148 (1200-3)	
CIRCLING	1560-1¼ 1148 (1200-1¼)	1560-1½ 1148 (1200-1½)	1560-3 1148 (1200-3)	



REIL Rwys 11 and 29
MIRL Rwy 11-29

NE-4, 14 JAN 2010 to 11 FEB 2010

BERKELEY SPRINGS, WEST VIRGINIA

AL-5997 (FAA)

APP CRS		
290°	Rwy Idg	4985
	TDZE	412
	Apt Elev	412

GPS RWY 29

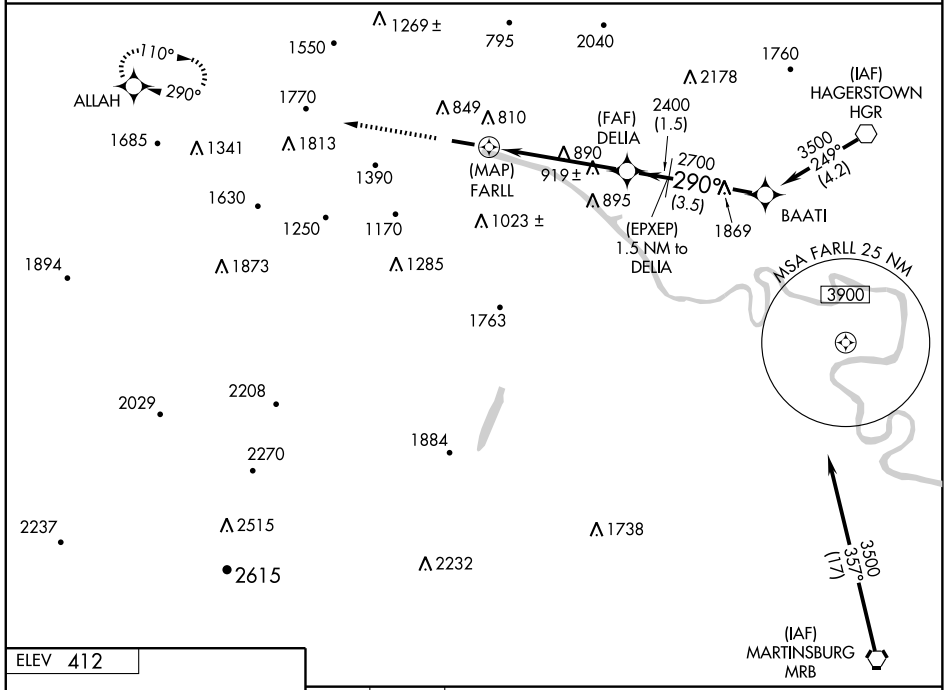
BERKELEY SPRINGS/POTOMAC AIRPARK (W35)

Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting.

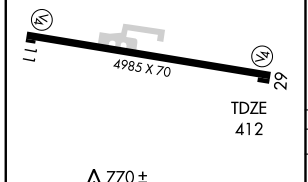
NA

MISSED APPROACH: Climb to 3500 direct ALLAH WP and hold.

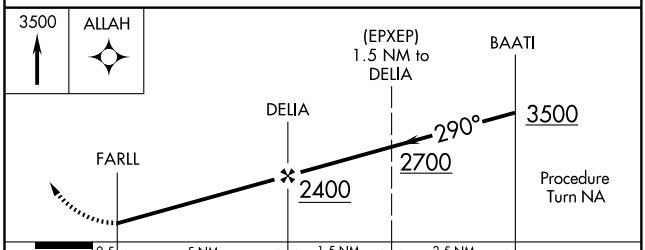
WASHINGTON CENTER
134.15 385.4



ELEV 412



770 ±



CATEGORY	A	B	C	D
S-29	1280-1 868 (900-1)	1280-1¼ 868 (900-1¼)	1280-2½ 868 (900-2½)	1280-2¾ 868 (900-2¾)
CIRCLING	1340-1¼ 928 (1000-1¼)	1400-1½ 988 (1000-1½)	1400-3 988 (1000-3)	
MARTINSBURG ALTIMETER SETTING MINIMUMS				
S-29	1340-1¼ 928 (1000-1¼)		1340-2¾ 928 (1000-2¾)	1340-3 928 (1000-3)
CIRCLING	1420-1¼ 1008 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3 1068 (1100-3)	

REIL Rwys 11 and 29
MIRL Rwy 11-29

NE-4, 14 JAN 2010 to 11 FEB 2010

BERKELEY SPRINGS, WEST VIRGINIA AL-5997 (FAA)

VOR HGR	APP CRS	Rwy Idg	4985
109.8	276°	TDZE	412
		Apt Elev	412

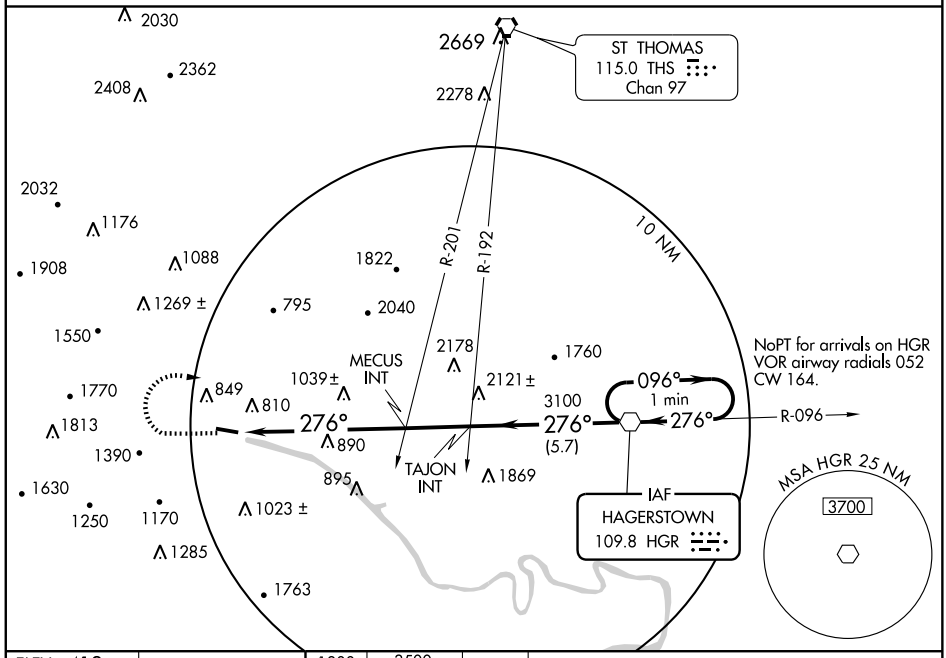
VOR RWY 29

BERKELEY SPRINGS/POTOMAC AIRPARK (W35)

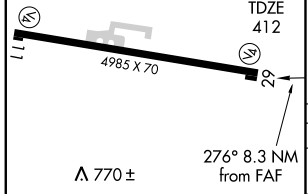
Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 via HGR R-276 to HGR VOR and hold.

WASHINGTON CENTER
134.15 385.4



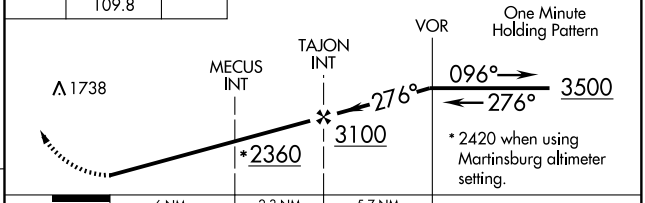
ELEV 412



REIL Rwys 11 and 29
MIRL Rwy 11-29

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

1800	3500	HGR
	HGR R-276 109.8	



CATEGORY	A	B	C	D
S-29	1400-1¼ 988 (1000-1¼)	1400-1½ 988 (1000-1½)	1400-3 988 (1000-3)	
CIRCLING	1400-1¼ 988 (1000-1¼)	1400-1½ 988 (1000-1½)	1400-3 988 (1000-3)	
MARTINSBURG ALTIMETER SETTING MINIMUMS				
S-29	1460-1¼ 1048 (1100-1¼)	1460-1½ 1048 (1100-1½)	1460-3 1048 (1100-3)	
CIRCLING	1460-1¼ 1048 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3 1068 (1100-3)	

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-BLF	APP CRS	Rwy Idg	4743
109.5	227°	TDZE	2857
		Apt Elev	2857

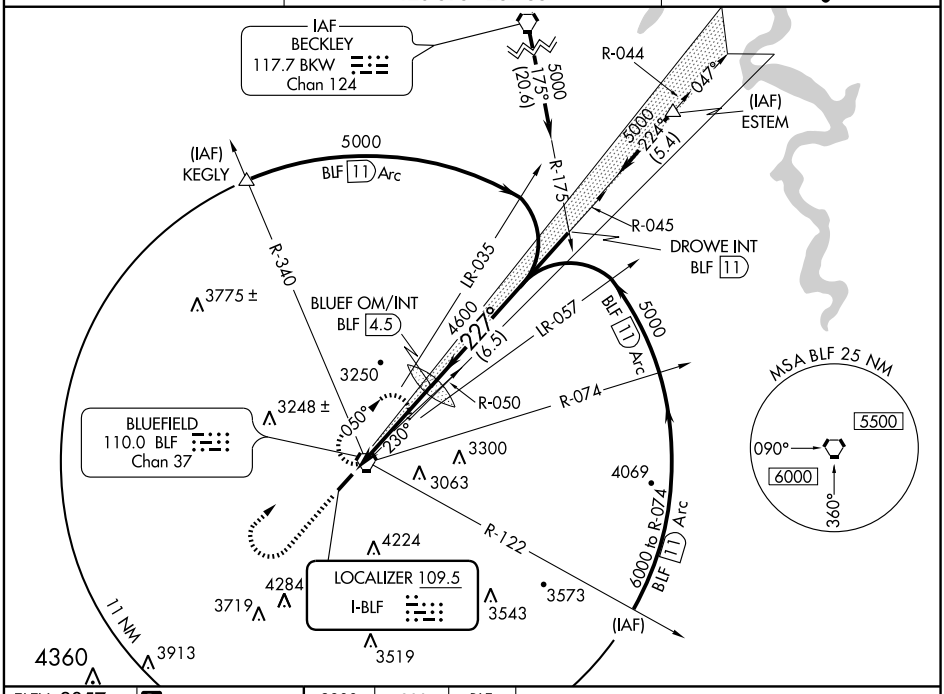
ILS RWY 23

BLUEFIELD / MERCER COUNTY (BLF)

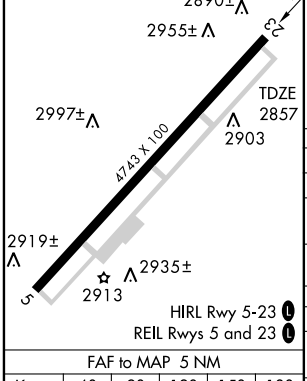
T Circling not authorized East of Rwy 5-23.
A NA When local altimeter setting not received, use Beckley altimeter setting.

MISSED APPROACH: Climb to 3800 then climbing right turn to 5300 direct BLF VORTAC and hold.

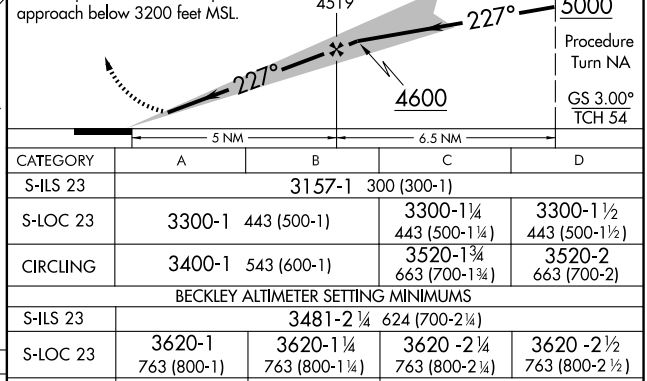
ASOS	INDIANAPOLIS CENTER	CTAF
132.725	126.575 257.85	122.9 L



ELEV 2857 D



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

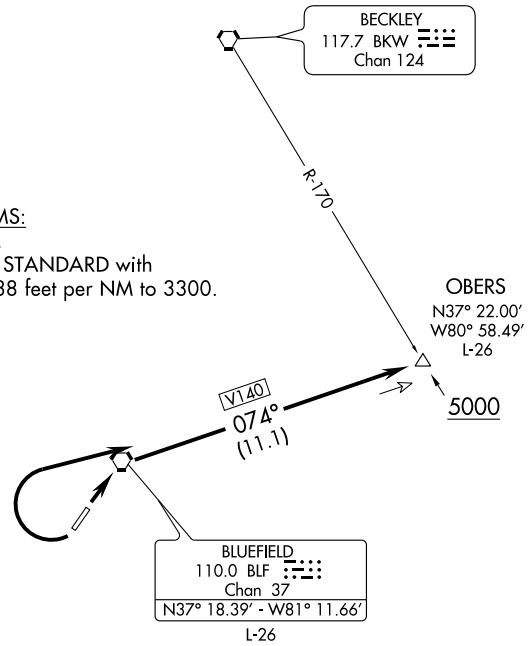


CATEGORY	A	B	C	D
S-ILS 23	3157-1 300 (300-1)			
S-LOC 23	3300-1 443 (500-1)		3300-1¼ 443 (500-1¼)	3300-1½ 443 (500-1½)
CIRCLING	3400-1 543 (600-1)		3520-1¾ 663 (700-1¾)	3520-2 663 (700-2)
BECKLEY ALTIMETER SETTING MINIMUMS				
S-ILS 23	3481-2¼ 624 (700-2¼)			
S-LOC 23	3620-1 763 (800-1)	3620-1¼ 763 (800-1¼)	3620 -2¼ 763 (800-2¼)	3620 -2½ 763 (800-2½)
CIRCLING	3720-1 863 (900-1)	3720-1¼ 863 (900-1¼)	3840-3 983 (1000-3)	

NE-4, 14 JAN 2010 to 11 FEB 2010

OBERS THREE DEPARTURE

INDANAPOLIS CENTER
126.575 257.85
CTAF 122.9 L
ASOS 132.725



TAKE-OFF MINIMUMS:
Rwy 5: STANDARD.
Rwy 23: 400-2¼ or STANDARD with minimum climb of 238 feet per NM to 3300.

NOTE: Chart not to scale.

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via BLF R-074 to cross OBERS INT at or above 5000′ or altitude assigned by ATC. Thence . . . .

TAKE-OFF RUNWAY 23: Climbing right turn via BLF R-074 to cross OBERS INT at or above 5000′ or altitude assigned by ATC. Thence . . . .

. . . . via ATC assigned route.

TAKE-OFF OBSTACLES

Rwy 5: Trees beginning 14′ from DER, 370′ left of centerline, up to 100′ AGL/2939′ MSL.
Trees beginning 15′ from DER, 391′ right of centerline, up to 100′ AGL/2959′ MSL.

Rwy 23: Trees beginning at DER, 258′ left of centerline up to 100′ AGL/2939′ MSL.
Trees beginning 140′ from DER, 74′ right of centerline, up to 100′ AGL/3159′ MSL.

VORTAC BLF 110.0 Chan 37	APP CRS 231°	Rwy Idg 4743 TDZE 2857 Apt Elev 2857

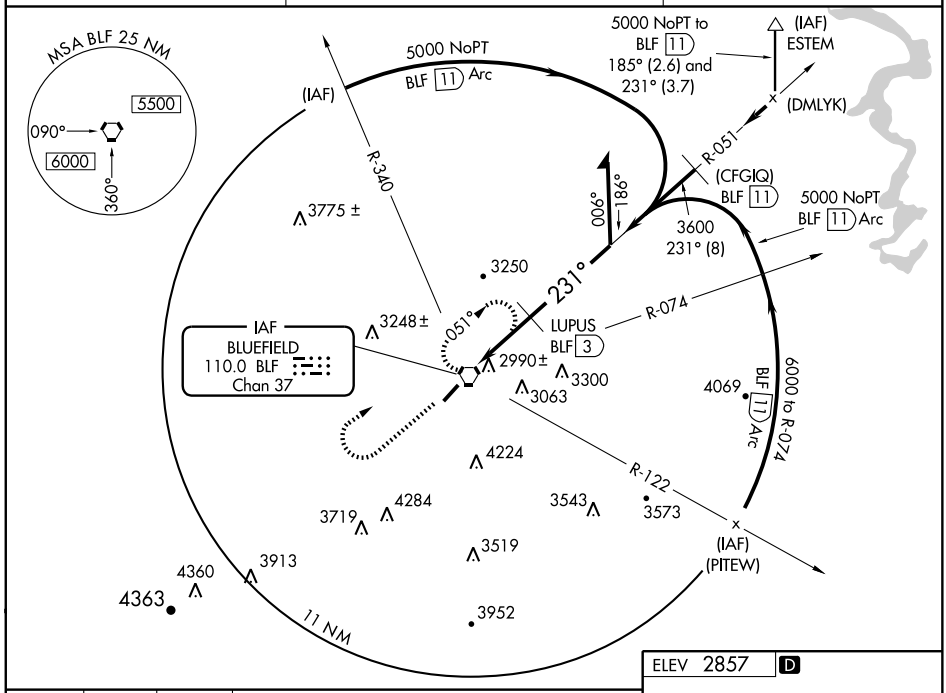
VOR/DME or GPS RWY 23

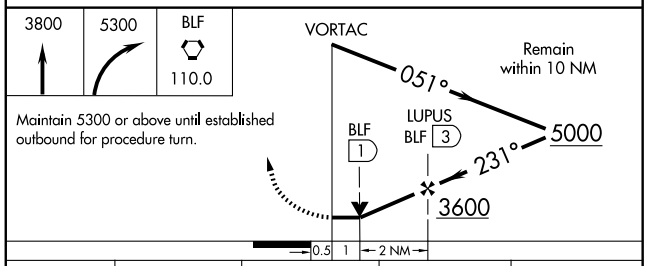
BLUEFIELD / MERCER COUNTY (BLF)

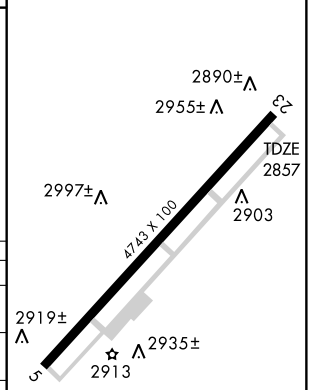
When local altimeter setting not received, use Beckley altimeter setting.
Circling NA east of Rwy 5-23.

MISSED APPROACH: Climb to 3800 then climbing right turn to 5300 direct BLF VORTAC and hold.

ASOS	INDIANAPOLIS CENTER	CTAF
132.725	126.575 257.85	122.9 L







CATEGORY	A	B	C	D
S-23	3400-1	543 (600-1)	3400-1½ 543 (600-1½)	3400-1¾ 543 (600-1¾)
CIRCLING	3400-1	543 (600-1)	3520-1¾ 663 (700-1¾)	3520-2 663 (700-2)
BECKLEY ALTIMETER SETTING MINIMUMS				
S-23	3740-1¼	883 (900-1¼)	3740-2¾ 883 (900-2¾)	3740-3 883 (900-3)
CIRCLING	3740-1¼	883 (900-1¼)	3840-3 983 (1000-3)	

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC BLF 110.0 Chan 37	APP CRS 231°	Rwy Idg 4743 TDZE 2857 Apt Elev 2857

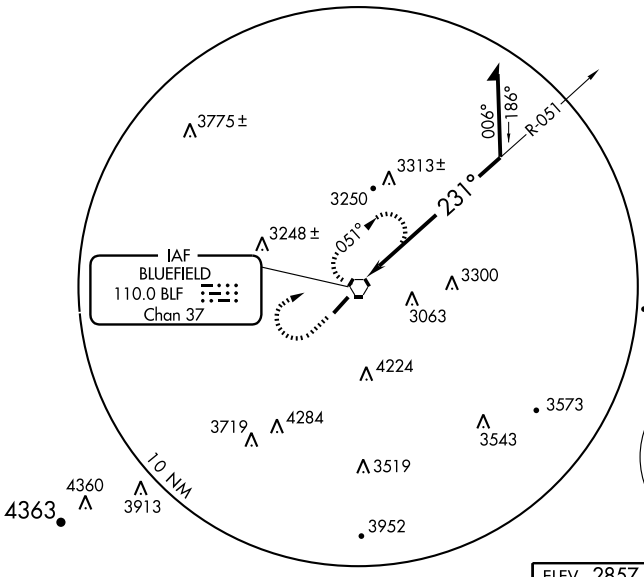
VOR RWY 23

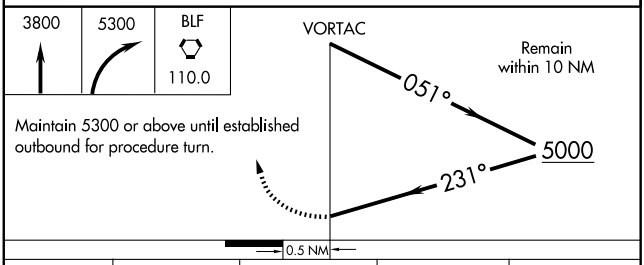
BLUEFIELD / MERCER COUNTY (BLF)

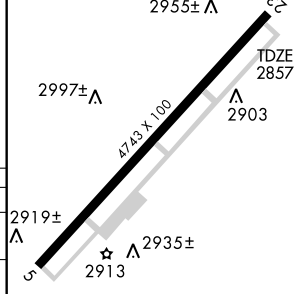
When local altimeter setting not received, use Beckley altimeter setting.
Circling not authorized E of Rwy 5-23.

MISSED APPROACH: Climb to 3800 then climbing right turn to 5300 direct BLF VORTAC and hold.

ASOS	INDIANAPOLIS CENTER	CTAF
132.725	126.575 257.85	122.9 L







CATEGORY	A	B	C	D
S-23	3500-1 643 (700-1)		3500-1¾ 643 (700-1¾)	3500-2 643 (700-2)
CIRCLING	3500-1 643 (700-1)		3520-1¾ 663 (700-1¾)	3520-2 663 (700-2)
BECKLEY ALTIMETER SETTING MINIMUMS				
S-23	3840-1¼ 983 (1000-1¼)	3840-1½ 983 (1000-1½)	3840-3 983 (1000-3)	
CIRCLING	3840-1¼ 983 (1000-1¼)	3840-1½ 983 (1000-1½)	3840-3 983 (1000-3)	

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-4, 14 JAN 2010 to 11 FEB 2010

BUCKHANNON, WEST VIRGINIA AL-10280 (FAA)

APP CRS	Rwy Idg	4200
106°	TDZE	1635
	Apt Elev	1635

RNAV (GPS) RWY 11

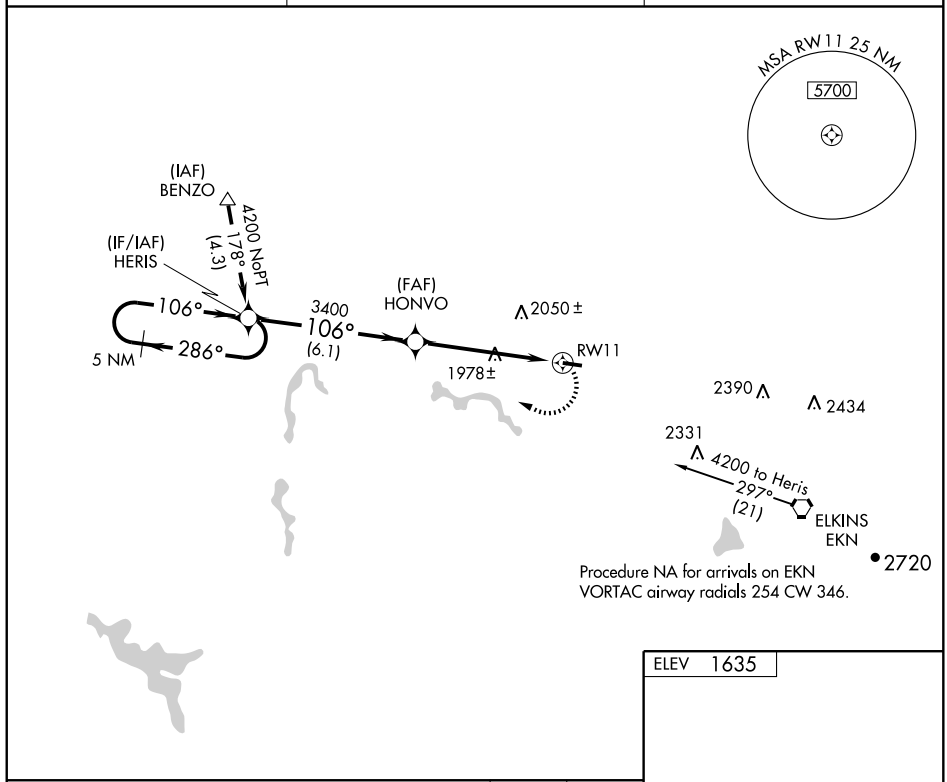
BUCKHANNON/ UPSHUR COUNTY RGNL (W22)

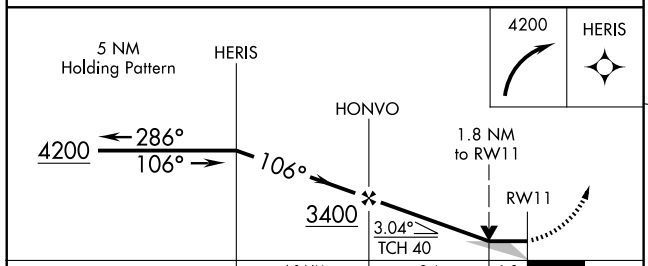
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet. VDP NA when using Clarksburg altimeter setting.

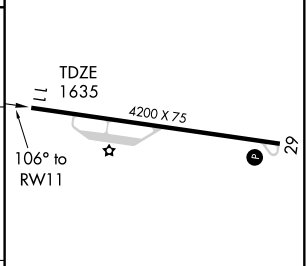
NA

MISSED APPROACH: Climbing right turn to 4200 direct HERIS and hold.

AWOS-3	CLARKSBURG APP CON	UNICOM
119.975	121.15 269.375	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2240-1	605 (700-1)	NA	
CIRCLING	2260-1	625 (700-1)	NA	

MIRL Rwy 11-29 L
REIL Rwy 29 L

NE-4, 14 JAN 2010 to 11 FEB 2010

BUCKHANNON, WEST VIRGINIA AL-10280 (FAA)

RNAV (GPS) RWY 29

BUCKHANNON/UPSHUR COUNTY RGNL (W22)

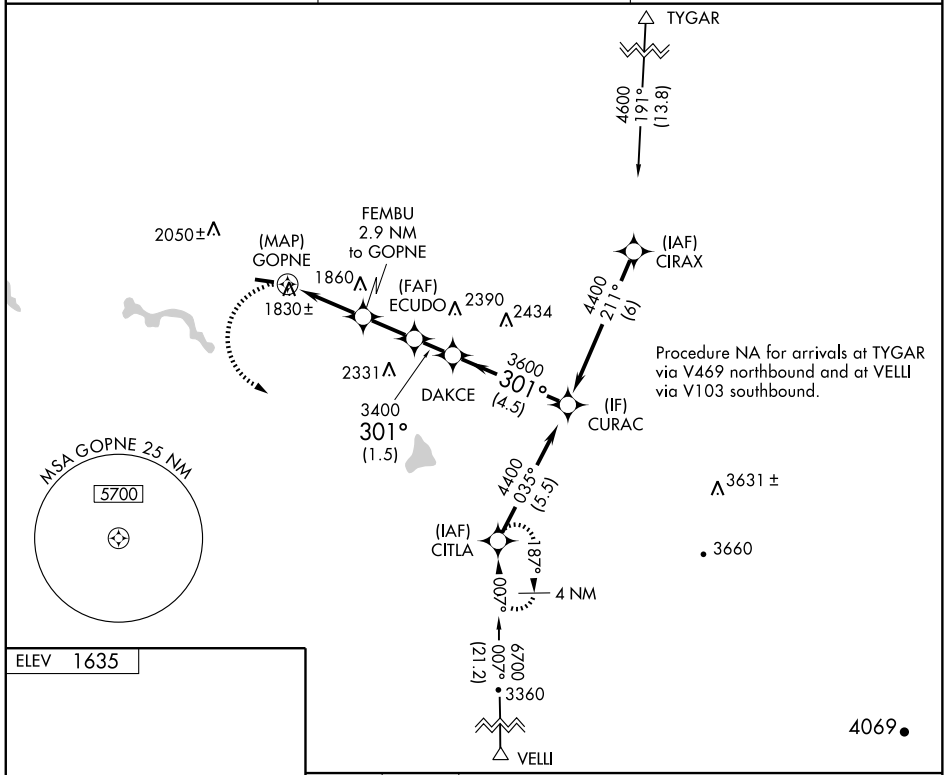
APP CRS	Rwy Idg	4200
301°	TDZE	1635
	Apt Elev	1635

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet. VDP NA when using Clarksburg altimeter setting.

NA

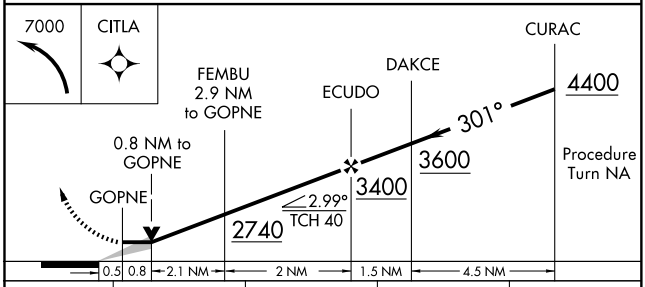
MISSED APPROACH: Climbing left turn to 7000 direct CITLA and hold, continue climb-in-hold to 7000.

AWOS-3	CLARKSBURG APP CON	UNICOM
119.975	121.15 269.375	122.8 (CTAF) L



ELEV 1635

MIRL Rwy 11-29 L
REIL Rwy 29 L



CATEGORY	A	B	C	D
LNAV MDA	2080-1 445 (500-1)		NA	
CIRCLING	2260-1 625 (700-1)		NA	

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC EKN	APP CRS	Rwy Idg	N/A
114.2	309°	TDZE	N/A
Chan 89		Apt Elev	1635

VOR-A

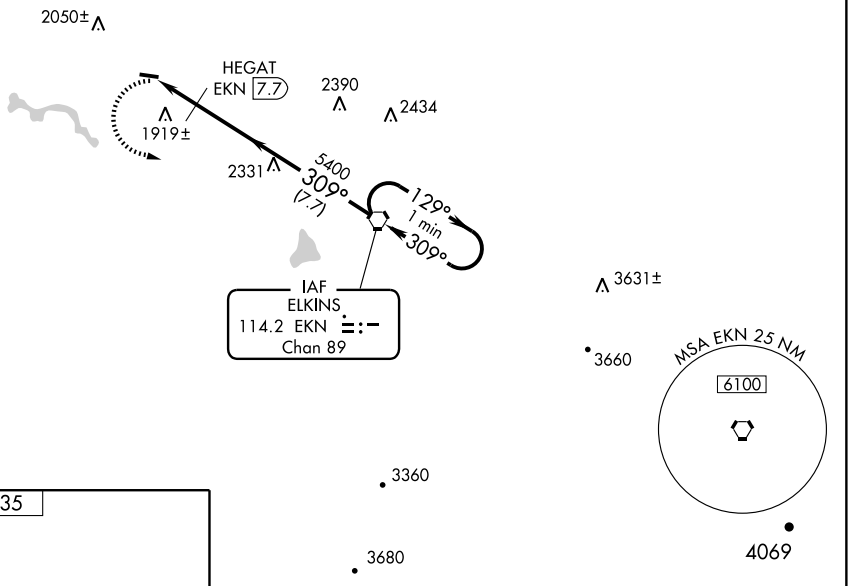
BUCKHANNON/ UPSHUR COUNTY RGNL (W22)

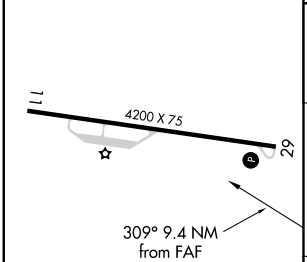
If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet.

NA

MISSED APPROACH: Climbing left turn to 5400 direct EKN VORTAC and hold, continue climb-in-hold to 5400.

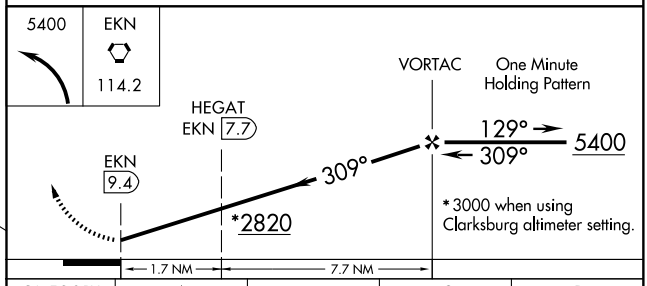
AWOS-3	CLARKSBURG APP CON	UNICOM
119.975	121.15 269.375	122.8 (CTAF) L





MIRL Rwy 11-29 L
REIL Rwy 29 L

FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08



CATEGORY	A	B	C	D
CIRCLING	2820-1¼ 1185 (1200-1¼)	2820-1½ 1185 (1200-1½)	NA	

HEGAT FIX MINIMUMS

CIRCLING	2260-1 625 (700-1)	NA	

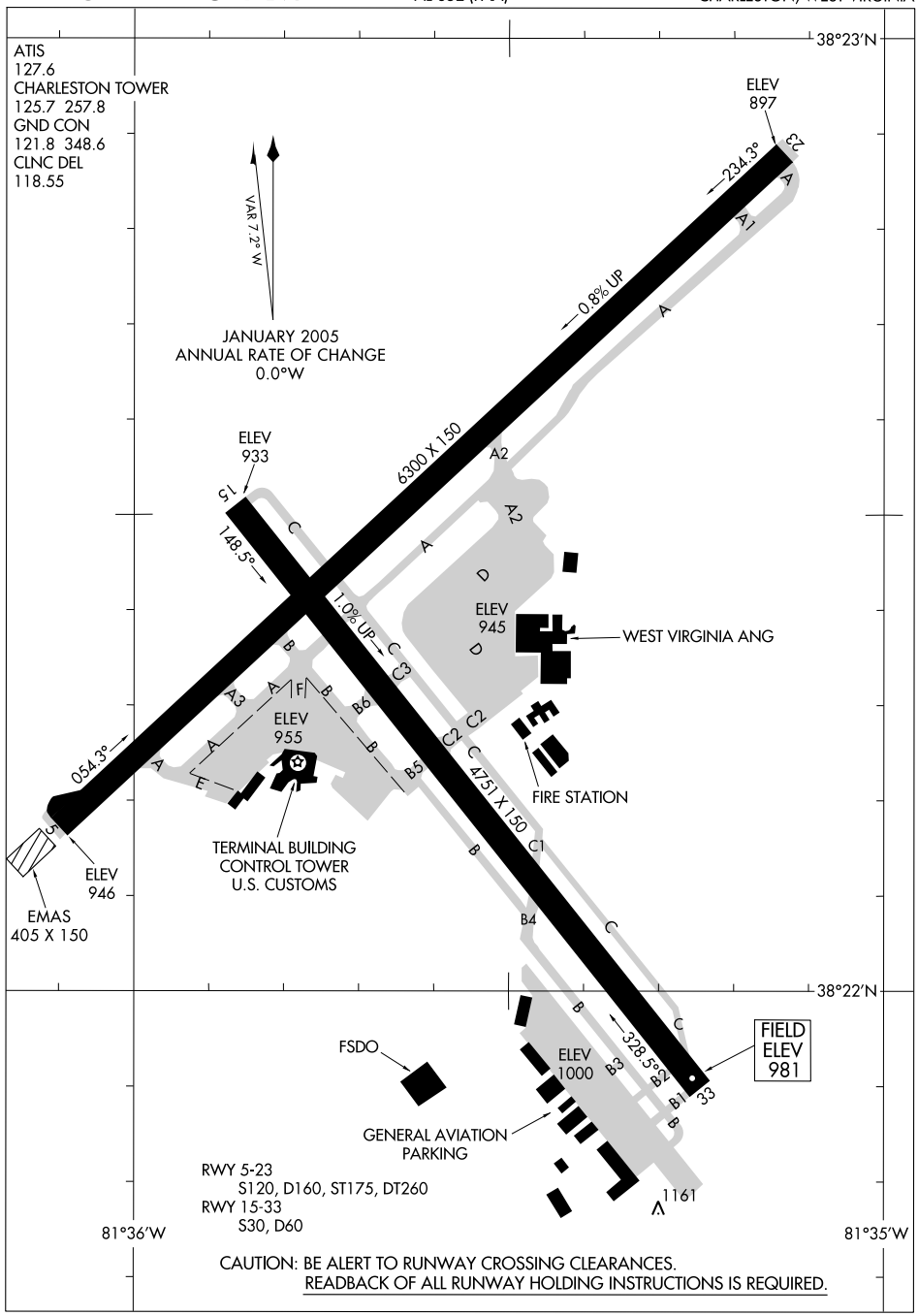
NE-4, 14 JAN 2010 to 11 FEB 2010

09183

AIRPORT DIAGRAM

AL-852 (FAA)

CHARLESTON/ YEAGER (CRW)
CHARLESTON, WEST VIRGINIA



NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HCV	APP CRS	Rwy Idg	6300
110.3	052°	TDZE	947
Chan 40		Apt Elev	981

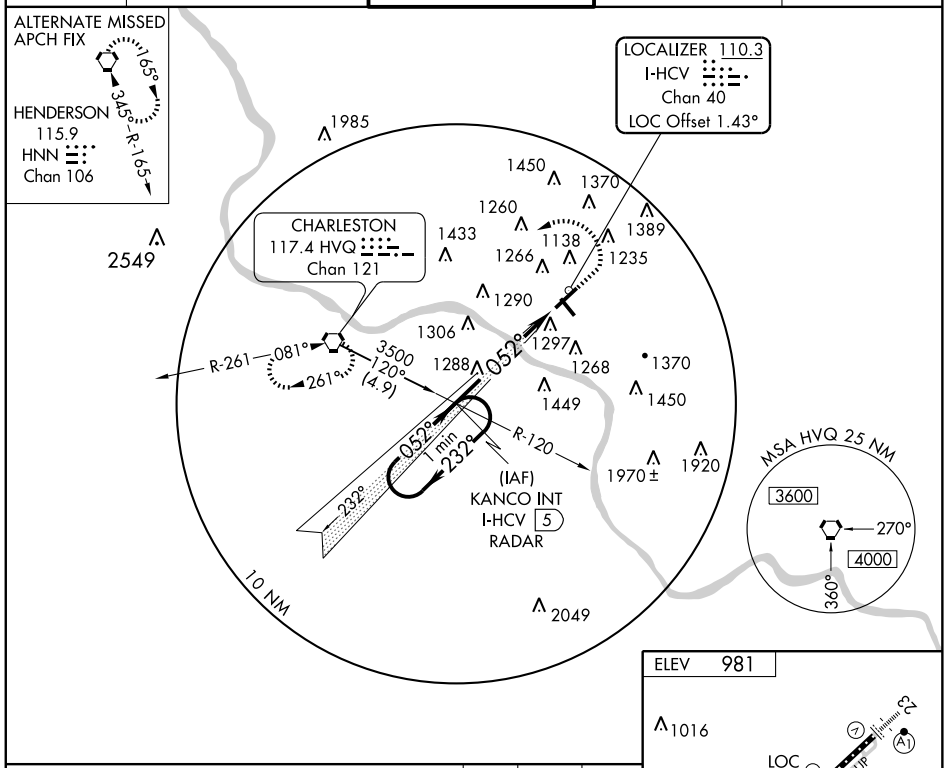
ILS or LOC RWY 5

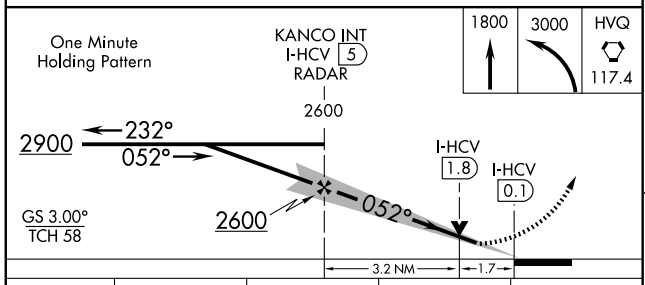
CHARLESTON / YEAGER (CRW)

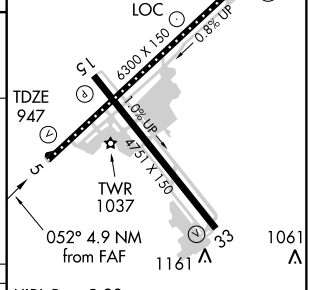
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct HVQ VORTAC and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
127.6	124.1 269.125	125.7 257.8	121.8 348.6	118.55







CATEGORY	A	B	C	D
S-ILS 5	1415-1½ 468 (500-1½)			
S-LOC 5	1540/50 593 (600-1)		1540-1½ 593 (600-1½)	1540-1¾ 593 (600-1¾)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5 and 15

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CRW	APP CRS	Rwy Idg	6300
110.3	235°	TDZE	931
Chan 40		Apt Elev	981

ILS or LOC RWY 23

CHARLESTON / YEAGER (CRW)

ALSF-1

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct HVQ VORTAC and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
127.6	124.1 269.125	125.7 257.8	121.8 348.6	118.55

ALTERNATE MISSED APCH FIX
HENDERSON 115.9 HNN Chan 106
165° 345°-R-165°
HNN R-123
HNN R-132
10 NM
3000 NoPT to JIXAR 155° (3.5) and LOC 235° (1.8)
(IAF) GLAZE
055°
(UROCU)
(IAF) CAMMA
3000 NoPT to JIXAR 304° (2.2) and LOC 235° (1.8)
LOCALIZER 110.3 I-CRW Chan 40 Offset 1.46°
2400
235° (5.2)
055° 1 min 235°
(IF) JIXAR INT I-CRW 10.6
CHARLESTON 117.4 HVQ Chan 121
ZENOM INT I-CRW 5.4
3500 to Zenom 071° (13)
R-261 081° 261°
1985 2549 1450 1370 1389 1260 1235 1433 1266 1138 1290 1306 1297 1268 1370 1449 1450 1970± 1920

MSA HVQ 25 NM
3600
270°
4000
360°

ELEV 981
235° 4.5 NM from FAF
1016
TDZE 931
6300 X 150
0.8% UP
LOC
1.0% UP
4751 X 150
TWR 1037
1061
1161
HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5 and 15

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

1800 3000 HVQ 117.4
ZENOM INT I-CRW 5.4
One Minute Holding Pattern
2400
055° 2600
235°
I-CRW 3
I-CRW 1
235° 2400
GS 3.00° TCH 56
VGSI and ILS glidepath not coincident.
2.1 2.4 NM

CATEGORY	A	B	C	D
S-ILS 23	1181/24	250 (200-½)		
S-LOC 23	1640/24	709 (700-½)	1640-1½ 709 (700-1½)	1640-1¾ 709 (700-1¾)
CIRCLING	1640-1	659 (700-1)	1640-2 659 (700-2)	1640-2¼ 659 (700-2¼)

NE-4, 14 JAN 2010 to 11 FEB 2010

CHARLESTON, WEST VIRGINIA

AL-852 (FAA)

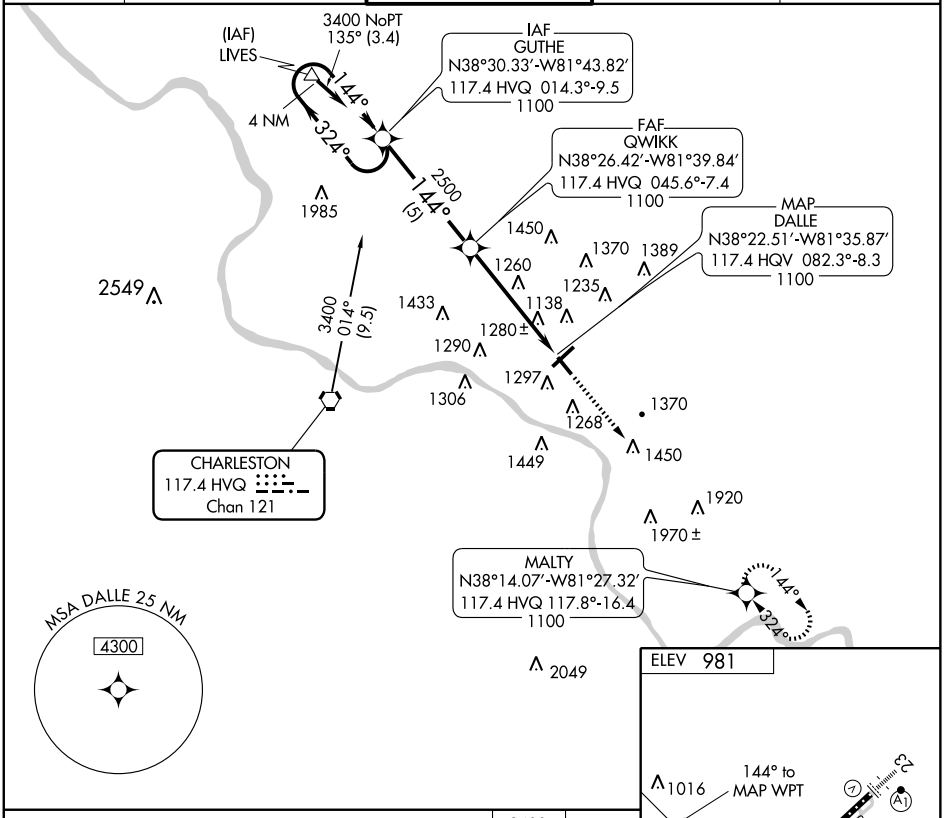
VOR/DME RNAV or GPS RWY 15

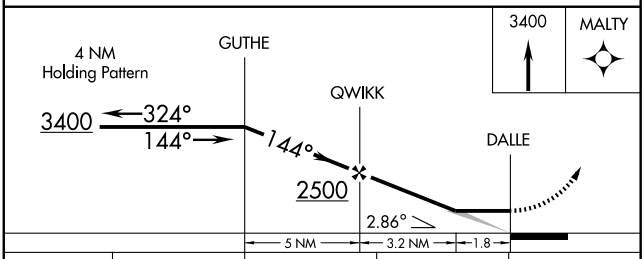
CHARLESTON / YEAGER (CRW)

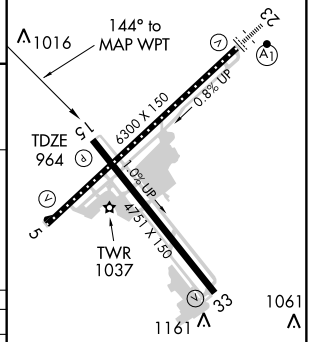
VORTAC HVQ 117.4 Chan 121	APP CRS 144°	Rwy Idg 4751 TDZE 964 Apt Elev 981

MISSED APPROACH: Climb to 3400 direct MALTY WPT and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
127.6	124.1 269.125	125.7 257.8	121.8 348.6	118.55







CATEGORY	A	B	C	D
S-15	1540-1	576 (600-1)	1540-1½ 576 (600-1½)	1540-1¾ 576 (600-1¾)
CIRCLING	1600-1	619 (700-1)	1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5 and 15

NE-4, 14 JAN 2010 to 11 FEB 2010

CHARLESTON, WEST VIRGINIA

AL-852 (FAA)

VORTAC HVQ 117.4 Chan 121	APP CRS 324°	Rwy Idg 4751 TDZE 982 Apt Elev 981

VOR/DME RNAV or GPS RWY 33

CHARLESTON / YEAGER (CRW)

MISSED APPROACH: Climb to 3400 direct GUTHE WP and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
127.6	124.1 269.125	125.7 257.8	121.8 348.6	118.55

GUTHE
N38°30.33'-W81°43.82'
117.4 HVQ 014.3°-9.5
1100

MSA WYNOS 25 NM
4300

MAP
WYNOS
N38°21.90'-W81°35.24'
117.4 HVQ 086.9°-8.7
1100

CHARLESTON
117.4 HVQ
Chan 121

STRAY
N38°17.99'-W81°31.28'
117.4 HVQ 107.2°-12.1
1100

MOMOR
N38°19.63'-W81°32.94'
117.4 HVQ 100.3°-10.5
1100

IAF
MALTY
N38°14.07'-W81°27.32'
117.4 HVQ 117.8°-16.4
1100

(IAF)
MONTS

4 NM

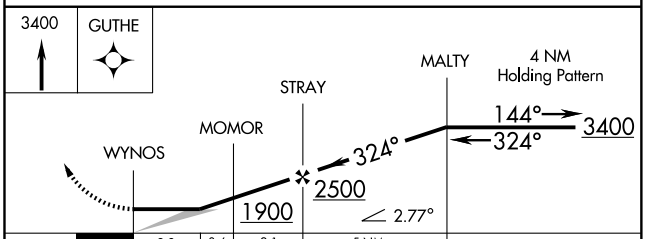
3400 NoPT
307° (2.3)

ELEV 981

6300 X 150
0.8% UP
4751 X 150
0.6% UP
TWR
1037
TDZE
982

324° to
MAP WPT

HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5 and 15



CATEGORY	A	B	C	D
S-33	1700-1	719 (800-1)	1700-2 719 (800-2)	1700-2¼ 719 (800-2¼)
CIRCLING	1700-1	719 (800-1)	1700-2 719 (800-2)	1700-2¼ 719 (800-2¼)

NE-4, 14 JAN 2010 to 11 FEB 2010

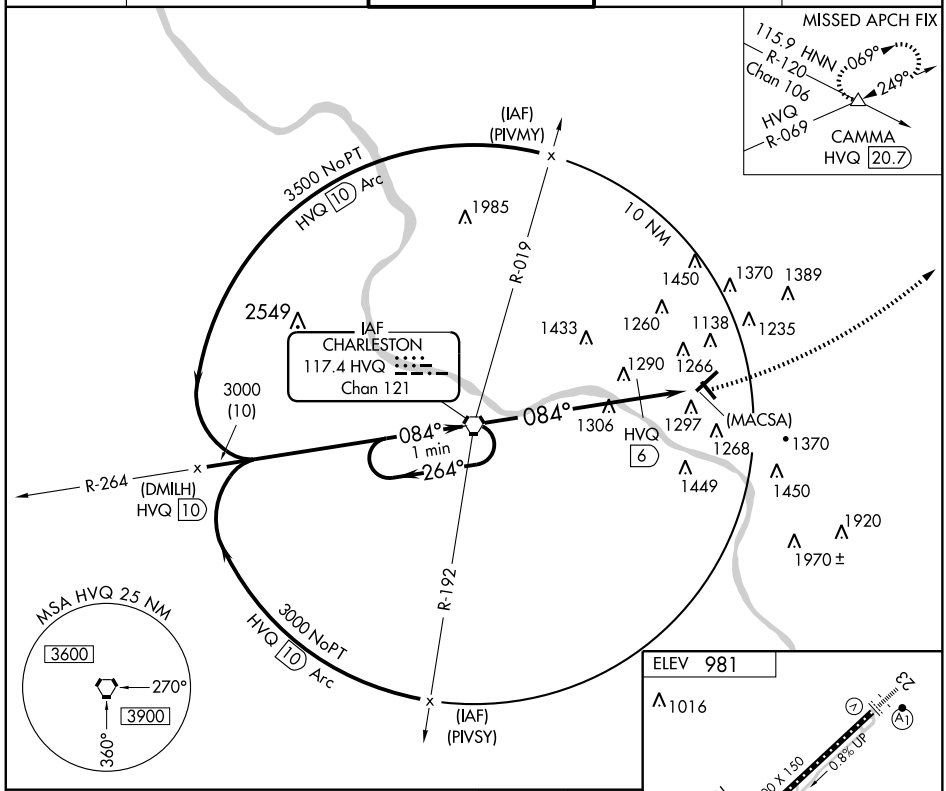
VORTAC HVQ 117.4 Chan 121	APP CRS 084°	Rwy Idg N/A TDZE N/A Apt Elev 981

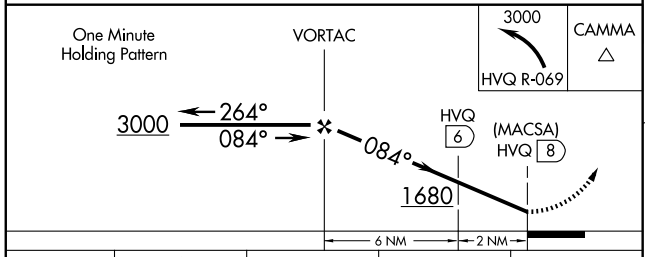
VOR or GPS-A

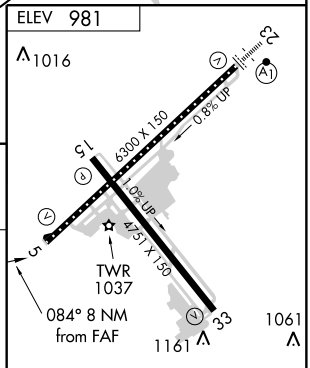
CHARLESTON / YEAGER (CRW)

MISSED APPROACH: Climbing left turn to 3000 via HVQ R-069 to CAMMA Int and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
127.6	124.1 269.125	125.7 257.8	121.8 348.6	118.55







CATEGORY	A	B	C	D
CIRCLING	1680-1 699 (700-1)		1680-2 699 (700-2)	1680-2¼ 699 (700-2¼)

HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5 and 15

DME MINIMUMS			
CIRCLING	1600-1 619 (700-1)	1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

FAF to MAP 8 NM

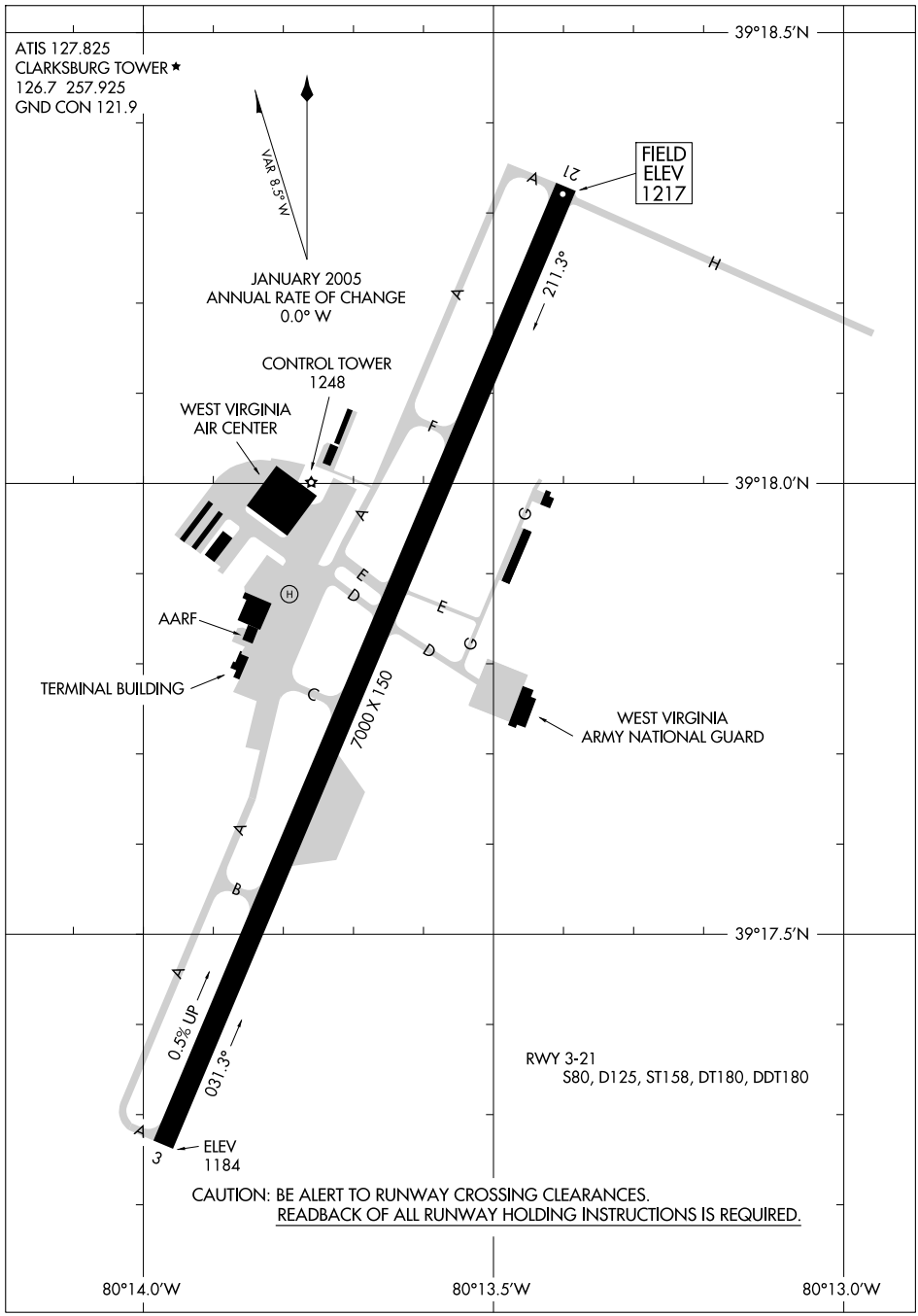
Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

NE-4, 14 JAN 2010 to 11 FEB 2010

07298

AIRPORT DIAGRAM

CLARKSBURG / NORTH CENTRAL WEST VIRGINIA (CKB)
AL-616 (FAA)
CLARKSBURG, WEST VIRGINIA



NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-CKB	APP CRS	Rwy Idg	7000
109.3	211°	TDZE	1217
		Apt Elev	1217

ILS or LOC RWY 21

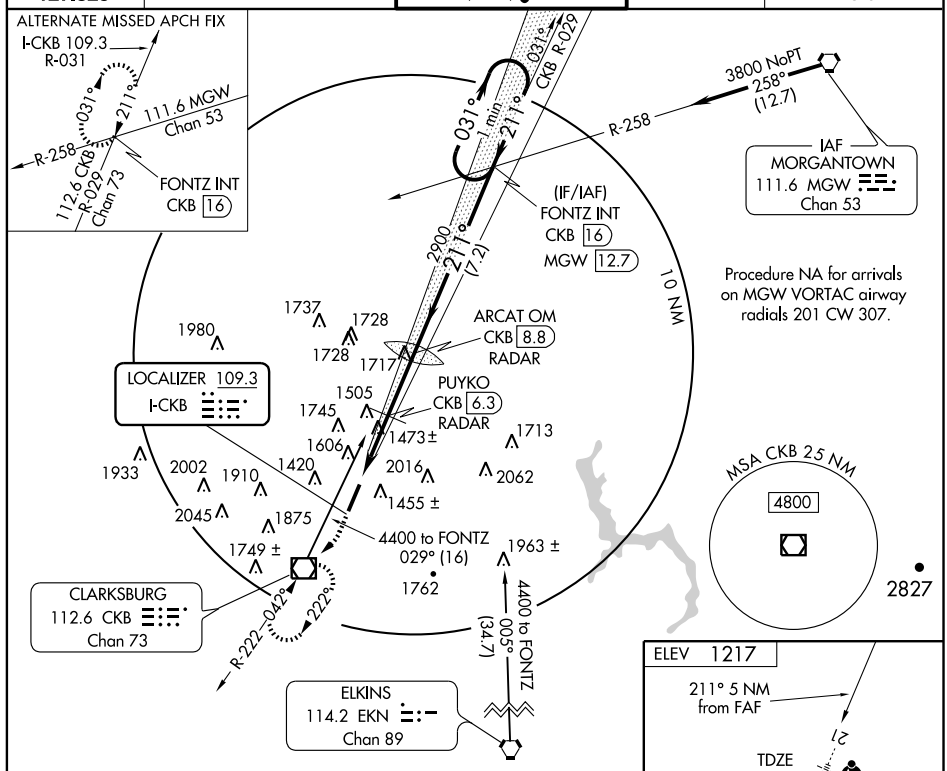
CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

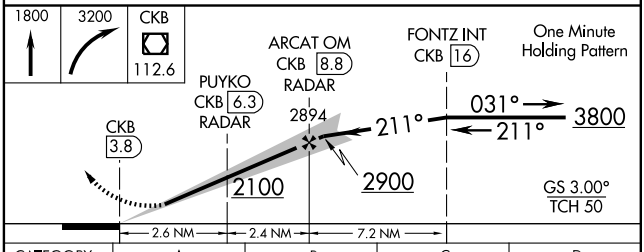
When local altimeter setting not received, use Morgantown altimeter setting and increase all DA 63 feet and all MDA 80 feet, and increase visibility S-LOC 21 Cats C and D and Circling Cats B, C and D¼ mile. For inoperative MALSR when using Morgantown altimeter setting, increase S-ILS 21 all Cats visibility to RVR 5000. DME or Radar required for LOC only minimums.

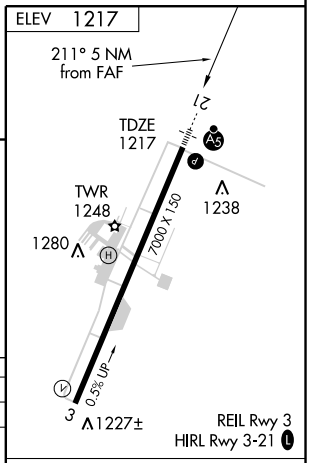
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3200 direct CKB VOR/DME and hold, continue climb-in-hold to 3200.

ATIS	CLARKSBURG APP CON ★		CLARKSBURG TOWER ★	GND CON	UNICOM
127.825	119.6	269.375	126.7 (CTAF) L 257.925	121.9	123.0







CATEGORY	A	B	C	D
S-ILS 21		1417/24	200 (200-½)	
S-LOC 21	1740/24	523 (600-½)	1740/50 523 (600-1)	1740/60 523 (600-1¼)
CIRCLING	1920-1	703 (800-1)	1920-2 703 (800-2)	2060-2¾ 843 (900-2¾)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7000
031°	TDZE	1183
	Apt Elev	1217

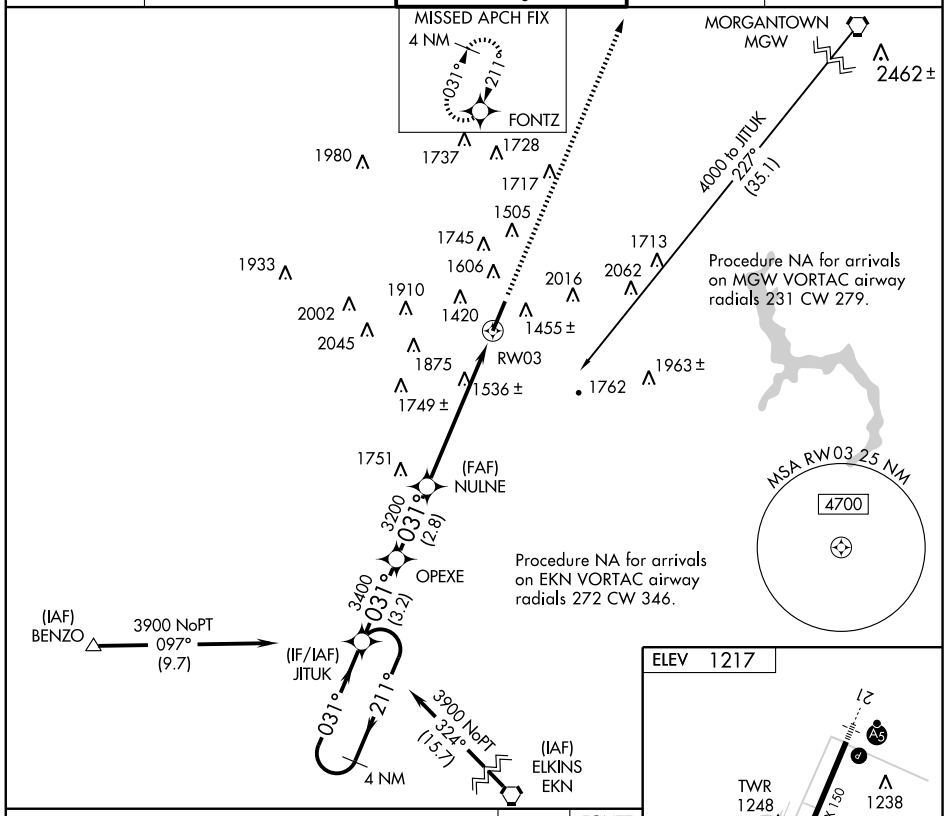
RNAV (GPS) RWY 3

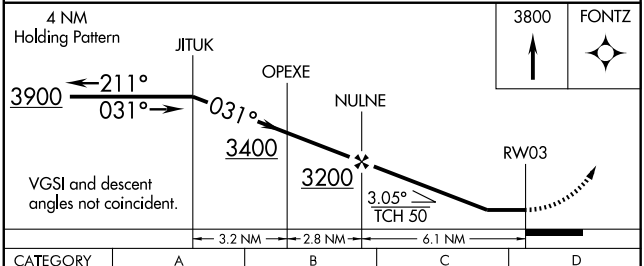
CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

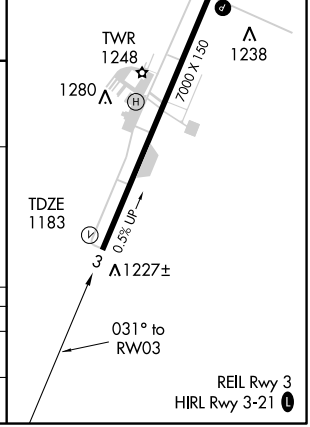
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Morgantown altimeter setting and increase all MDA 80 feet, and increase LNAV Cats C and D visibility ¼ mile, and Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct FONTZ and hold.

ATIS	CLARKSBURG APP CON★	CLARKSBURG TOWER★	GND CON	UNICOM
127.825	119.6 269.375	126.7 (CTAF) L 257.925	121.9	123.0







CATEGORY	A	B	C	D
LNAV MDA	1800/50 617 (600-1)		1800-1¾ 617 (600-1¾)	1800-2 617 (600-2)
CIRCLING	1920-1 703 (800-1)		1920-2 703 (800-2)	2060-2¾ 843 (900-2¾)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7000
CH 82504	211°	TDZE	1217
W21A		Apt Elev	1217

RNAV (GPS) RWY 21

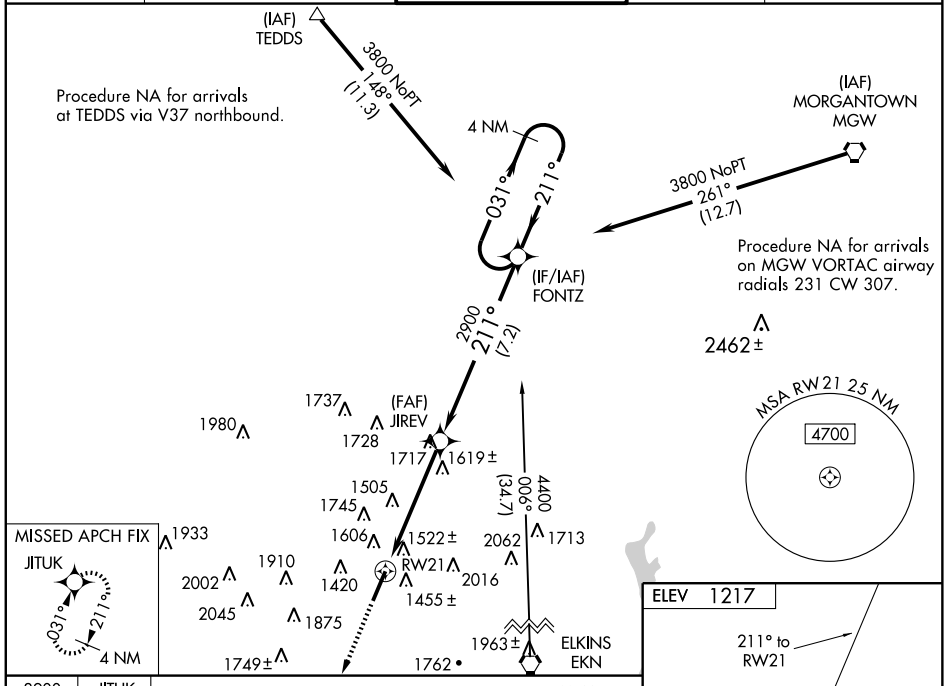
CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

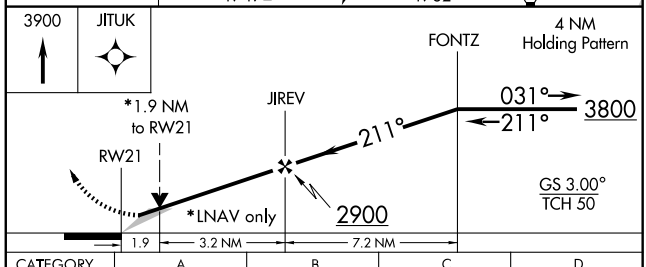
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Morgantown altimeter setting. When local altimeter setting not received, use Morgantown altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LNAV Cat B, C and D visibility ½ mile, and Circling Cats B, C and D visibility ¼ mile. When using Morgantown altimeter setting for inoperative MALSR, increase LPV visibility all Cats to RVR 5000. LNAV-VNAV NA when using Morgantown altimeter setting.

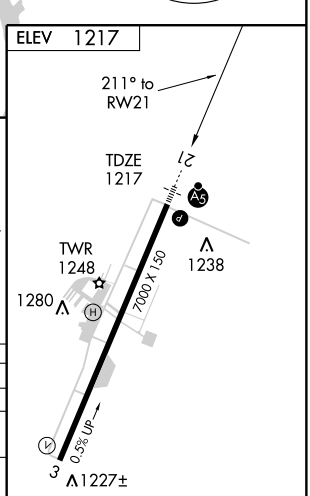
MALSR

MISSED APPROACH: Climb to 3900 direct JITUK and hold.

ATIS	CLARKSBURG APP CON ★	CLARKSBURG TOWER ★	GND CON	UNICOM
127.825	119.6 269.375	126.7 (CTAF) L 257.925	121.9	123.0







CATEGORY	A	B	C	D
LPV DA	1417/24 200 (200-½)			
LNAV/ VNAV DA	2074-2½ 857 (900-2½)			
LNAV MDA	1880/24 663 (700-½)		1880/60 663 (700-1¼)	1880-1½ 663 (700-1½)
CIRCLING	1920-1 703 (800-1)		1920-2 703 (800-2)	2060-2¾ 843 (900-2¾)

REIL Rwy 3
HIRL Rwy 3-21 L

NE-4, 14 JAN 2010 to 11 FEB 2010

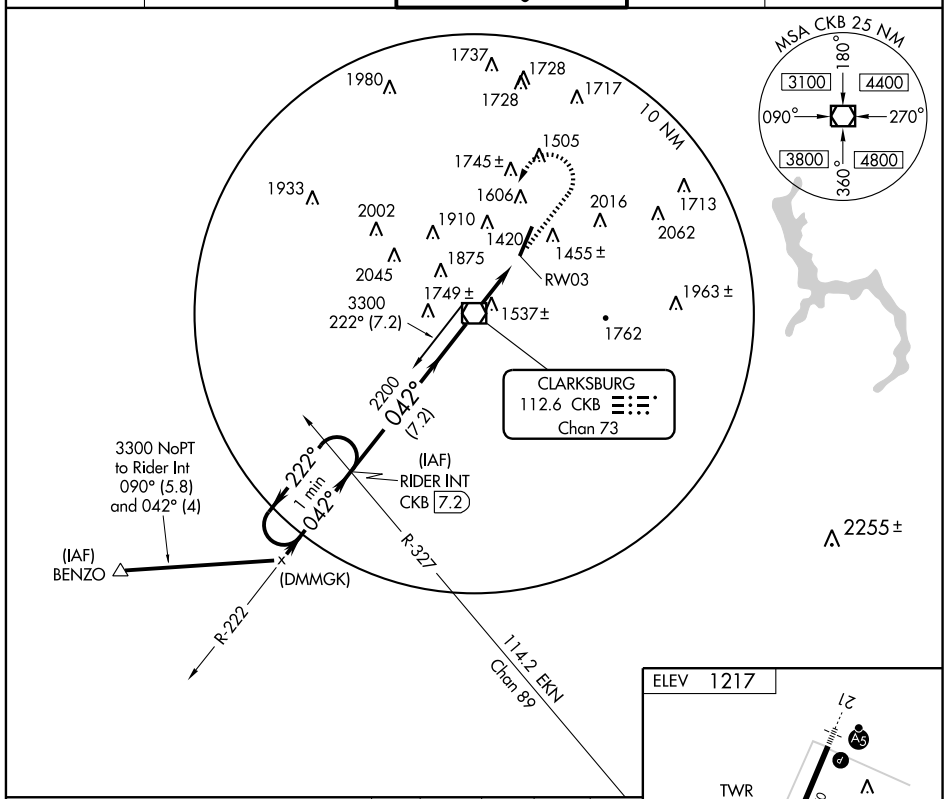
VOR/DME CKB	APP CRS	Rwy Idg	7000
112.6	042°	TDZE	1183
Chan 73		Apt Elev	1217

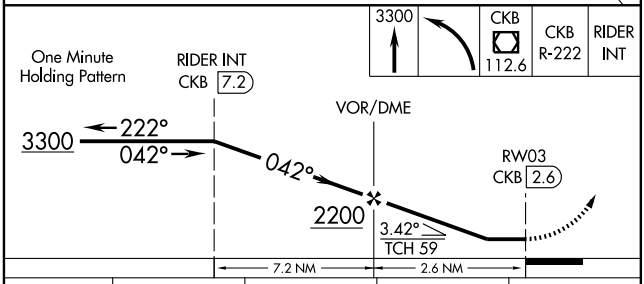
VOR or GPS RWY 3

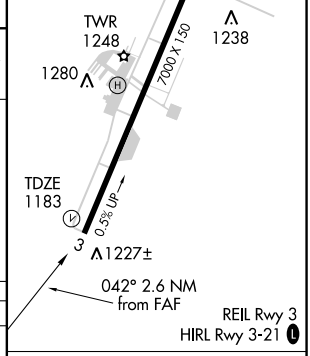
CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

MISSED APPROACH: Climb to 3300, left turn direct CKB VOR/DME, then via CKB R-222 to RIDER Int/CKB 7.2 DME and hold.

ATIS	CLARKSBURG APP CON★	CLARKSBURG TOWER★	GND CON	UNICOM
127.825	119.6 269.375	126.7 (CTAF) Ⓛ 257.925	121.9	123.0







CATEGORY	A	B	C	D
S-3	1860-1	677 (700-1)	1860-2 677 (700-2)	1860-2¼ 677 (700-2¼)
CIRCLING	1920-1	703 (800-1)	1920-2 703 (800-2)	2040-2¾ 823 (900-2¾)

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-4. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OUW	APP CRS	Rwy Idg	N/A
109.9	195°	TDZE	N/A
Chan 36		Apt Elev	1987

LDA-C

ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

▼ Procedure not authorized at night.
▲ ADF required.

MISSED APPROACH: Climb to 5000 via RQY 200° bearing, then right turn direct EKN VORTAC and hold.

ASOS	CLARKSBURG APP CON ★	ELKINS RADIO	
119.275	121.15 269.375	123.6 (CTAF)	122.9 L

CLARKSBURG
112.6 CKB
Chan 73

5000
133°
(25.4)

KESSEL
110.8 ESL
Chan 45

3653

3573

6000
257°
(42.4)

10 NM

015°

150°
330°

195°

(IAF)
MARGI OM/INT
I-OUW 6.1

R-133

3130

3912

ELKINS
114.2 EKN
Chan 89

5000
077°
(12.7)

R-077

2472

CAMUP
I-OUW 1.8

4020

R-272

092°

272°

2298±

2206

3300

RANDOLPH COUNTY
284 RQY

LOCALIZER 109.9
I-OUW
Chan 36

3631±

2331±

3150±

3014

3660

MSA RQY 25 NM
4900
210°
090°
6100

ELEV 1987 Rwy 32 ldg 3153'

2041

23

14

0.6% UP

4543 X 140

2047±

LOC 4501 X 140

0

5

1.0% UP

2044

2081

32

2055

2162 ☆

REIL Rwy 23 L
MIRL Rwy 5-23 L

5000
RQY 200°
284

EKN
114.2

MARGI OM/INT
I-OUW 6.1

Remain
within 10 NM

015°

5000

195°

CAMUP
I-OUW 1.8

4500

4.3 NM

CATEGORY	A	B	C	D
CIRCLING	3100 - 1¼ 1113 (1200-1¼)	3100 - 1½ 1113 (1200-1½)	3300 - 3 1313 (1400-3)	3420 - 3 1433 (1500-3)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
331°	TDZE	N/A
	Apt Elev	1987

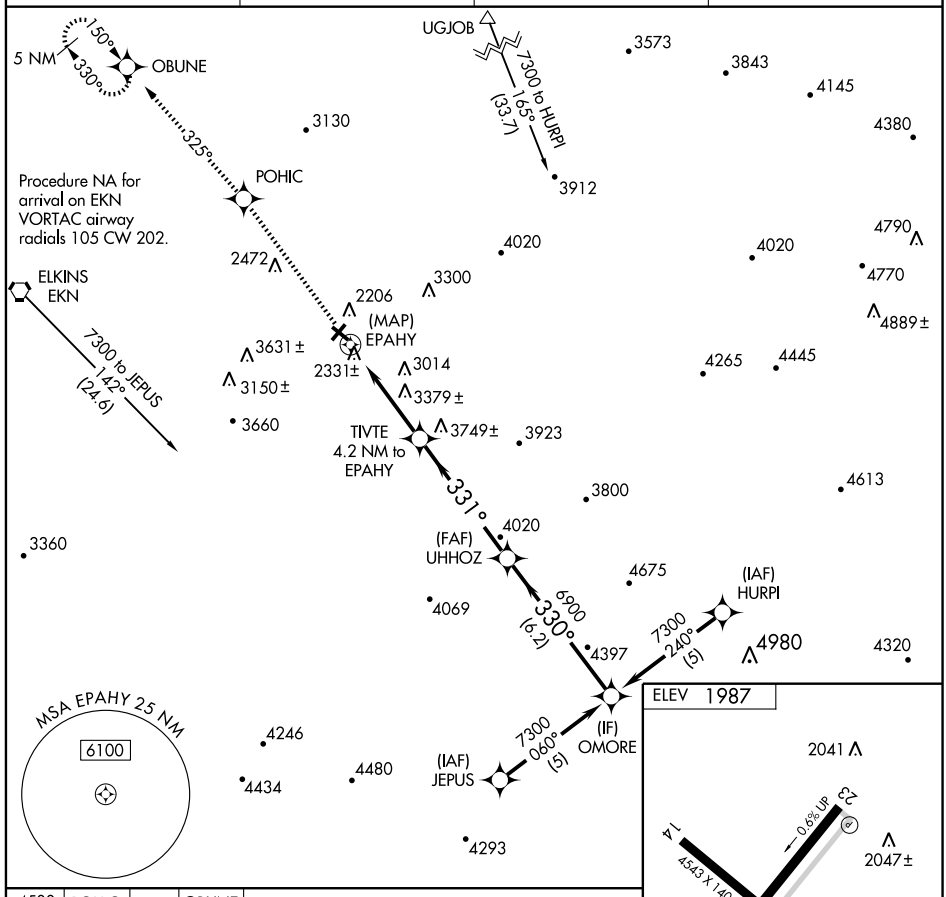
RNAV (GPS)-A

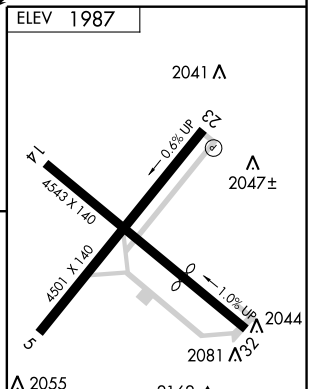
ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

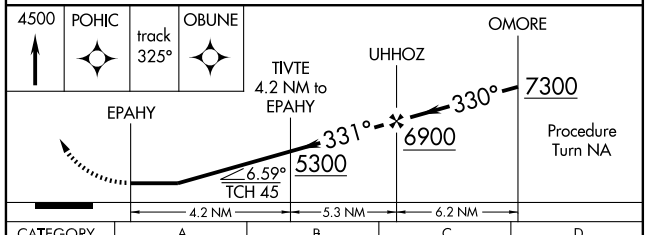
DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 4500 direct POHIC and via track 325° to OBUNE and hold.

ASOS	CLARKSBURG APP CON★	ELKINS RADIO	
119.275	121.15 269.375	123.6 (CTAF)	122.9 L







CATEGORY	A	B	C	D
CIRCLING	3640-1¼ 1653 (1700-1¼)	3640-1½ 1653 (1700-1½)	3640-3 1653 (1700-3)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4501
032°	TDZE	1973
	Apt Elev	1987

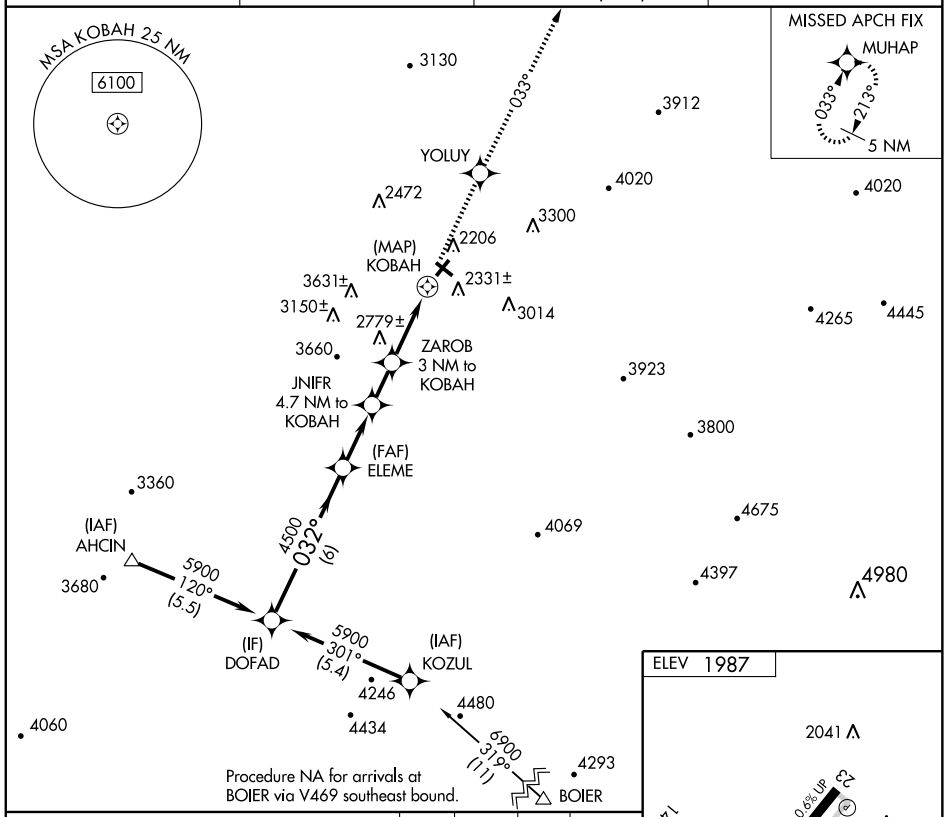
RNAV (GPS) RWY 5

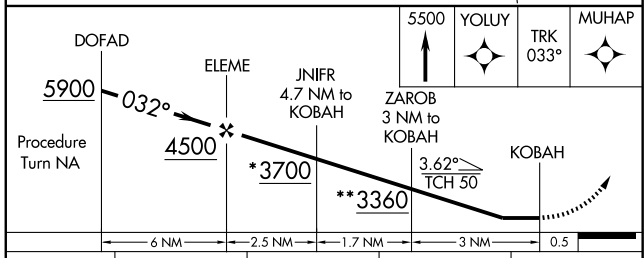
ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 ft. *3800 when using Buckhannon altimeter setting.**3460 when using Buckhannon altimeter setting. Straight-in minimums NA when using Buckhannon altimeter setting.

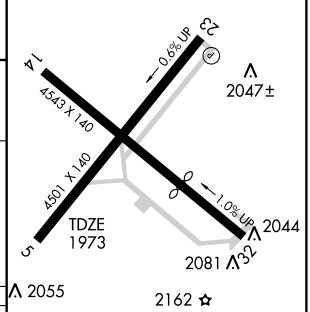
MISSED APPROACH: Climb to 5500 direct YOLUY and via track 033° to MUHAP and hold.

ASOS	CLARKSBURG APP CON ★	ELKINS RADIO	
119.275	121.15 269.375	123.6 (CTAF)	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	3040-1¼ 1067 (1100-1¼)	3040-1½ 1067 (1100-1½)	3040-3 1067 (1100-3)	
CIRCLING	3040-1¼ 1053 (1100-1¼)	3040-1½ 1053 (1100-1½)	3200-3 1213 (1300-3)	3320-3 1333 (1400-3)



REIL Rwy 23 L
MIRL Rwy 5-23 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4543
150°	TDZE	1968
	Apt Elev	1987

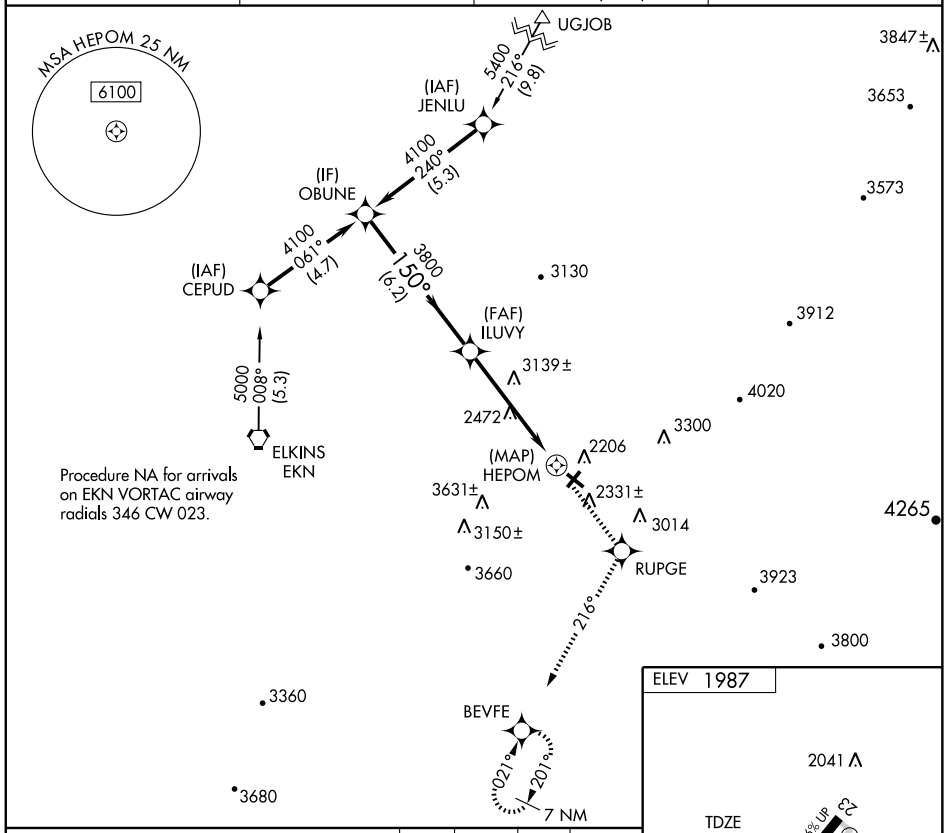
RNAV (GPS) RWY 14

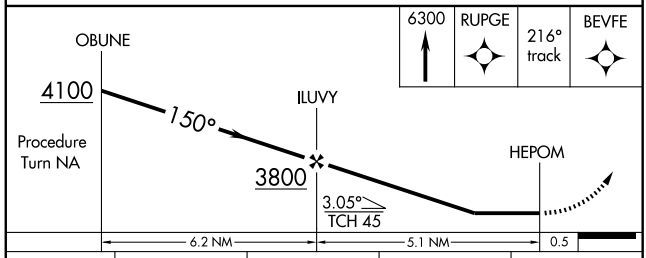
ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

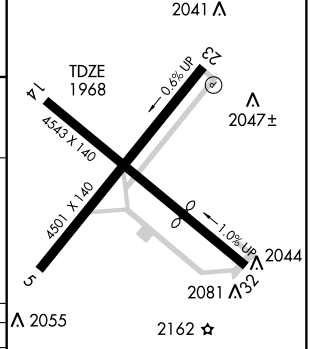
MISSED APPROACH: Climb to 6300 direct RUPGE and via 216° track to BEVFE and hold, continue climb-in-hold to 6300.

ASOS	CLARKSBURG APP CON★	ELKINS RADIO	
119.275	121.15 269.375	123.6 (CTAF)	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	3400-1¼ 1432 (1500-1¼)	3400-1½ 1432 (1500-1½)	3400-3 1432 (1500-3)	
CIRCLING	3400-1¼ 1413 (1500-1¼)	3400-1½ 1413 (1500-1½)	3400-3 1413 (1500-3)	



REIL Rwy 23 L
MIRL Rwy 5-23 L

NE-4, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 23

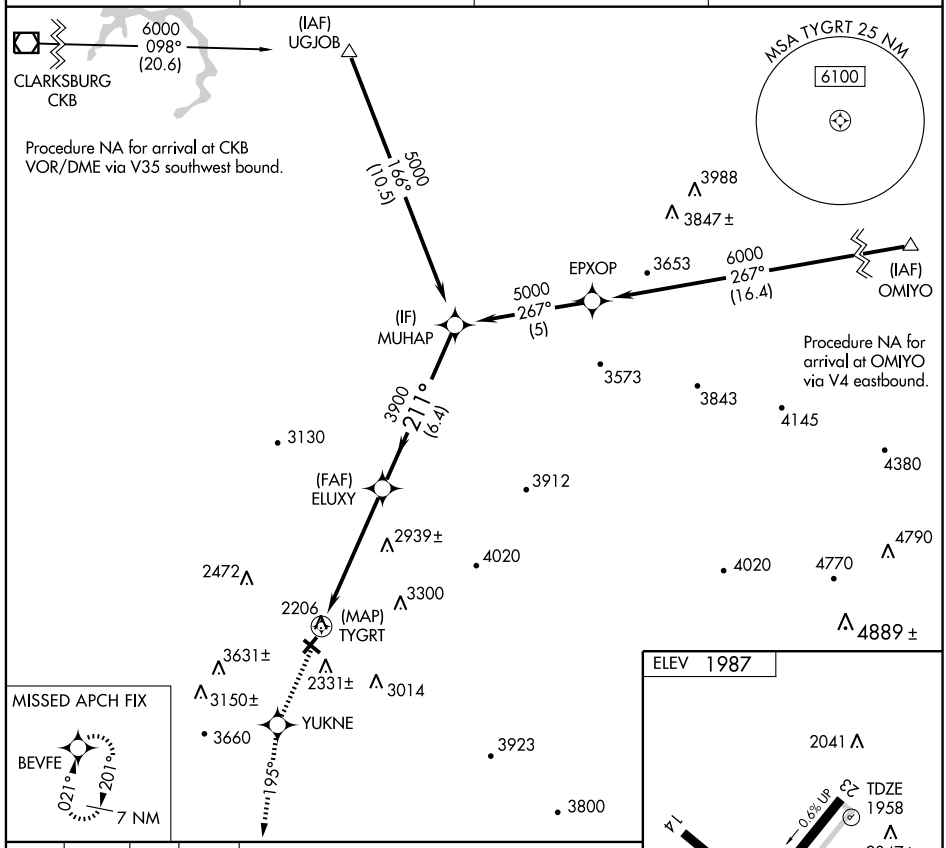
ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

APP CRS	Rwy Idg	TDZE	Apt Elev
211°	4501	1958	1987

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 6300 direct YUKNE and via 195° track to BEVFE and hold, continue climb-in-hold to 6300.

ASOS	CLARKSBURG APP CON ★	ELKINS RADIO	
119.275	121.15 269.375	123.6 (CTAF)	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	3160-1¼ 1202 (1200-1¼)	3160-1½ 1202 (1200-1½)	3160-3 1202 (1200-3)	
CIRCLING	3160-1¼ 1173 (1200-1¼)	3160-1½ 1173 (1200-1½)	3200-3 1213 (1300-3)	3320-3 1333 (1400-3)

REIL Rwy 23 L
MIRL Rwy 5-23 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS		
225°	Rwy Idg	2859
	TDZE	1029
	Apt Elev	1029

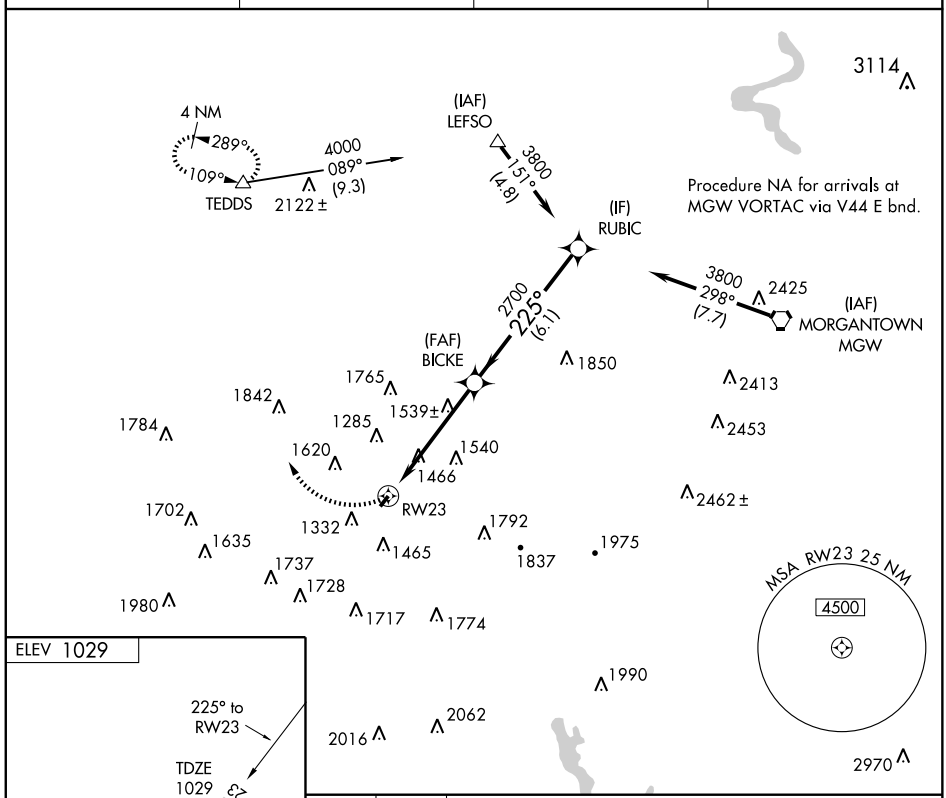
RNAV (GPS) RWY 23

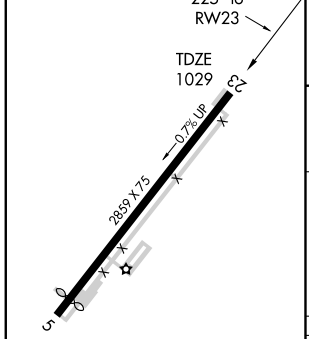
FAIRMONT MUNI-FRANKMAN FIELD (4G7)

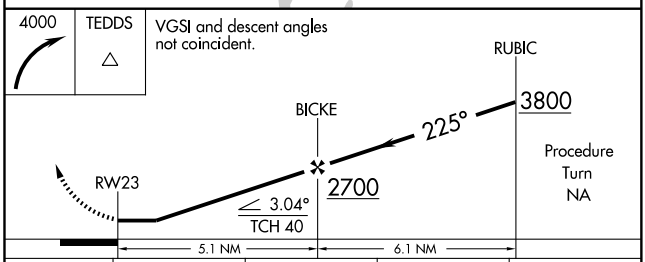
Use Morgantown altimeter setting; if not received, use Clarksburg altimeter setting. DME/DME RNP-0.3 NA.
Circling to Rwy 5 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct TEDDS and hold.

MORGANTOWN ASOS	CLARKSBURG APP CON ★	CLNC DEL	UNICOM
120.675	119.6 269.375	118.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1860-1 831 (900-1)	1860-1¼ 831 (900-1¼)	1860-2½ 831 (900-2½)	NA
CIRCLING	1860-1 831 (900-1)	1860-1¼ 831 (900-1¼)	1860-2½ 831 (900-2½)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L★

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC MGW	APP CRS	Rwy Idg	N/A
111.6	251°	TDZE	N/A
Chan 53		Apt Elev	1029

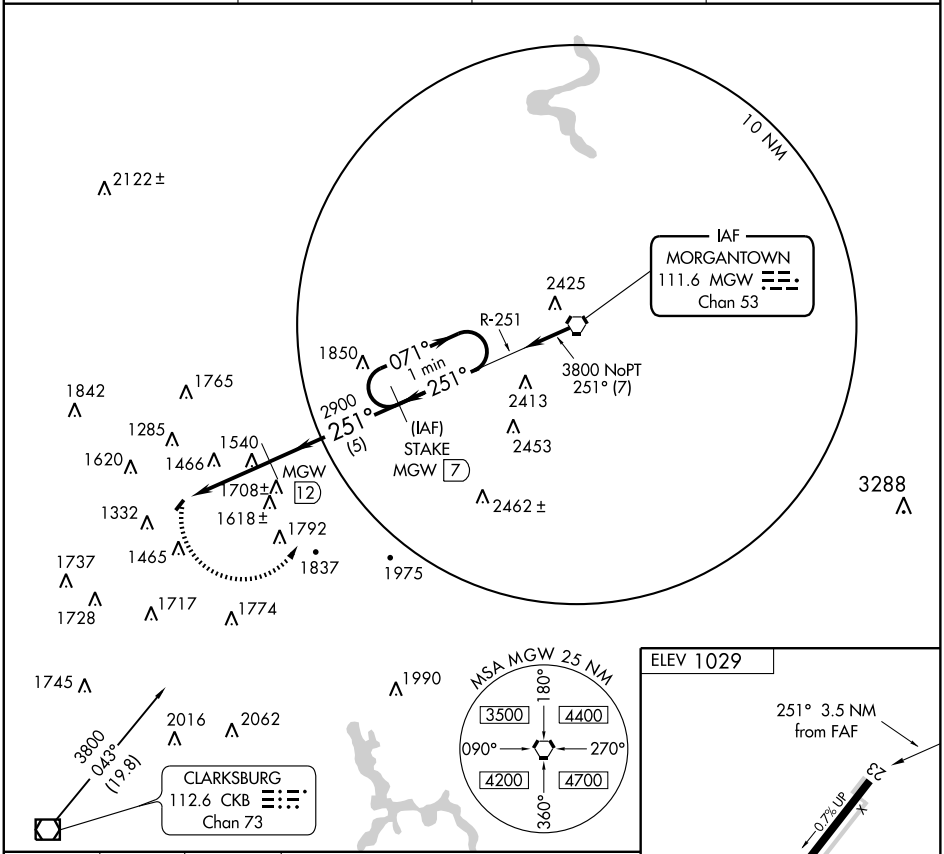
VOR/DME-A

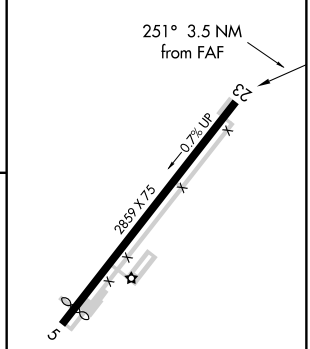
FAIRMONT MUNI-FRANKMAN FIELD (4G7)

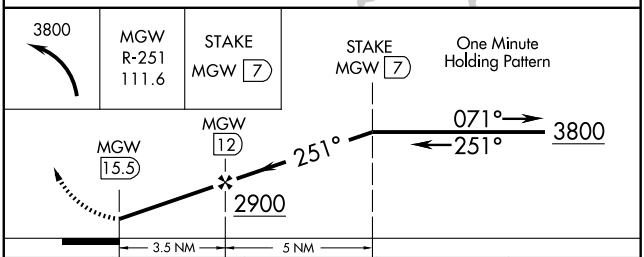
Use Morgantown altimeter setting.
Circling not authorized at night to Rwy 5.

MISSED APPROACH: Climbing left turn to 3800 via MGW R-251 to STAKE/MGW 7 DME and hold.

MORGANTOWN ASOS	CLARKSBURG APP CON ★	CLNC DEL	UNICOM
120.675	119.6 269.375	118.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 911 (1000-1¼)		1940-2¾ 911 (1000-2¾)	NA

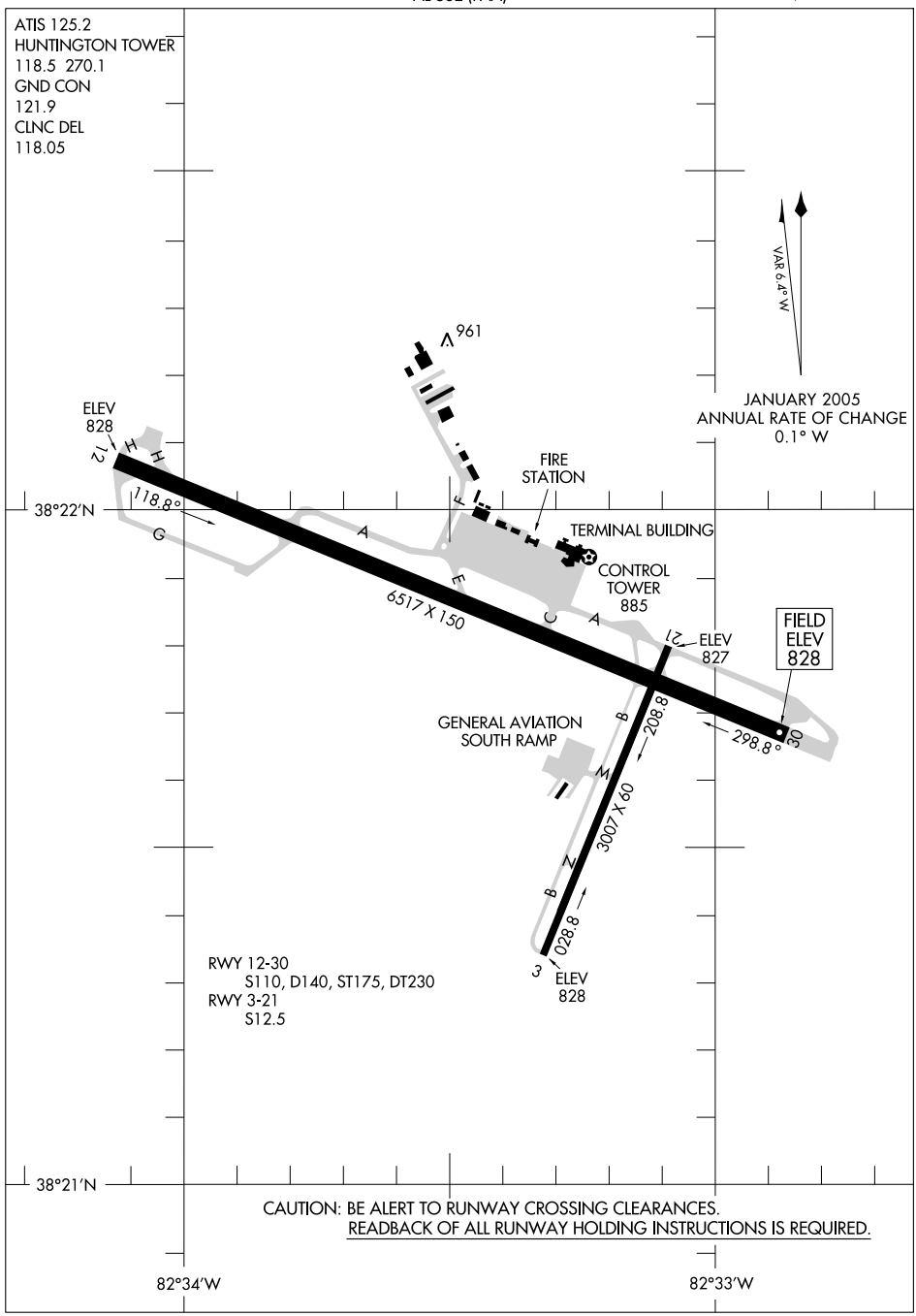
REIL Rwy 23 L
MIRL Rwy 5-23 L ★

NE-4, 14 JAN 2010 to 11 FEB 2010

07074

AIRPORT DIAGRAM

HUNTINGTON/ TRI-STATE/MILTON J. FERGUSON FIELD (HTS)
AL-532 (FAA)
HUNTINGTON, WEST VIRGINIA



NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-HTS	APP CRS	Rwy Idg	6517
109.9	118°	TDZE	828
		Apt Elev	828

ILS or LOC RWY 12

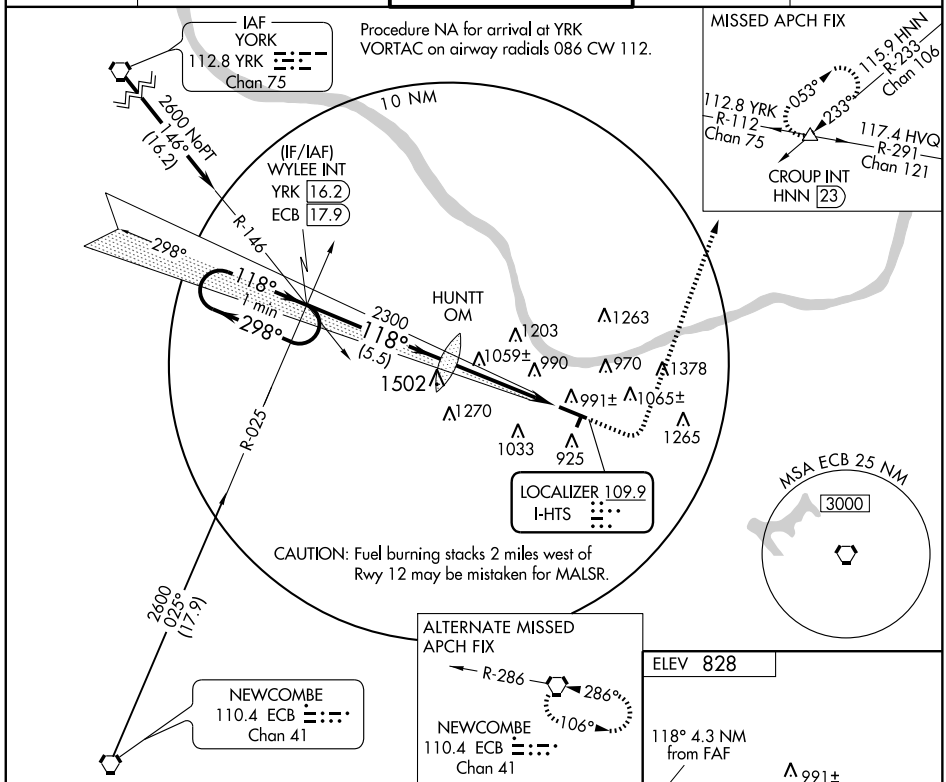
HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

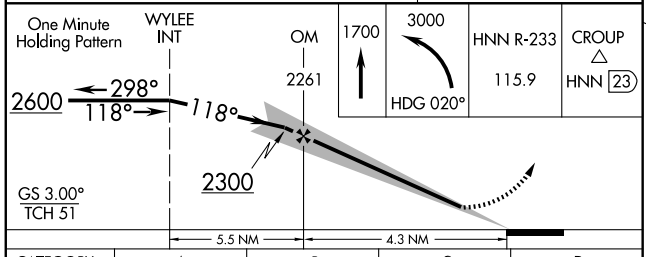
ASR — When VGSI Inop, Circling Rwy 3 NA at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

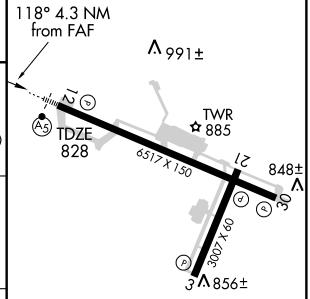
MALSR (A5)

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 020° and HNN VORTAC R-233 to CROUP Int/HNN 23 DME and hold.

ATIS	HUNTINGTON APP CON	HUNTINGTON TOWER	GND CON	CLNC DEL
125.2	119.75 270.1	118.5 270.1	121.9	118.05







CATEGORY	A	B	C	D
S-ILS 12		*1028/24	200 (200-½)	
S-LOC 12	1320/24	492 (500-½)	1320/40 492 (500-¾)	1320/50 492 (500-1)
CIRCLING	1340-1	512 (600-1)	1340-1½ 512 (600-1½)	1420-2 592 (600-2)

REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 3-21

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-TUU	APP CRS	Rwy Idg	6517
108.7	298°	TDZE	828
		Apt Elev	828

ILS or LOC RWY 30

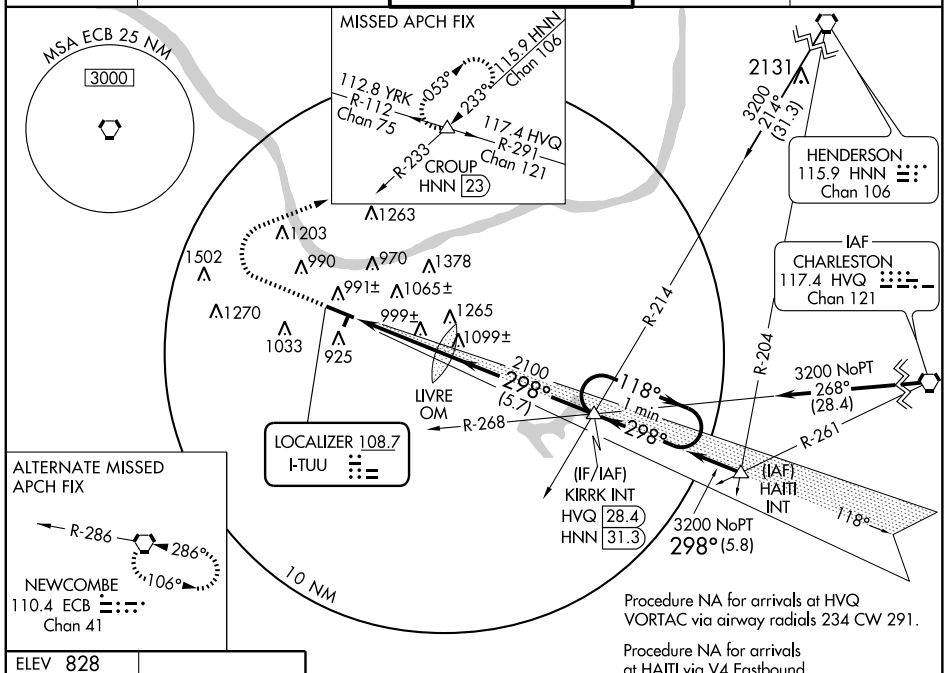
HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ASR

When VGSI inop, Circling Rwy 3 NA at night.

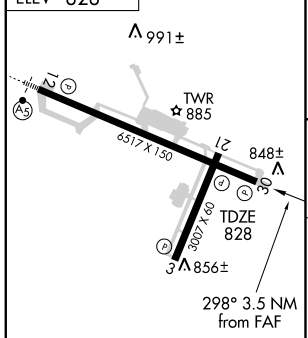
MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via heading 075° and HNN VORTAC R-233 to CROUP Int/HNN 23 DME and hold.

ATIS	HUNTINGTON APP CON	HUNTINGTON TOWER	GND CON	CLNC DEL
125.2	119.75 270.1	118.5 270.1	121.9	118.05



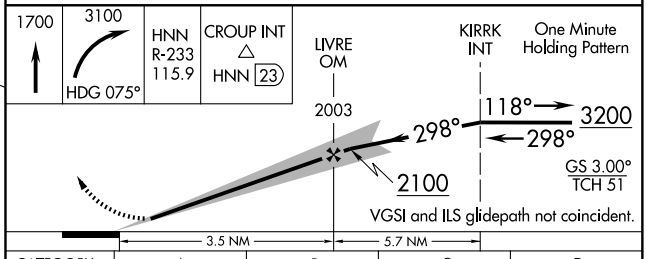
Procedure NA for arrivals at HVQ VORTAC via airway radials 234 CW 291.

Procedure NA for arrivals at HAITI via V4 Eastbound.



REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 3-21

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-ILS 30	1028-¾	200 (200-¾)		
S-LOC 30	1260-1 432 (500-1)		1260-1¼ 432 (500-1¼)	1260-1½ 432 (500-1½)
CIRCLING	1340-1 512 (600-1)		1340-1½ 512 (600-1½)	1420-2 592 (600-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6517
CH 45699	118°	TDZE	828
W12A		Apt Elev	828

RNAV (GPS) RWY 12

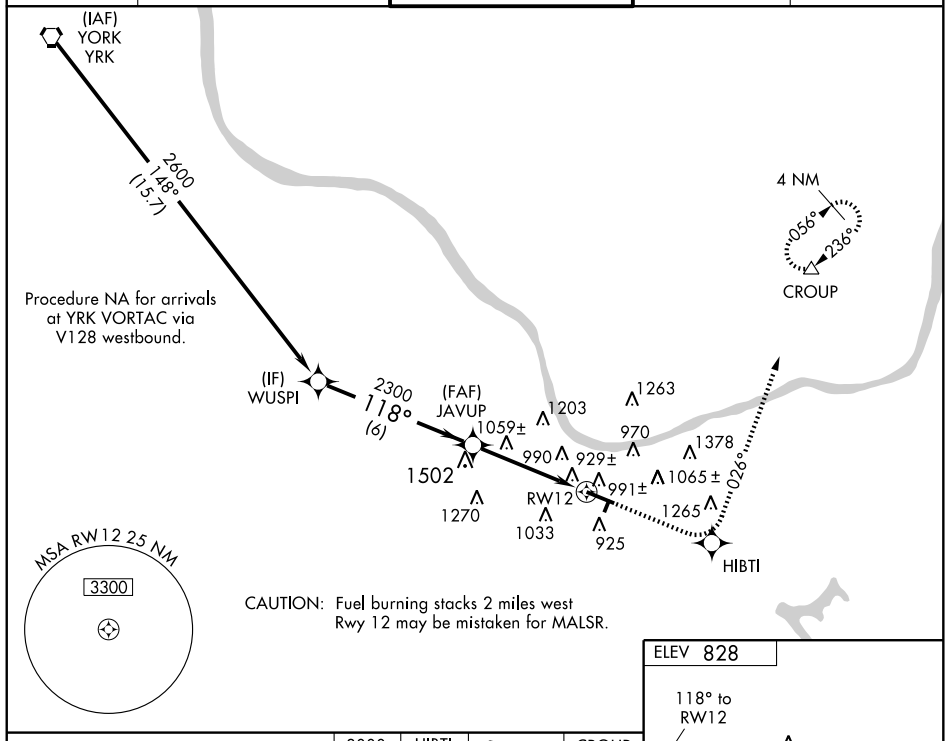
HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

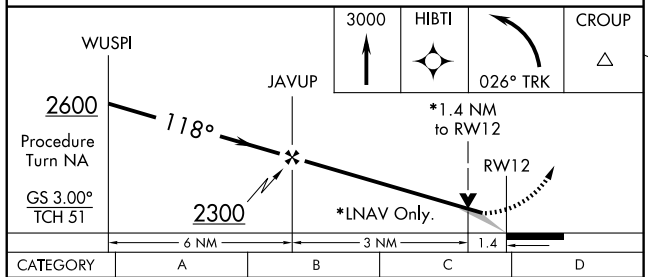
ASR — DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 3 NA at night. For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

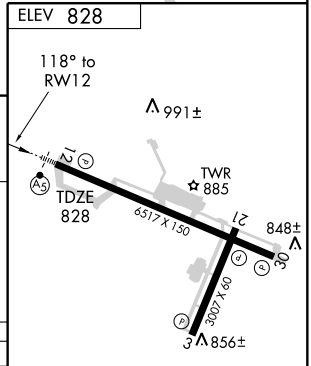
MALSR

MISSED APPROACH: Climb to 3000 direct HIBTI and left turn via 026° track to CROUP and hold.

ATIS	HUNTINGTON APP CON	HUNTINGTON TOWER	GND CON	CLNC DEL
125.2	119.75 270.1	118.5 270.1	121.9	118.05







CATEGORY	A	B	C	D
LPV DA	1157/40 329 (400-¾)			
LNAV/VNAV DA	1329/60 501 (600-1¼)			
LNAV MDA	1320/24 492 (500-½)		1320/40 492 (500-¾)	1320/50 492 (500-1)
CIRCLING	1340-1 512 (600-1)		1340-1½ 512 (600-1½)	1420-2 592 (600-2)

REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 3-21

NE-4, 14 JAN 2010 to 11 FEB 2010

06271

AIRPORT DIAGRAM

AL-5601 (FAA)

LEWISBURG/ GREENBRIER VALLEY (LWB)
LEWISBURG, WEST VIRGINIA

AWOS-3
121.4
LEWISBURG TOWER ★
118.9
GND CON
121.9
CLNC DEL
120.85 (When tower closed)

37°52.0'N

ELEV
2293

223.3°

VAR 8.0°W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°W

FIELD
ELEV
2302

7004 X 150

TERMINAL
BUILDING
2339

CONTROL
TOWER
2356

CAP

37°51.5'N

RWY 4-22
S90, D120, ST152, DT160

043.3°

ELEV
2288

37°51.0'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

80°24.5'W 80°24.0'W 80°23.5'W

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-LWB	APP CRS	Rwy Idg	7004
110.35	045°	TDZE	2288
		Apt Elev	2302

ILS or LOC RWY 4

LEWISBURG/ GREENBRIER VALLEY (LWB)

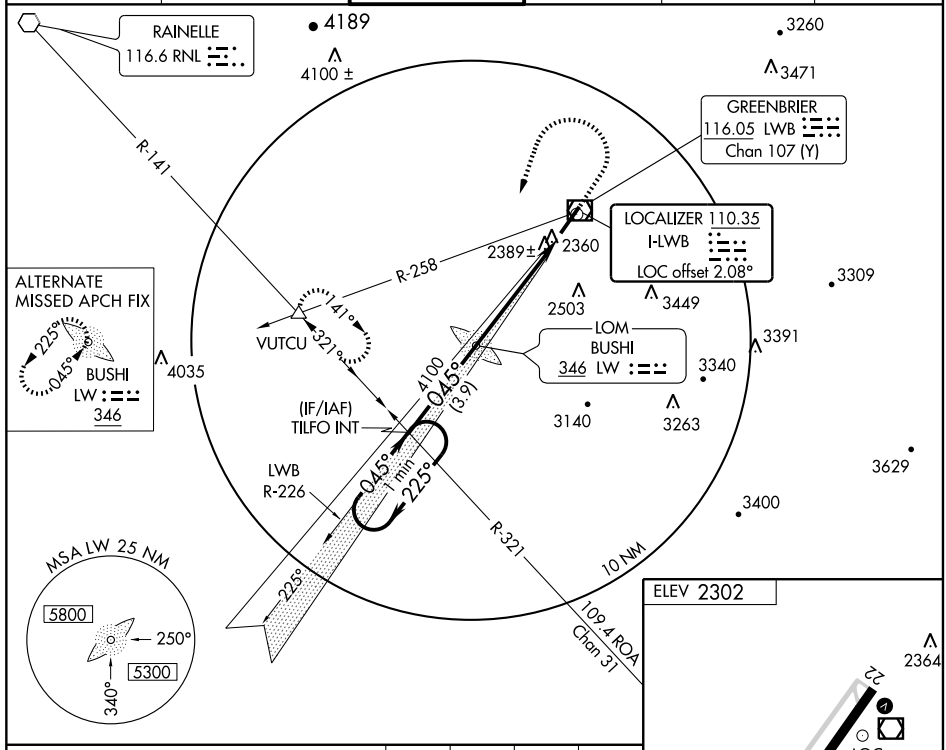
▼ Visiblity reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase DA to 2647 feet and all MDA 120 feet.

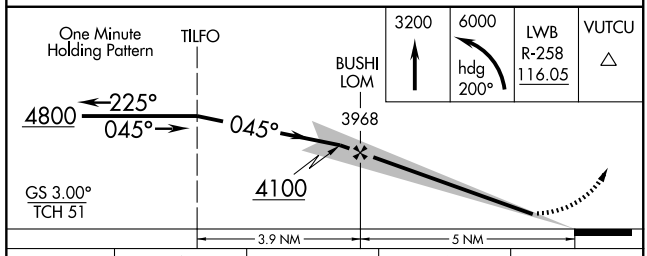
▲ Increase S-LOC 4 Cat C visiblity ¼ mile, Cat D visibility ½ mile and Circling Cat C visibility ½ mile. Inoperative table does not apply to S-ILS 4 all Cats. For inoperative MALSR, increase S-LOC 4 Cats A and B visiblity ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase S-ILS 4 all Cats visiblity to 1¼ miles, S-LOC 4 Cats A and B visiblity to 1 mile.

MALSR

MISSED APPRAOCH: Climb to 3200, then climbing left turn to 6000 via heading 200° and LWB VOR/DME R-258 to VUTCU INT and hold, continue climb-in-hold to 6000.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER★	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF) L	121.9	120.85 (When tower closed)	122.95





CATEGORY	A	B	C	D
S-ILS 4	2538- ¾ 250 (300- ¾)			
S-LOC 4	2700- ¾ 412 (400- ¾)			
CIRCLING	2820-1 518 (600-1)	2900-1 598 (600-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7004
CH 42613	043°	TDZE	2288
W04A		Apt Elev	2302

RNAV (GPS) RWY 4

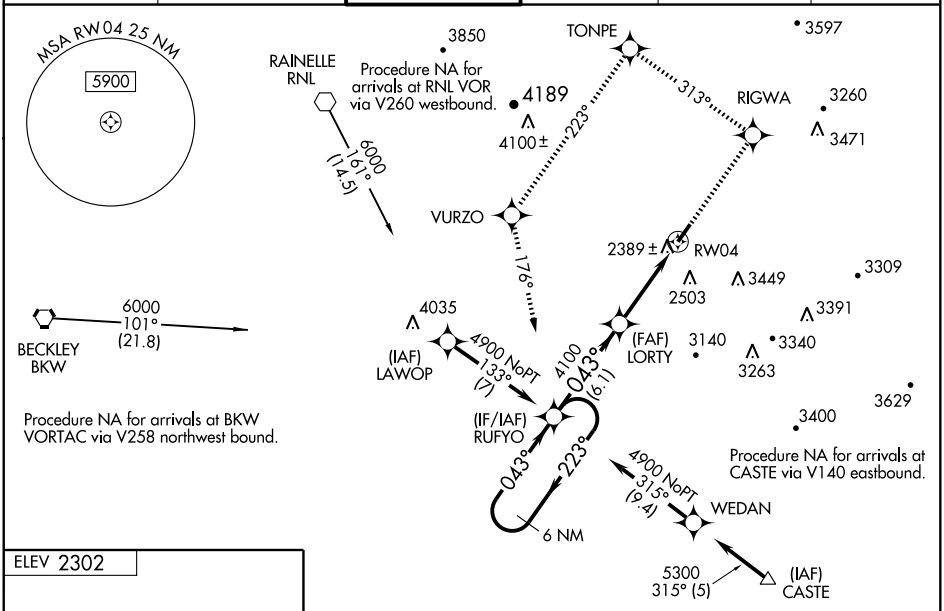
LEWISBURG/ GREENBRIER VALLEY (LWB)

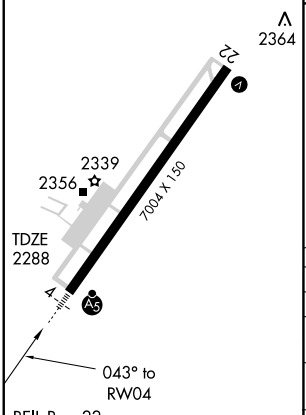
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all DA 109 feet and all MDA 120 feet; Increase LPV all Cats, LNAV Cats C and D visibility ¼ mile, Circling Cat C, and LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR, increase LNAV all Cats visbility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase LPV all Cats visibility ½ mile and LNAV Cats A and B ¼ mile.
VDP and Baro-VANV NA when using Beckley altimeter setting.

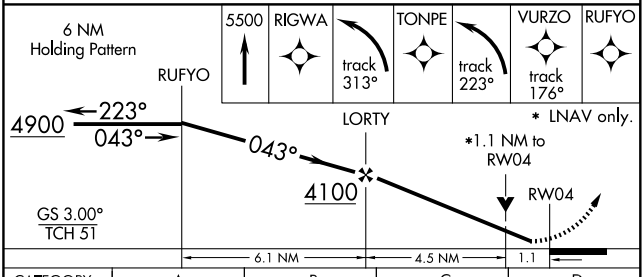
MALSR

MISSED APPROACH: Climb to 5500 direct RIGWA and left turn via track 313° to TONPE and left turn via track 223° to VURZO and via track 176° to RUFYO and hold.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER★	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF) L	121.9	120.85 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	2589-¾ 301 (300-¾)			
LNAV/ VNAV DA	2786-1¼ 498 (500-1¼)			
LNAV MDA	2680-¾ 392 (400-¾)			2680-1 392 (400-1)
CIRCLING	2820-1 518 (600-1)	2900-1 598 (600-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS		
223°	Rwy Idg	7004
	TDZE	2302
	Apt Elev	2302

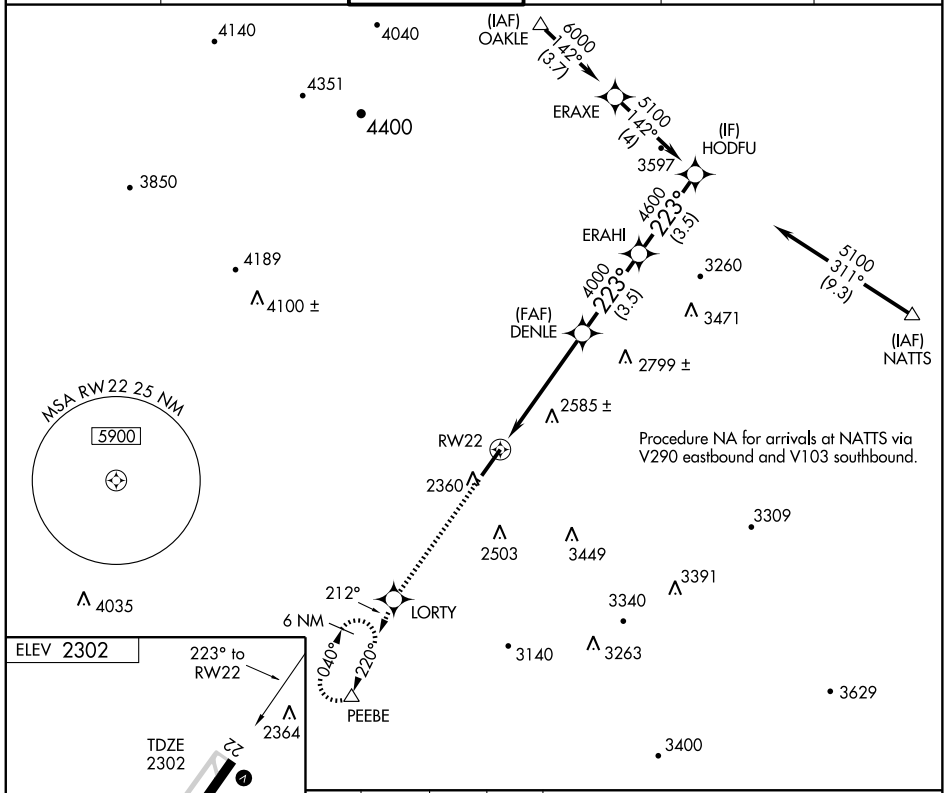
RNAV (GPS) RWY 22

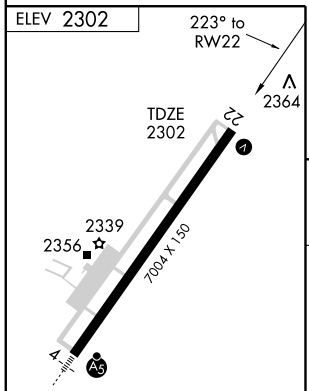
LEWISBURG/GREENBRIER VALLEY (LWB)

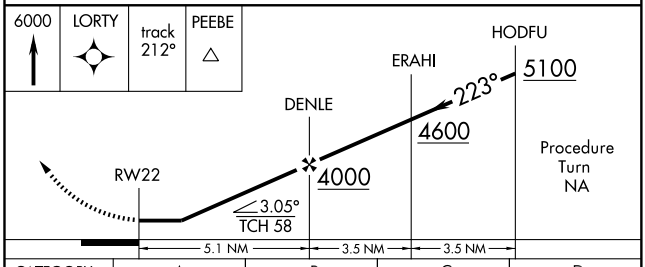
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, LNAV Cat C and Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 6000 direct LORTY and via track 212° to PEEBE and hold, continue climb-in-hold to 6000.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER★	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF) L	121.9	120.85 (When tower closed)	122.95







CATEGORY	A	B	C	D
LNAV MDA	2760-1 458 (500-1)		2760-1¼ 458 (500-1¼)	2760-1½ 458 (500-1½)
CIRCLING	2820-1 518 (600-1)	2900-1 598 (600-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

REIL Rwy 22
HIRL Rwy 4-22 L

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME LWB	APP CRS	Rwy Idg	7004
116.05	048°	TDZE	2288
Chan 107 (Y)		Apt Elev	2302

VOR RWY 4

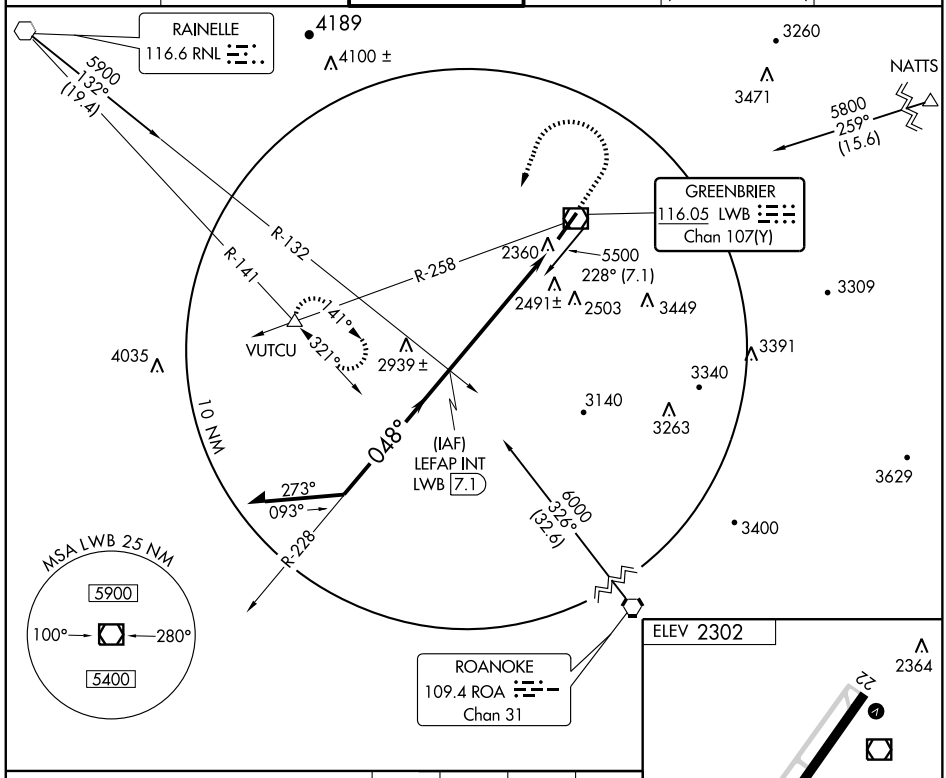
LEWISBURG/ GREENBRIER VALLEY (LWB)

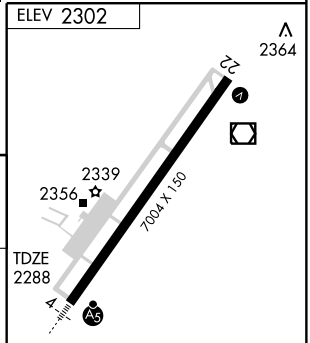
Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, S-4 Cat C and Cat D and Circling Cat C visibility ½ mile. For inoperative MALSR, increase S-4 Cats A and B visibility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase S-4 Cat A visibility ¼ mile.

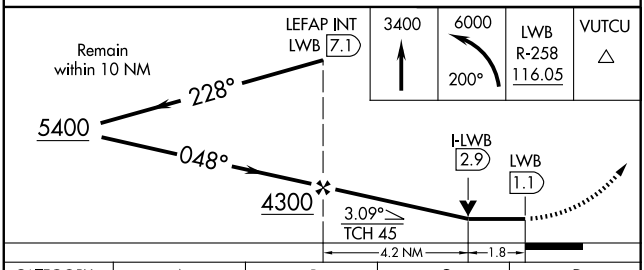
MALSR

MISSED APPROACH: Climb to 3400, then climbing left turn to 6000 via heading 200° and LWB VOR/DME R-258 to VUTCU INT and hold, continue climb-in-hold 6000.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER★	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF) L	121.9	120.85 (When tower closed)	122.95







048° 6 NM from FAF

REIL Rwy 22
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	2920-¾ 632 (700-¾)		2920-1¼ 632 (700-1¼)	2920-1½ 632 (700-1½)
CIRCLING	2920-1 618 (700-1)		3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME LWB	APP CRS	Rwy Idg	7004
116.05	208°	TDZE	2302
Chan 107 (Y)		Apt Elev	2302

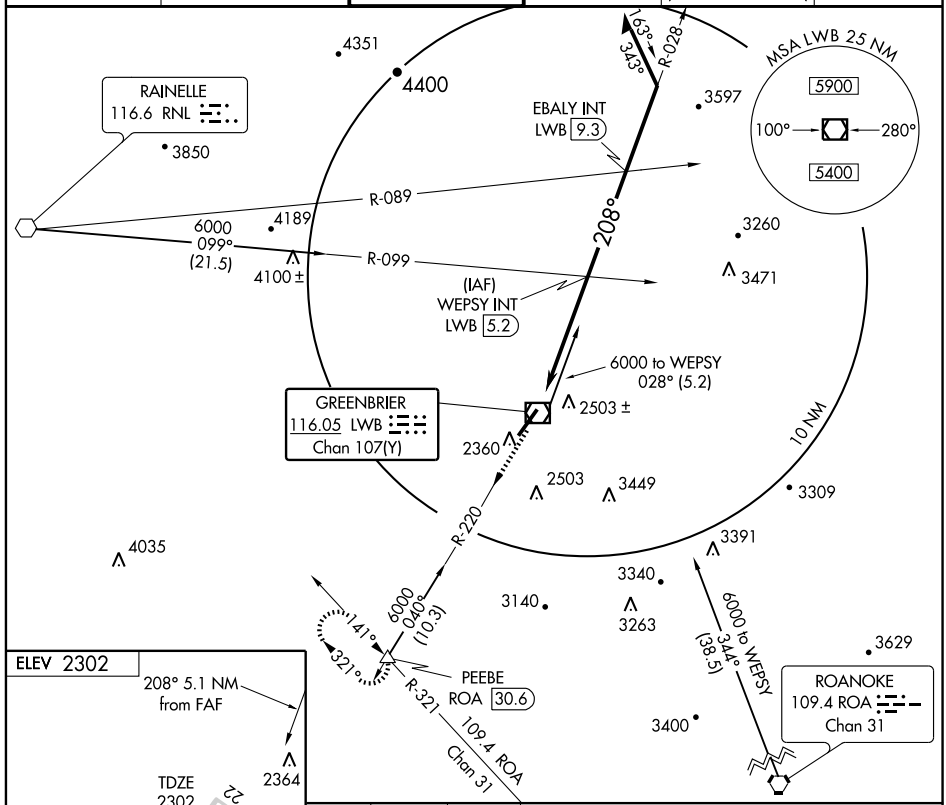
VOR RWY 22

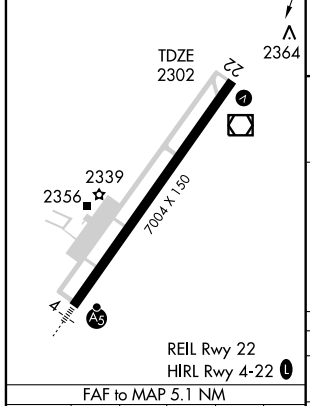
LEWISBURG/ GREENBRIER VALLEY (LWB)

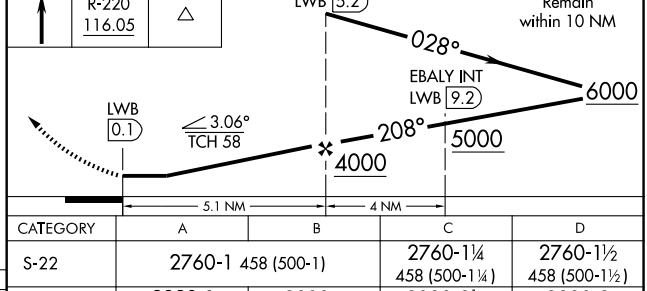
Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, S-22 Cats C and D visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 6000 via LWB VOR/DME R-220 to PEEBE INT/ROA 30.6 DME and hold, continue climb-in-hold to 6000.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER★	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF) L	121.9	120.85 (When tower closed)	122.95







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

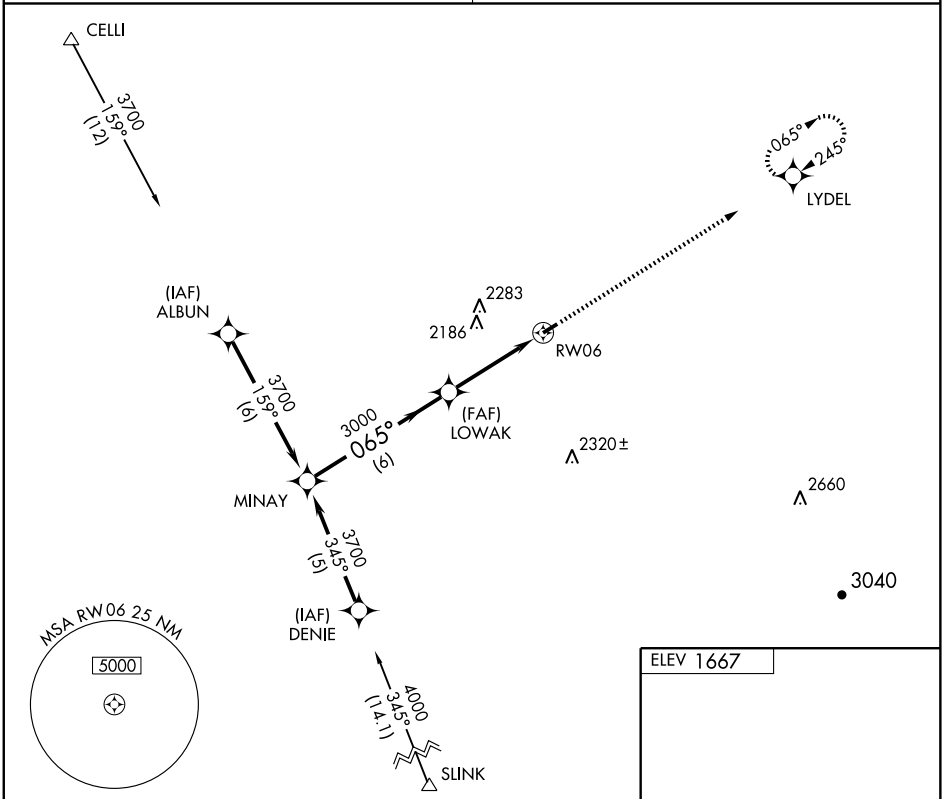
CATEGORY	A	B	C	D
S-22	2760-1 458 (500-1)		2760-1¼ 458 (500-1¼)	2760-1½ 458 (500-1½)
CIRCLING	2820-1 518 (600-1)	2900-1 598 (600-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

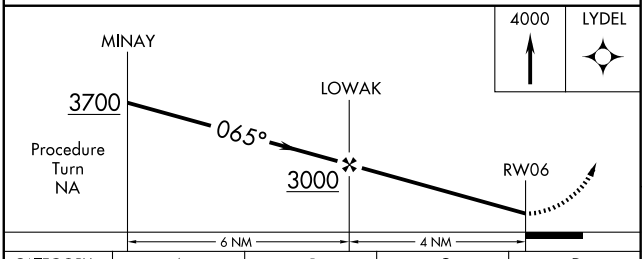
NE-4, 14 JAN 2010 to 11 FEB 2010

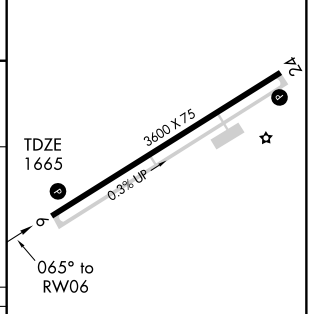
APP CRS	Rwy Idg	3600
065°	TDZE	1665
	Apt Elev	1667

GPS RWY 6
LOGAN COUNTY (6L4)

NA Use Charleston altimeter setting.	MISSED APPROACH: Climb to 4000 direct LYDEL WP and hold.
CHARLESTON APP CON 119.2 269.125	CTAF L 122.9







CATEGORY	A	B	C	D
S-6	2500-1 835 (900-1)	2500-1¼ 835 (900-1¼)	2500-2½ 835 (900-2½)	NA
CIRCLING	2500-1 833 (900-1)	2500-1¼ 833 (900-1¼)	2500-2½ 833 (900-2½)	NA

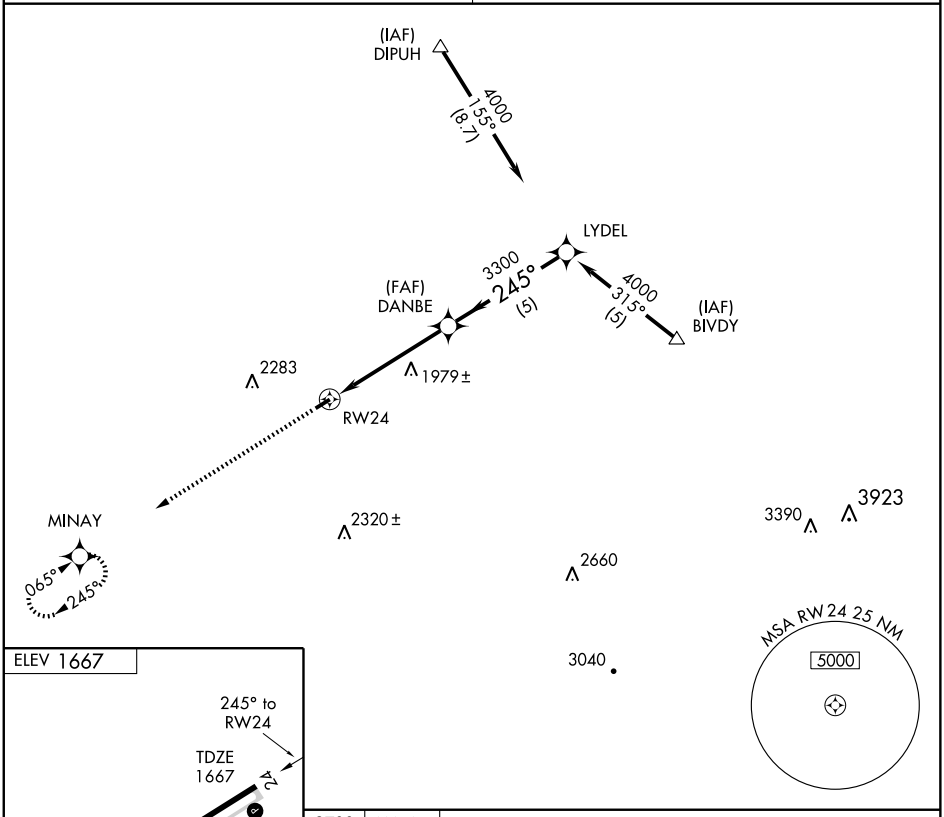
MIRL Rwy 6-24 L

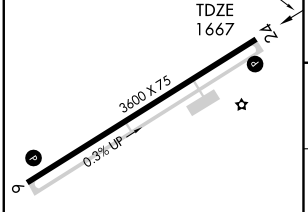
NE-4, 14 JAN 2010 to 11 FEB 2010

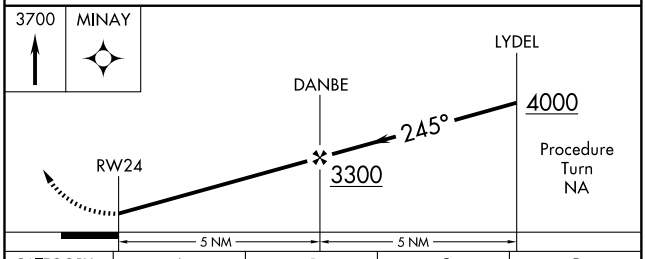
APP CRS	Rwy Idg	3600
245°	TDZE	1667
	Apt Elev	1667

GPS RWY 24
LOGAN COUNTY (6L4)

NA Use Charleston altimeter setting.	MISSED APPROACH: Climb to 3700 direct MINAY WP and hold.
CHARLESTON APP CON **119.2 269.125**	CTAF L **122.9**







CATEGORY	A	B	C	D
S-24	2420-1 753 (800-1)	2420-1¼ 753 (800-1¼)	2420-2¼ 753 (800-2¼)	NA
CIRCLING	2420-1 753 (800-1)	2440-1¼ 773 (800-1¼)	2460-2¼ 793 (800-2¼)	NA

MIRL Rwy 6-24 L

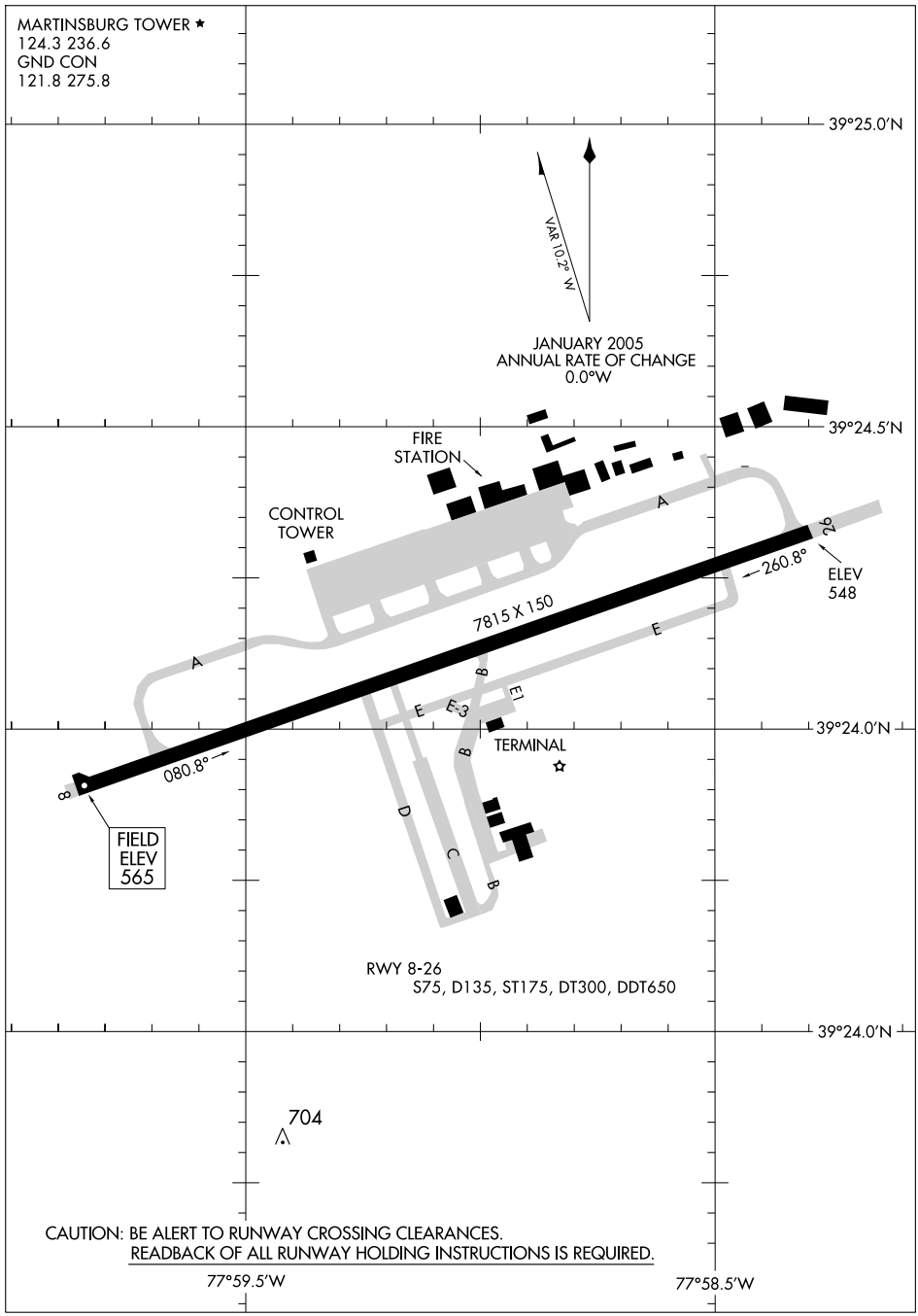
NE-4, 14 JAN 2010 to 11 FEB 2010

08325

AIRPORT DIAGRAM

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

AL-249 (FAA) MARTINSBURG, WEST VIRGINIA



NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-EXW	APP CRS	Rwy Idg	7815
108.3	259°	TDZE	548
		Apt Elev	557

ILS or LOC RWY 26

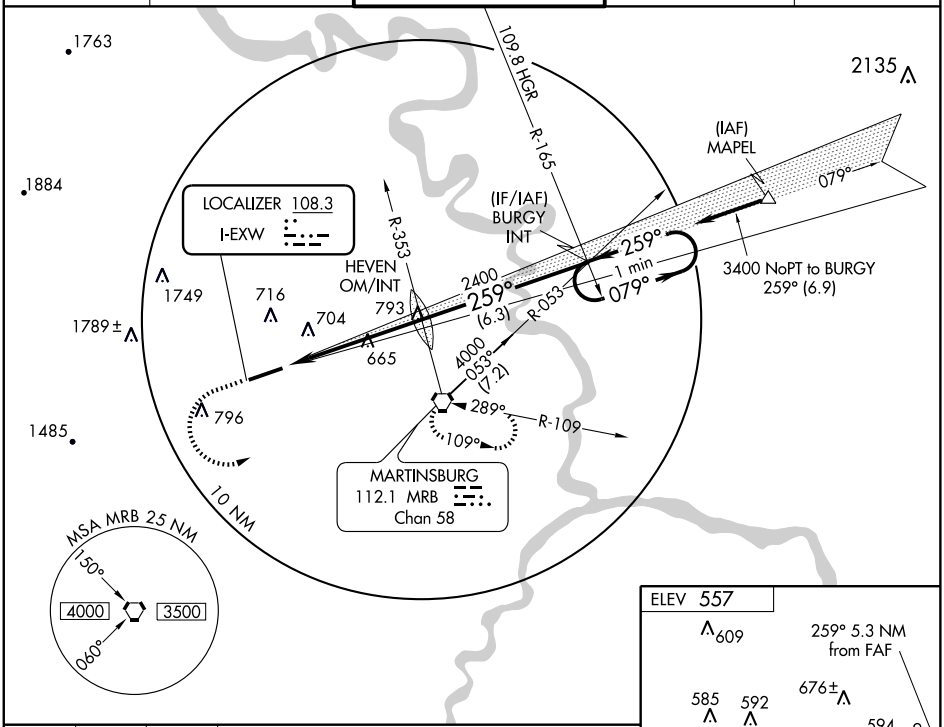
MARTINSBURG/
EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

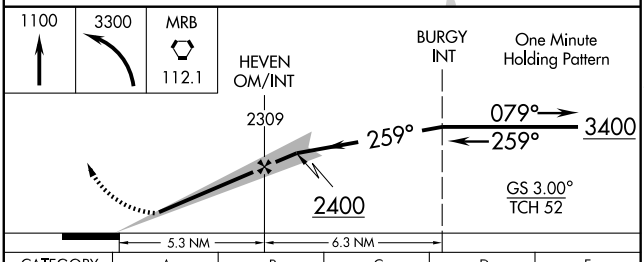
For inoperative MALSR, increase S-ILS 26 Cat E visibility to ¾ mile and S-LOC 26 Cat E visibility to 1¼ mile. When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 71 feet and all MDA 80 feet and S-LOC 26 Cat C, D, E visibility ¼mile. For inoperative MALSR when using Hagerstown altimeter setting increase S-ILS 26 all Cats visibility to 1 mile, S-LOC 26 Cat E visibility to 1½ mile.

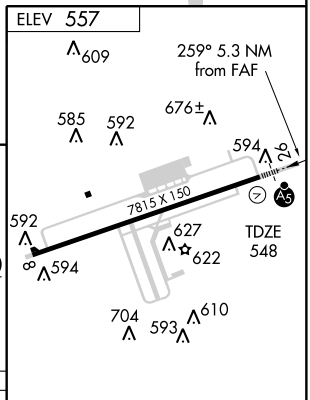
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3300 direct MRB VORTAC and hold.

ASOS	POTOMAC APP CON	MARTINSBURG TOWER ★	GND CON	UNICOM
119.925	126.1 338.25	124.3 (CTAF) L 236.6	121.8 275.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 26	748-½ 200 (200-½)				
S-LOC 26	920-½ 372 (400-½)			920-¾ 372 (400-¾)	
CIRCLING	1020-1 463 (500-1)	1080-1 523 (600-1)	1080-1½ 523 (600-1½)	1120-2 563 (600-2)	2140-3 1583 (1600-3)

HIRL Rwy 8-26 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7815
079°	TDZE	565
	Apt Elev	557

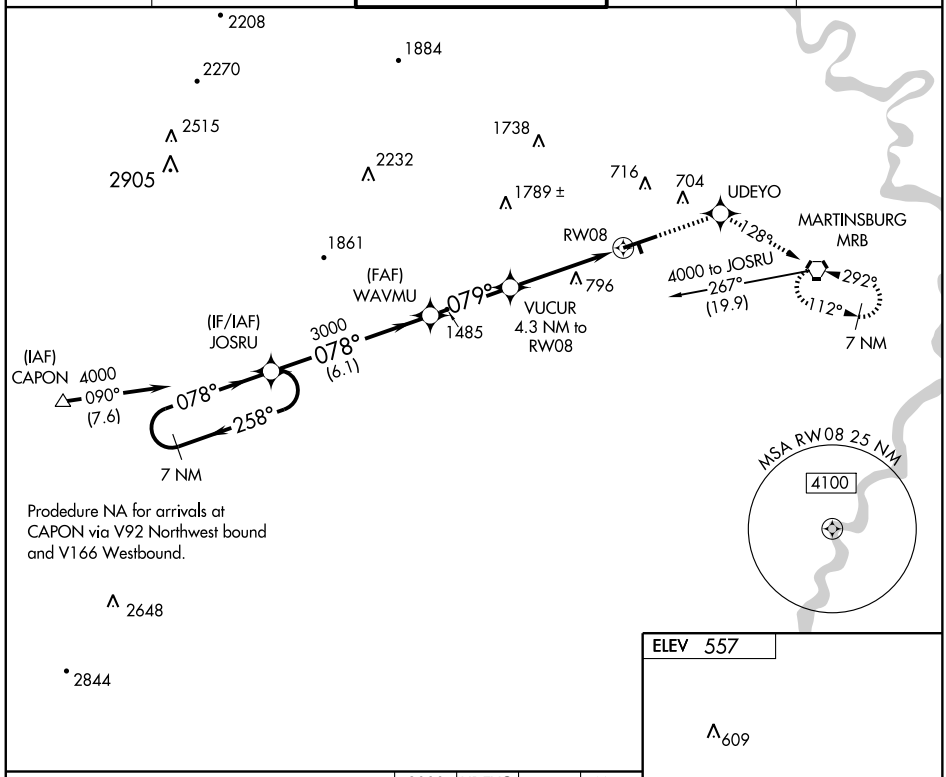
RNAV (GPS) RWY 8

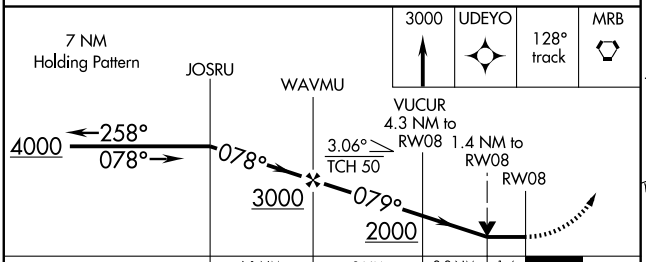
MARTINSBURG/
EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

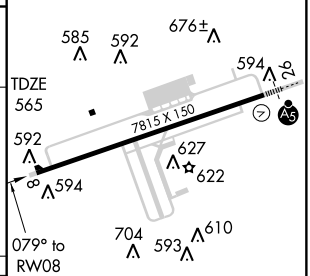
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDA 80 feet, LNAV Cat C, D, E visibility ¼ mile, and Circling Cat C visibility ¼ mile. VDP NA when using Hagerstown altimeter setting.

MISSED APPROACH: Climb to 3000 direct UDEYO and via 128° track to MRB VORTAC and hold.

ASOS	POTOMAC APP CON	MARTINSBURG TOWER ★	GND CON	UNICOM
119.925	126.1 338.25	124.3 (CTAF) L 236.6	121.8 275.8	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	1060 - 1	495 (500-1)	1060 - 1¼ 495 (500-1¼)	1060 - 1½ 495 (500-1½)	1060 - 1¾ 495 (500-1¾)
CIRCLING	1060 - 1 503 (600-1)	1080 - 1 523 (600-1)	1080 - 1½ 523 (600-1½)	1120 - 2 563 (600-2)	2140 - 3 1583 (1600-3)

HIRL Rwy 8-26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7815
CH 53609	259°	TDZE	548
W26A		Apt Elev	557

RNAV (GPS) RWY 26

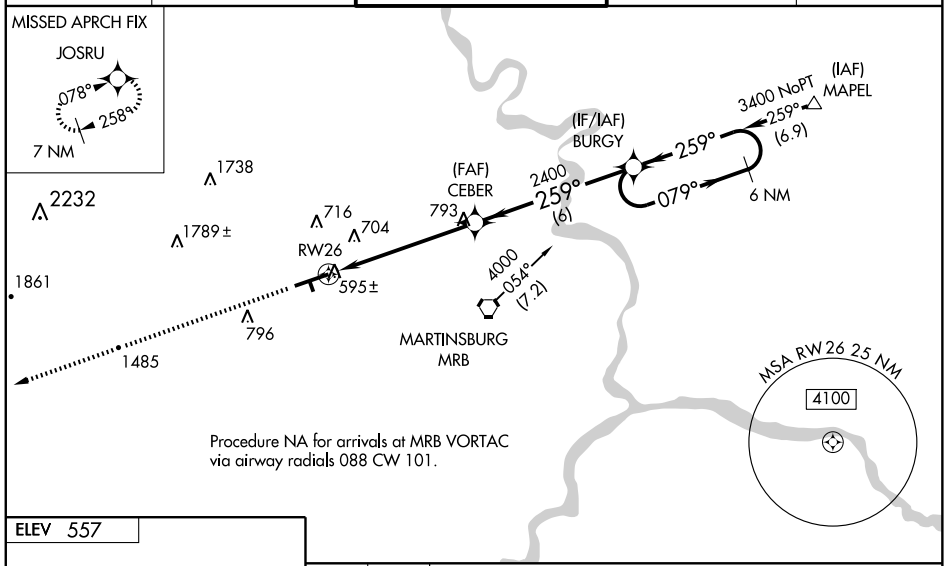
MARTINSBURG/
EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

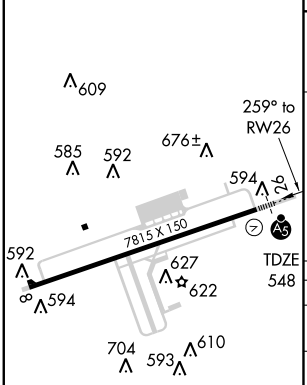
Baro-VNAV NA when using Hagerstown altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). VDP NA when using Hagerstown altimeter setting.
When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 71 feet and MDA 80 feet, increase LNAV/VNAV all Cats visibility to 2 mile, LNAV Cat C, D, E to ¾ mile and Circling Cat C to 1¾ mile.
For inoperative MALSR increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E to 2¼ mile, LNAV Cat E to 1½ mile. For inoperative MALSR when using Hagerstown altimeter setting increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat E visibility to 2½ mile and LNAV Cat E visibility to 1¾ mile.

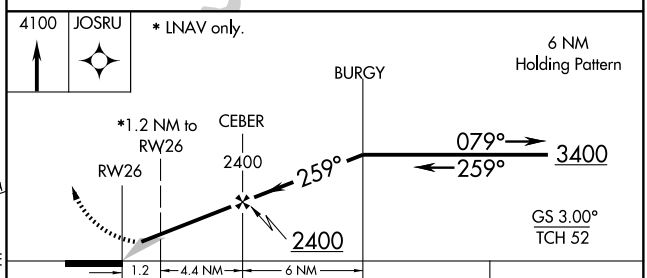
MALSR

MISSED APPROACH: Climb to 4100 direct JOSRU and hold.

ASOS	POTOMAC APP CON	MARTINSBURG TOWER ★	GND CON	UNICOM
119.925	126.1 338.25	124.3 (CTAF) L 236.6	121.8 275.8	122.95





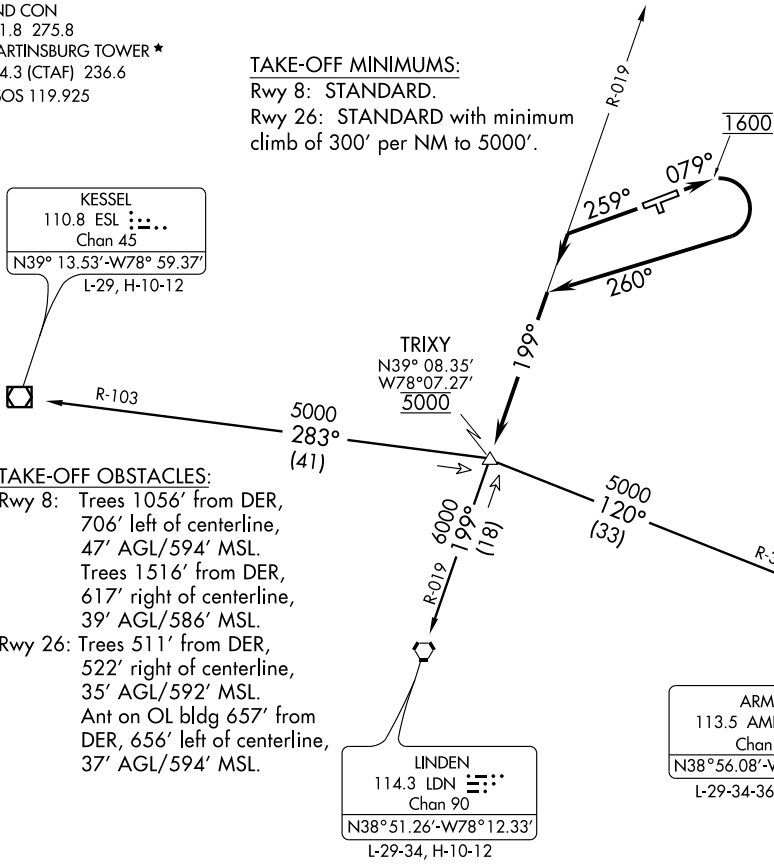


CATEGORY	A	B	C	D	E
LPV DA	798 - ½ 250 (300- ½)				
LNAV/VNAV DA	1213 - 1¾ 665 (700-1¾)				
LNAV MDA	980 - ½ 432 (500- ½)			980 - 1 432 (500-1)	
CIRCLING	1020 - 1 463 (500-1)	1080 - 1 523 (600-1)	1080 - 1½ 523 (600-1½)	1120 - 2 563 (600-2)	2140 - 3 1583 (1600-3)

NE-4. 14 JAN 2010 to 11 FEB 2010

POTOMAC DEP CON
126.1 338.25
GND CON
121.8 275.8
MARTINSBURG TOWER ★
124.3 (CTAF) 236.6
ASOS 119.925

TAKE-OFF MINIMUMS:
Rwy 8: STANDARD.
Rwy 26: STANDARD with minimum climb of 300′ per NM to 5000′.



TAKE-OFF OBSTACLES:
Rwy 8: Trees 1056′ from DER, 706′ left of centerline, 47′ AGL/594′ MSL.
Trees 1516′ from DER, 617′ right of centerline, 39′ AGL/586′ MSL.
Rwy 26: Trees 511′ from DER, 522′ right of centerline, 35′ AGL/592′ MSL.
Ant on OL bldg 657′ from DER, 656′ left of centerline, 37′ AGL/594′ MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 079° to 1600 then climbing right turn heading 260° to intercept LDN R-019 to TRIXY INT then via (transition) or (assigned route). Cross TRIXY INT at 5000. Thence . . . .

TAKE-OFF RUNWAY 26: Climb heading 259° to intercept LDN R-019 to TRIXY INT then via (transition) or (assigned route). Cross TRIXY INT at 5000. Thence . . . .

. . . . Maintain 6000, expect filed altitude/flight level 10 minutes after departure.

ARMEL TRANSITION (TRIXY4.AML): From over TRIXY INT via AML R-300 to AML VORTAC.

KESSEL TRANSITION (TRIXY4.ESL): From over TRIXY INT via ESL R-103 to ESL VOR/DME.

LINDEN TRANSITION (TRIXY4.LDN): From over TRIXY INT via LDN R-019 to LDN VORTAC.

VORTAC MRB	APP CRS	Rwy Idg	N/A
112.1	286°	TDZE	N/A
Chan 58		Apt Elev	557

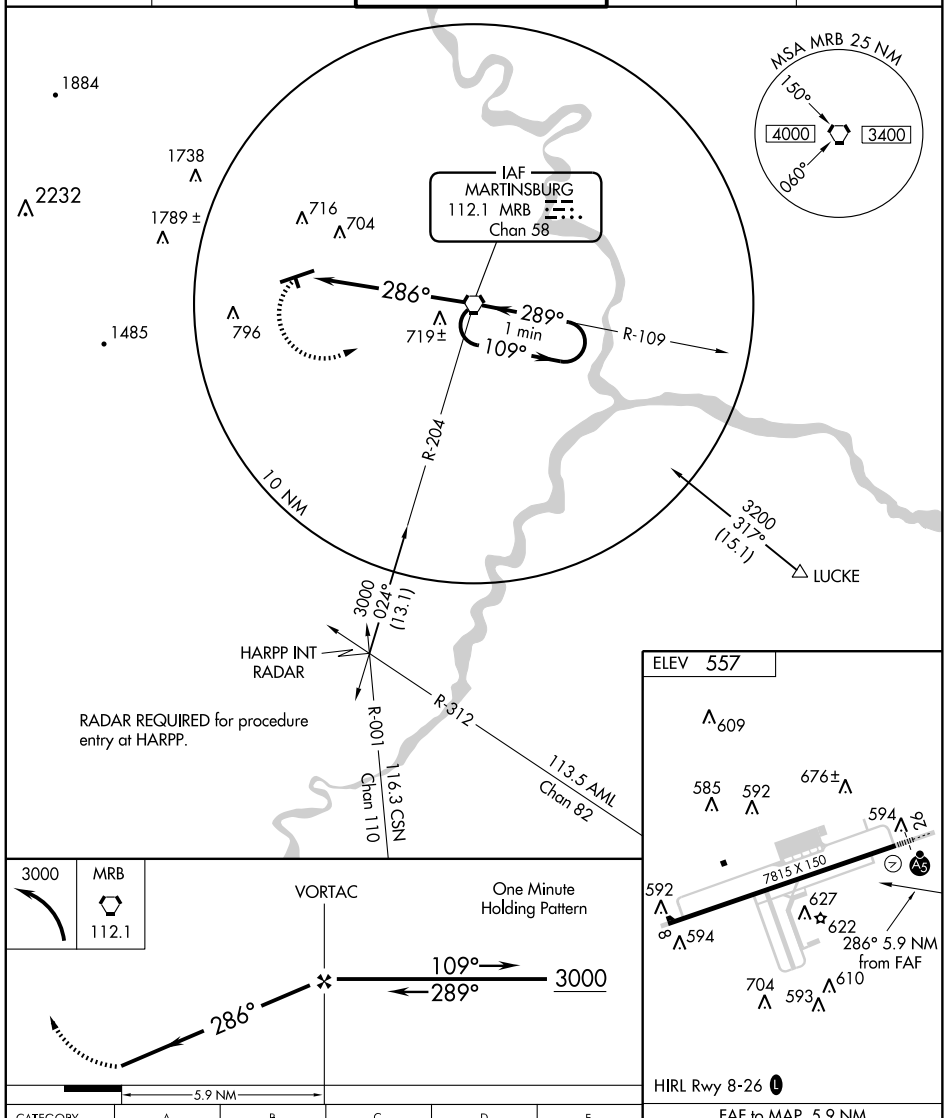
VOR-A

MARTINSBURG/ EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDAs 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct MRB VORTAC and hold, continue climb in hold to 3000.

ASOS	POTOMAC APP CON	MARTINSBURG TOWER ★	GND CON	UNICOM
119.925	126.1 338.25	124.3 (CTAF) Ⓛ 236.6	121.8 275.8	122.95



CATEGORY	A	B	C	D	E
CIRCLING	1020 - 1	1080 - 1	1080 - 1½	1120 - 2	2140 - 3
	463 (500-1)	523 (600-1)	523 (600-1½)	563 (600-2)	1583 (1600-3)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-4. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3020
065°	TDZE	572
	Apt Elev	572

GPS RWY 7

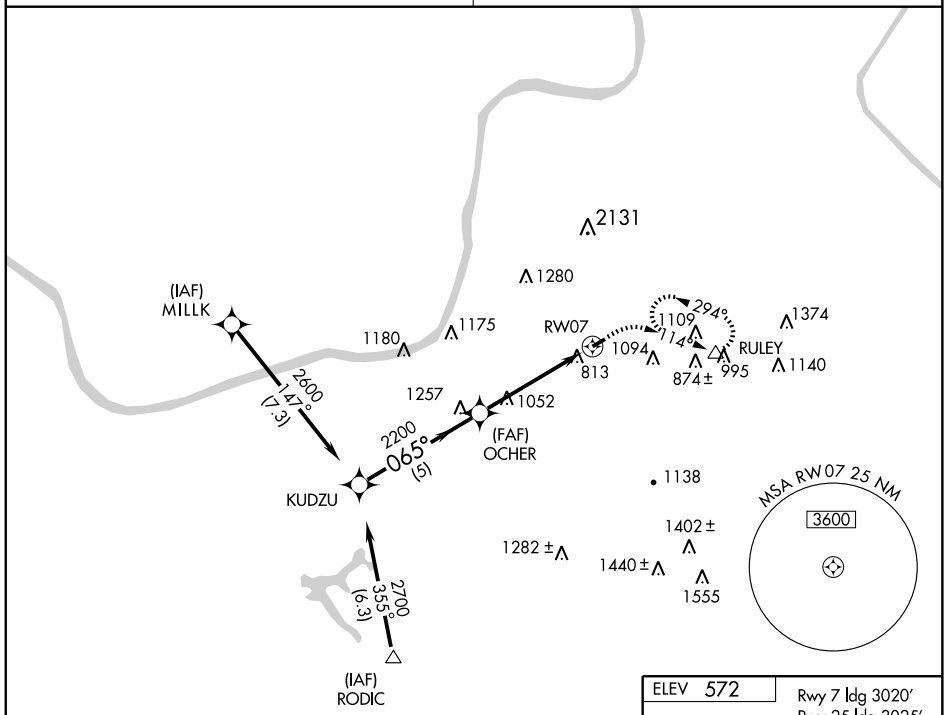
MILTON/ONA AIRPARK (12V)

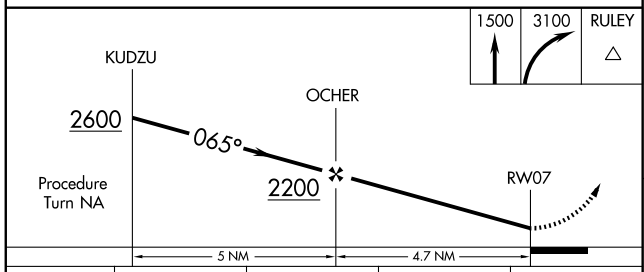
Use Huntington altimeter setting.
Circling not authorized Northwest of Rwy 7-25.
Procedure not authorized at night.

NA

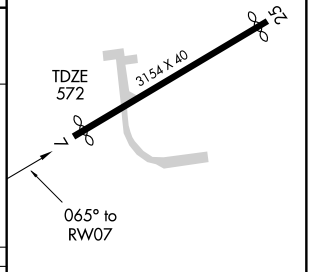
MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct RULEY and hold.

CHARLESTON APP CON	UNICOM
124.1 269.125	122.8 (CTAF)





CATEGORY	A	B	C	D
S-7	1480-1¼ 908 (1000-1¼)	NA		
CIRCLING	1480-1¼ 908 (1000-1¼)	NA		



NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC HVQ	APP CRS	Rwy Idg	N/A
117.4	288°	TDZE	N/A
Chan 121		Apt Elev	572

VOR-A

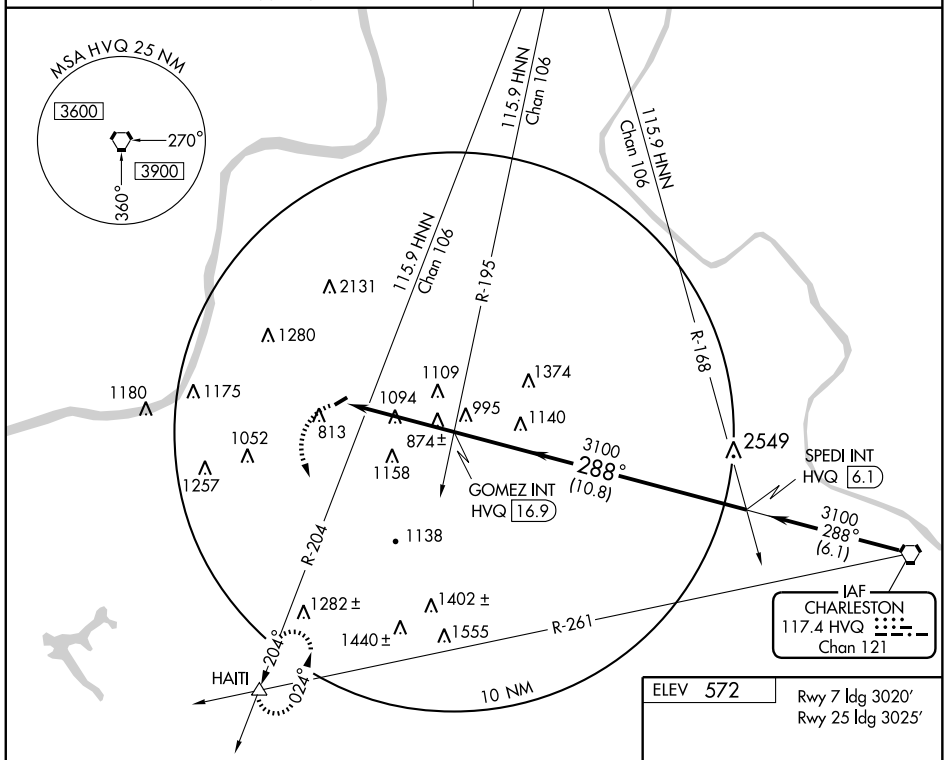
MILTON/ONA AIRPARK (12V)

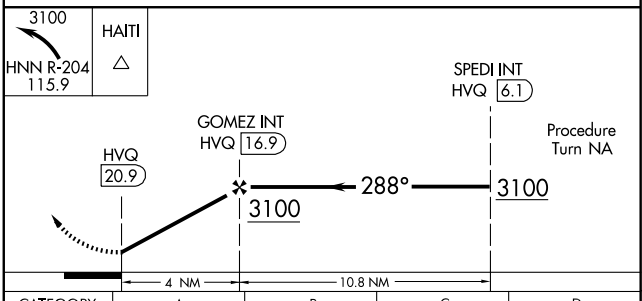
Use Huntington altimeter setting.
Circling not authorized Northwest of Rwy 7-25.
Procedure not authorized at night.

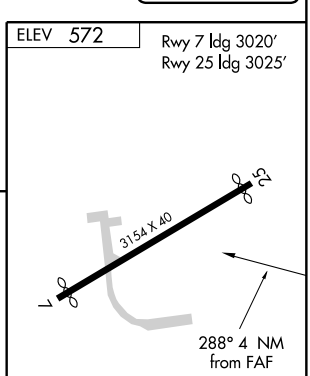
NA

MISSED APPROACH: Climbing left turn to 3100 via HNN R-204 to HAITI Int and hold.

CHARLESTON APP CON	UNICOM
124.1 269.125	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 928 (1000-1¼)	NA		

FAF to MAP 4 NM

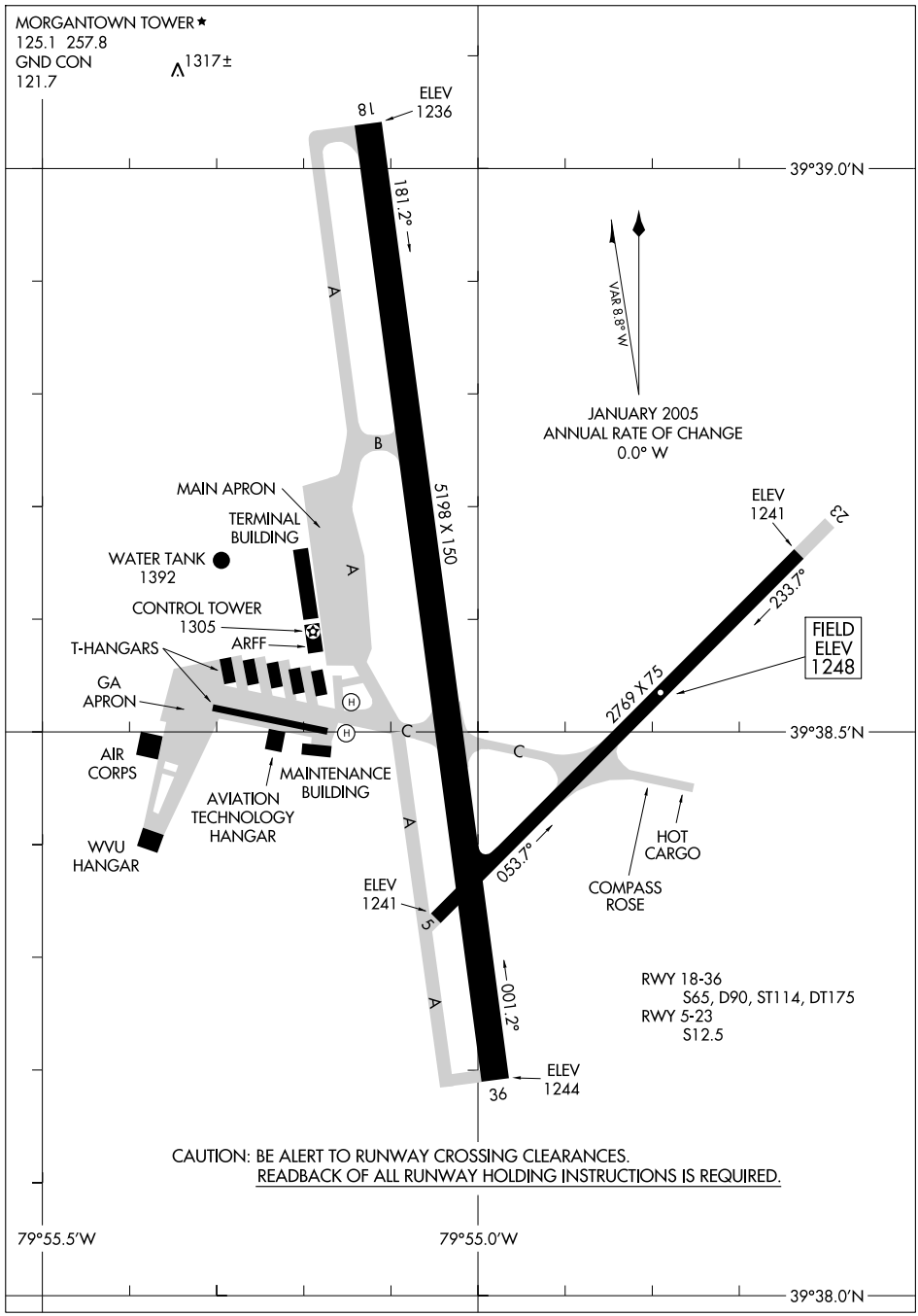
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-4, 14 JAN 2010 to 11 FEB 2010

06271

AIRPORT DIAGRAM

MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)
AL-479 (FAA)
MORGANTOWN, WEST VIRGINIA



NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-MGW	APP CRS	Rwy ldg	5199
108.5	181°	TDZE	1240
		Apt Elev	1248

ILS or LOC RWY 18

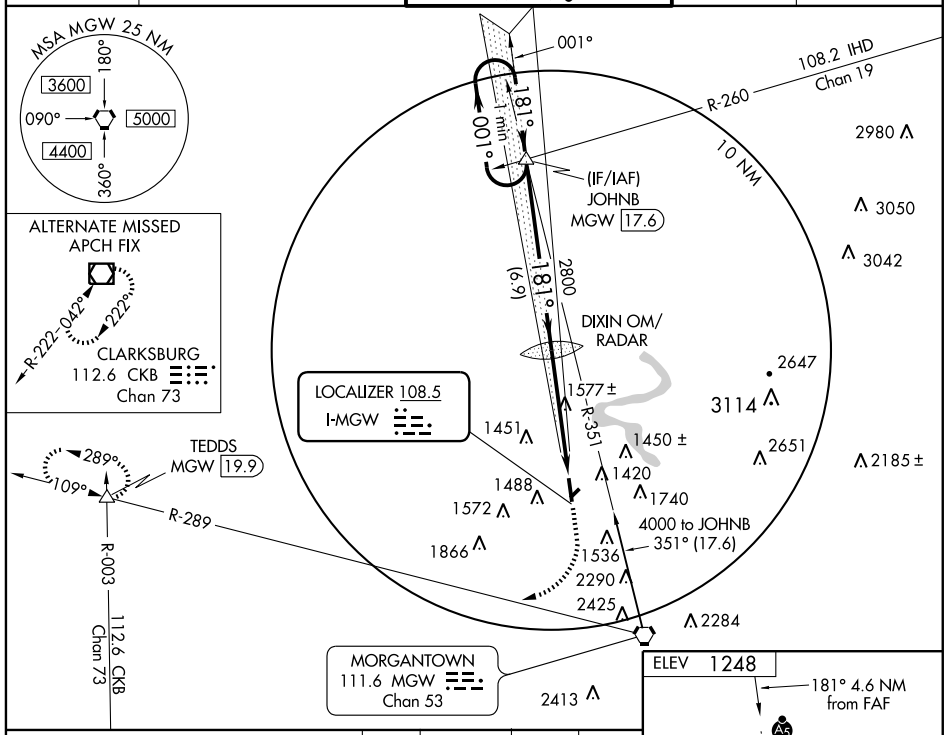
MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

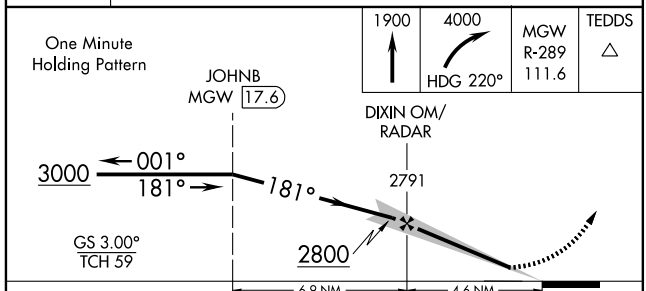
When local altimeter setting not received, use Clarksburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LOC Cat C, D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Clarksburg altimeter setting increase ILS all Cats visibility ½ mile

MALSR

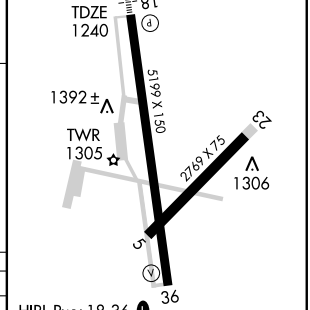
MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 220° and MGW R-289 to TEDDS INT/MGW 19.9 DME and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 269.375	125.1 (CTAF) L 257.8	121.7	122.95





1900	4000	MGW	TEDDS
↑	HDG 220°	R-289	△
		111.6	



HIRL Rwy 18-36 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-ILS 18	1440-½ 200 (200-½)			
S-LOC 18	1840-½ 600 (600-½)		1840-1 600 (600-1)	1840-1¼ 600 (600-1¼)
CIRCLING	1840-1 592 (600-1)		1840-1½ 592 (600-1½)	2100-2¾ 852 (900-2¾)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-4. 14 JAN 2010 to 11 FEB 2010

APP CRS		
016°	Rwy Idg	5199
	TDZE	1244
	Apt Elev	1248

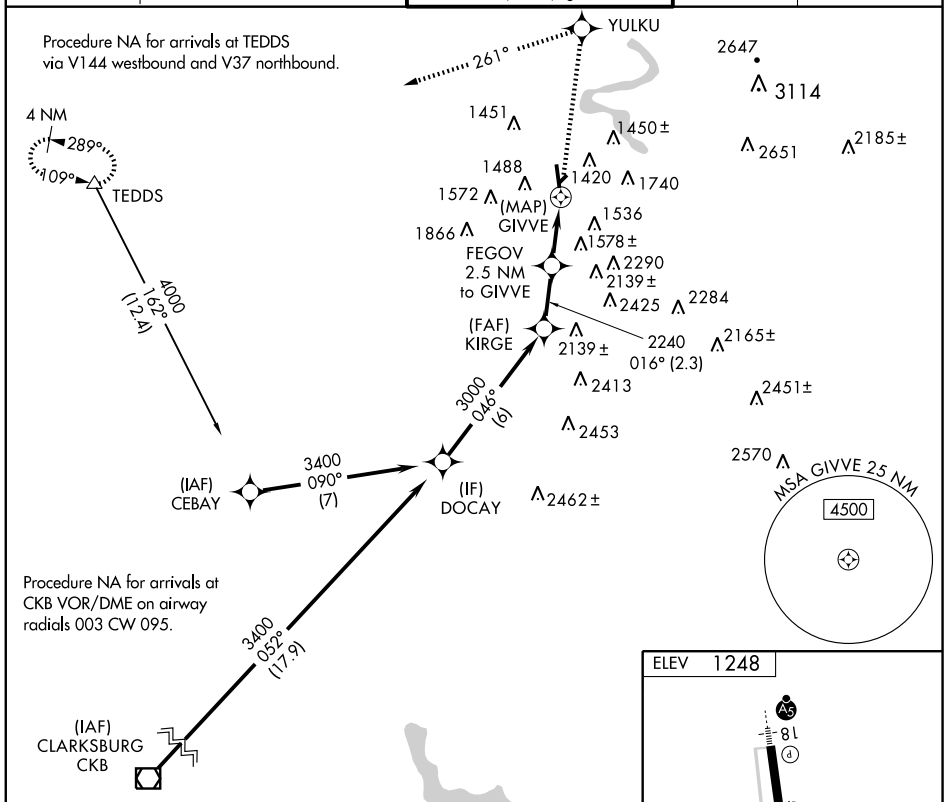
RNAV (GPS) RWY 36

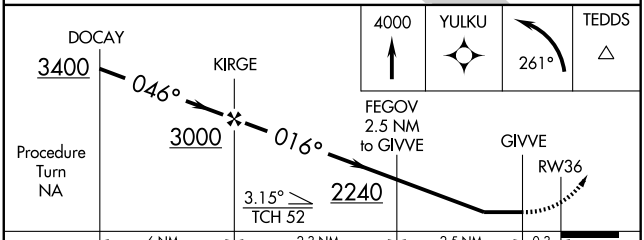
MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

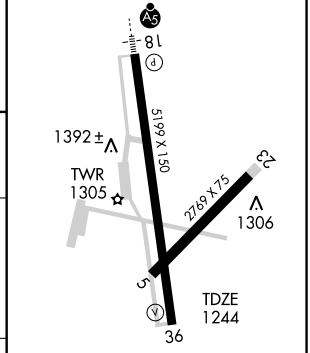
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwys 23 and 36 NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 80 feet. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 4000 direct YULKU and left turn via 261° track to TEDDS and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 269.375	125.1 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
LNAV MDA	1760-1	516 (600-1)	1760-1½ 516 (600-1½)	1760-1¾ 516 (600-1¾)
CIRCLING	1800-1	552 (600-1)	1800-1½ 552 (600-1½)	2100-2¾ 852 (900-2¾)

HIRL Rwy 18-36 L
MIRL Rwy 5-23 L
016° to GIVVE

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS		
181°	Rwy Idg	5199
	TDZE	1240
	Apt Elev	1248

RNAV (GPS) Y RWY 18

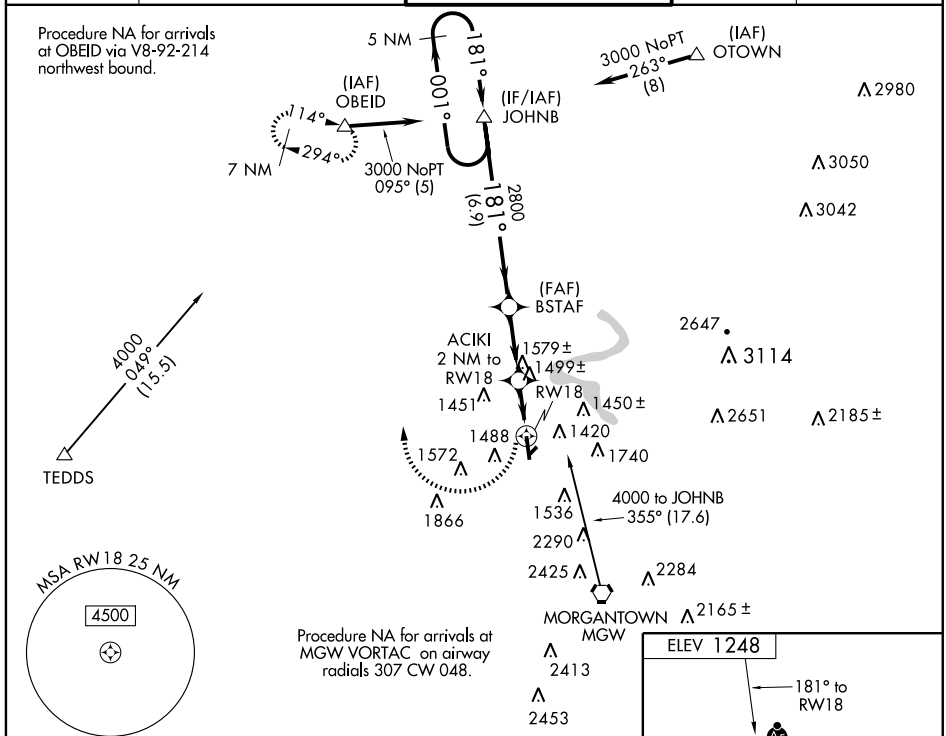
MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

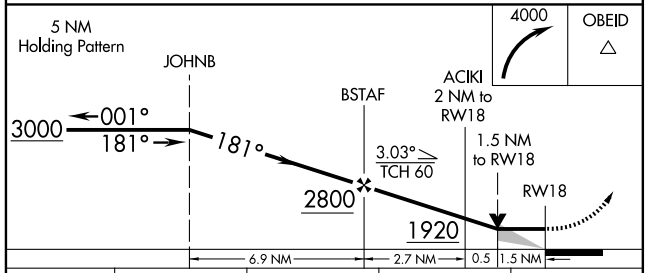
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA 80 feet and Circling Cat. C, D visibility ¼ mile. VDP NA when using Clarksburg altimeter setting.

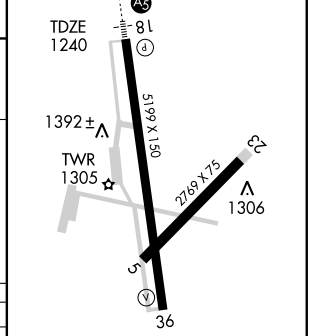
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct OBEID and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 269.375	125.1 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
LNAV MDA	1760-½	520 (600-½)	1760-1 520 (600-1)	1760-1¼ 520 (600-1¼)
CIRCLING	1800-1	552 (600-1)	1800-1½ 552 (600-1½)	2100-2¾ 852 (900-2¾)

HIRL Rwy 18-36 L
MIRL Rwy 5-23 L

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50412 W18A	APP CRS 181°	Rwy Idg 5199 TDZE 1240 Apt Elev 1248

RNAV (GPS) Z RWY 18

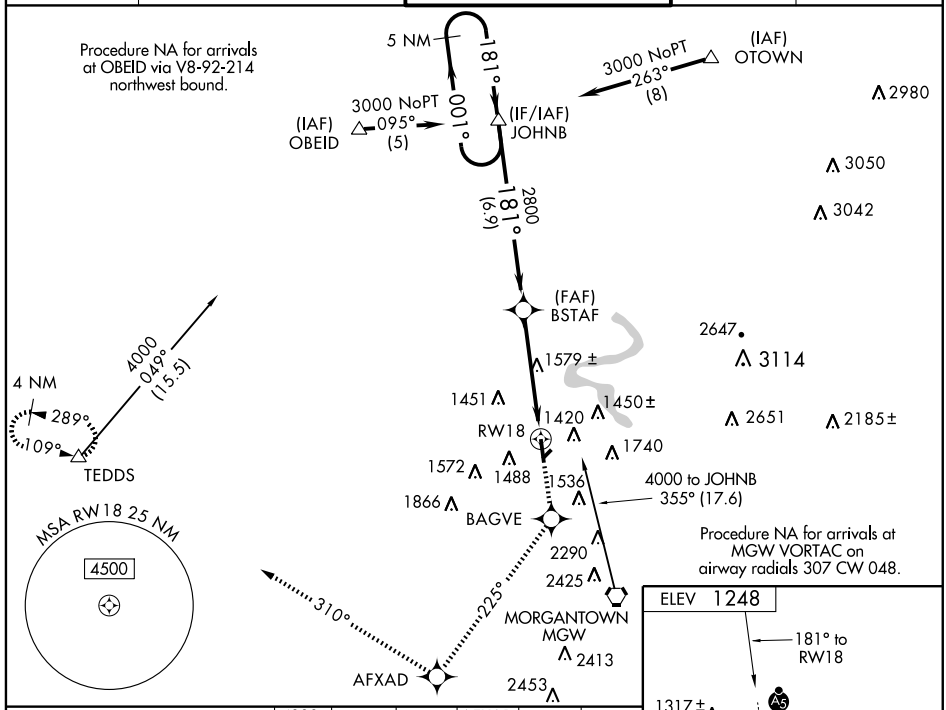
MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

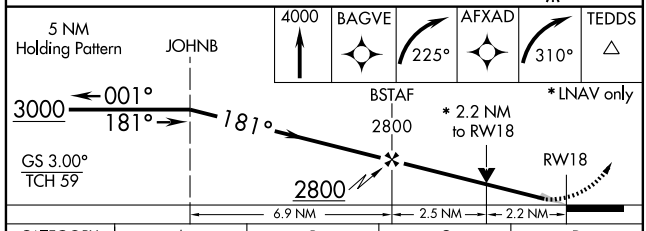
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Clarksburg altimeter setting increase all DA 63 feet and MDA 80 feet and increase visibility LVAV/VNAV ¼ mile all Cats, LNAV Cat. A, C, D and Circling Cat. C, D ¼ mile. For inoperative MALSR when using Clarksburg altimeter setting increase visibility LPV ½ mile all Cats. Baro-VNAV and VDP NA when using Clarksburg altimeter setting.

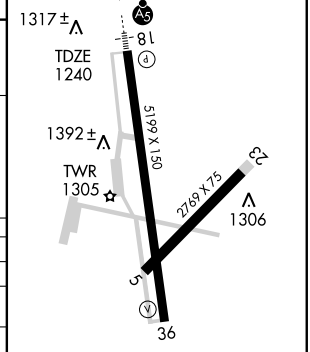
MALSR

MISSED APPROACH: Climb to 4000 direct BAGVE and right turn via 225° track to AFXAD and right turn via 310° track to TEDDS and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 269.375	125.1 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
LPV DA		1440-½	200 (200-½)	
LNAV/VNAV DA		1869-1¾	629 (700-1¾)	
LNAV MDA	2000-½ 760 (800-½)	2000-¾ 760 (800-¾)	2000-1¾ 760 (800-1¾)	2000-2 760 (800-2)
CIRCLING	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	2000-2¼ 752 (800-2¼)	2100-2¾ 852 (900-2¾)

NE-4. 14 JAN 2010 to 11 FEB 2010

VORTAC MGW	APP CRS	Rwy ldg	N/A
111.6 Chan 53	337°	TDZE	N/A
		Apt Elev	1248

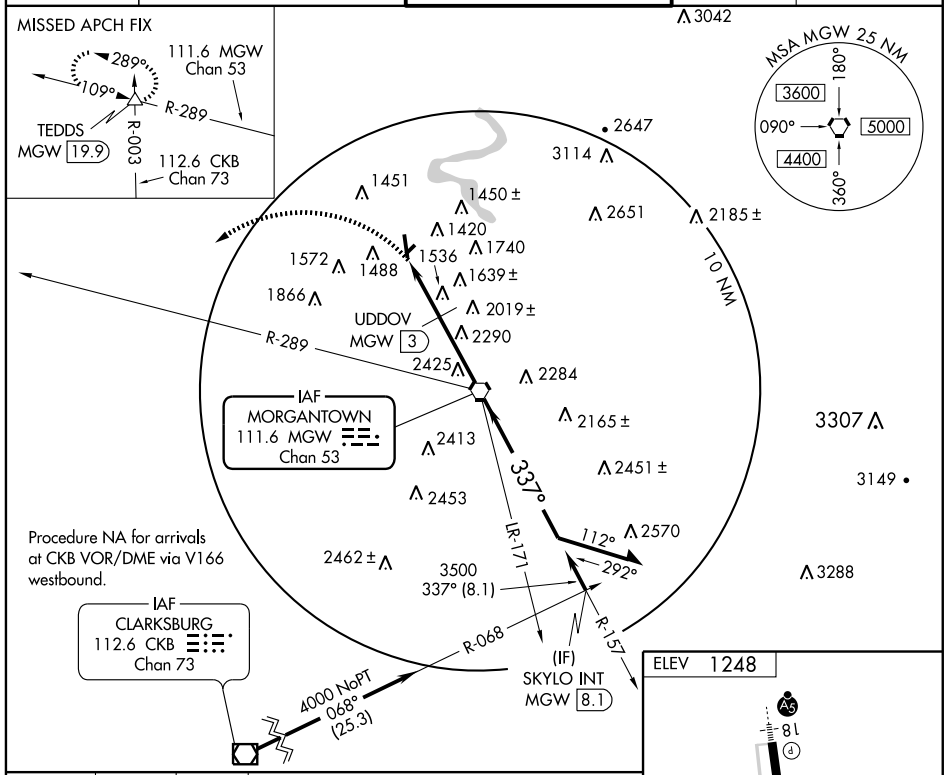
VOR-A

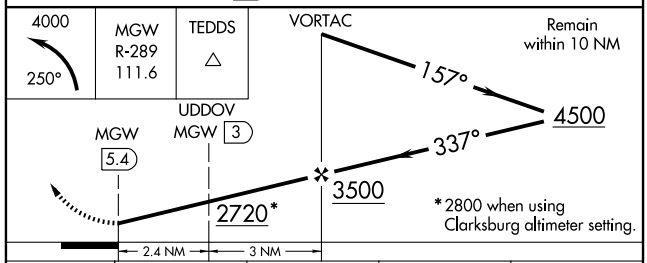
MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

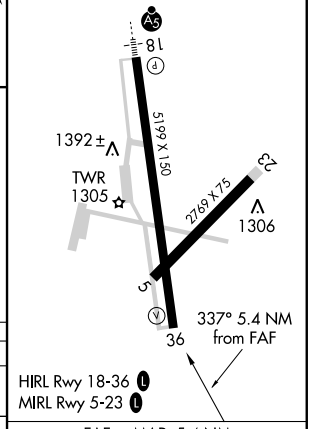
If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 4000 via heading 250° and MGW R-289 to TEDDS INT/19.9 DME and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 269.375	125.1 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
CIRCLING	2720-1¼ 1472 (1500-1¼)	2720-1½ 1472 (1500-1½)	2720-3 1472 (1500-3)	

UDDOV FIX MINIMUMS			
CIRCLING	1900-1 652 (700-1)	1900-1¾ 652 (700-1¾)	2100-2¾ 852 (900-2¾)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-4. 14 JAN 2010 to 11 FEB 2010

MOUNDSVILLE, WEST VIRGINIA AL-6834 (FAA)

APP CRS		
060°	Rwy Idg	3302
	TDZE	1214
	Apt Elev	1214

RNAV (GPS) RWY 6

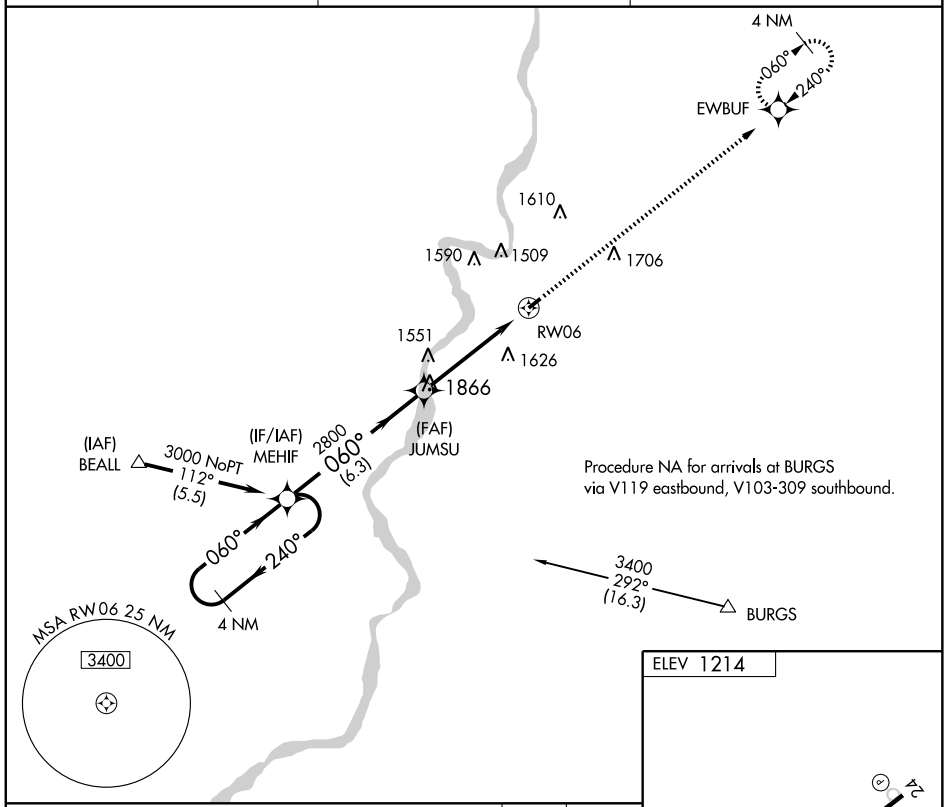
MOUNDSVILLE/ MARSHALL COUNTY (MPG)

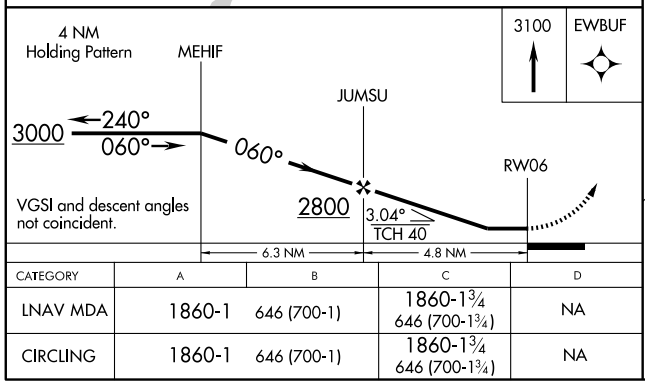
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

NA

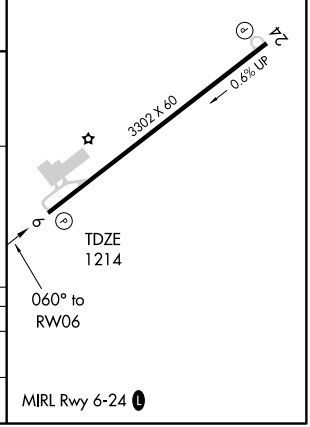
MISSED APPROACH: Climb to 3100 direct EWBUF and hold.

ASOS-3	CLEVELAND CENTER	UNICOM
119.05	120.4 257.975	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1860-1	646 (700-1)	1860-1¾ 646 (700-1¾)	NA
CIRCLING	1860-1	646 (700-1)	1860-1¾ 646 (700-1¾)	NA



MIRL Rwy 6-24 L

NE-4. 14 JAN 2010 to 11 FEB 2010

MOUNDSVILLE, WEST VIRGINIA AL-6834 (FAA)

RNAV (GPS) RWY 24

MOUNDSVILLE/ MARSHALL COUNTY (MPG)

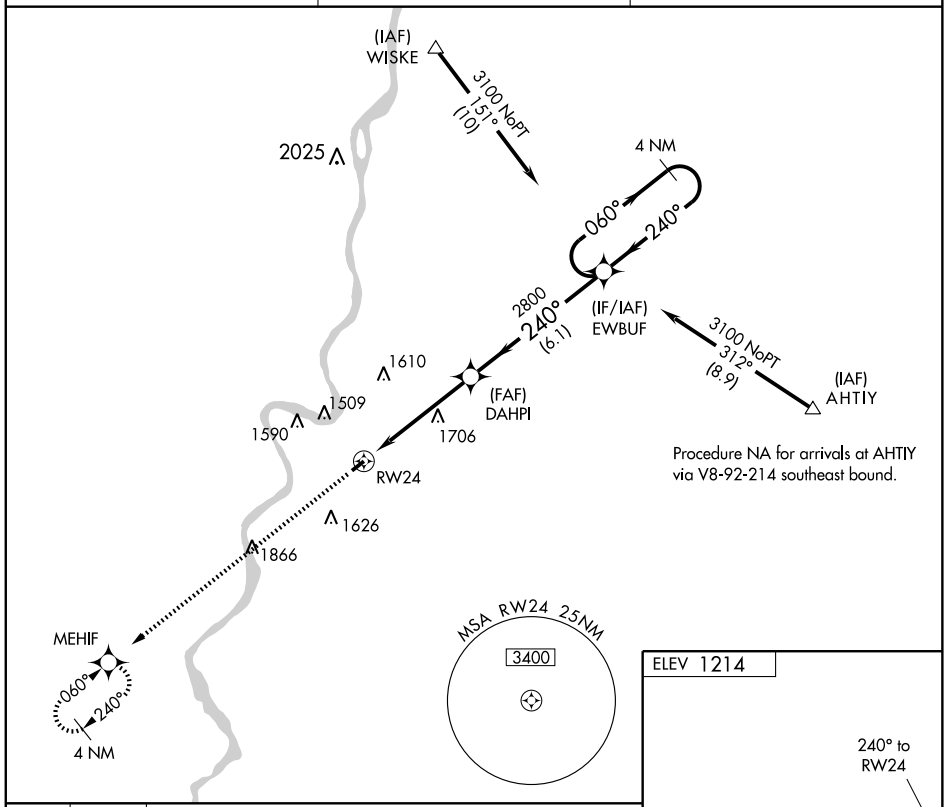
APP CRS	Rwy Idg	3302
240°	TDZE	1213
	Apt Elev	1214

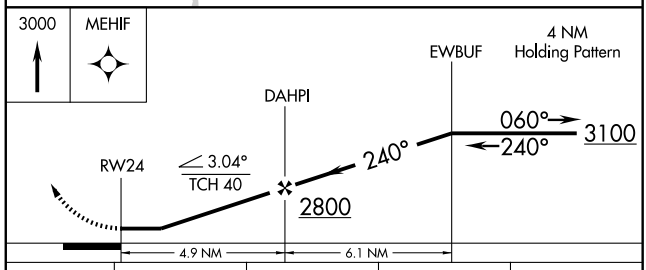
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet.

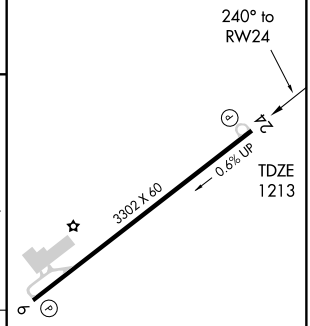
NA

MISSED APPROACH: Climb to 3000 direct MEHIF and hold.

ASOS-3	CLEVELAND CENTER	UNICOM
119.05	120.4 257.975	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1960-1 747 (800-1)	1960-1¼ 747 (800-1¼)	1960-2¼ 747 (800-2¼)	NA
CIRCLING	1960-1 746 (800-1)	1960-1¼ 746 (800-1¼)	1960-2¼ 746 (800-2¼)	NA

MIRL Rwy 6-24 L

NE-4. 14 JAN 2010 to 11 FEB 2010

VOR/DME AIR	APP CRS	Rwy Idg	N/A
117.1 Chan 118	162°	TDZE	N/A
		Apt Elev	1214

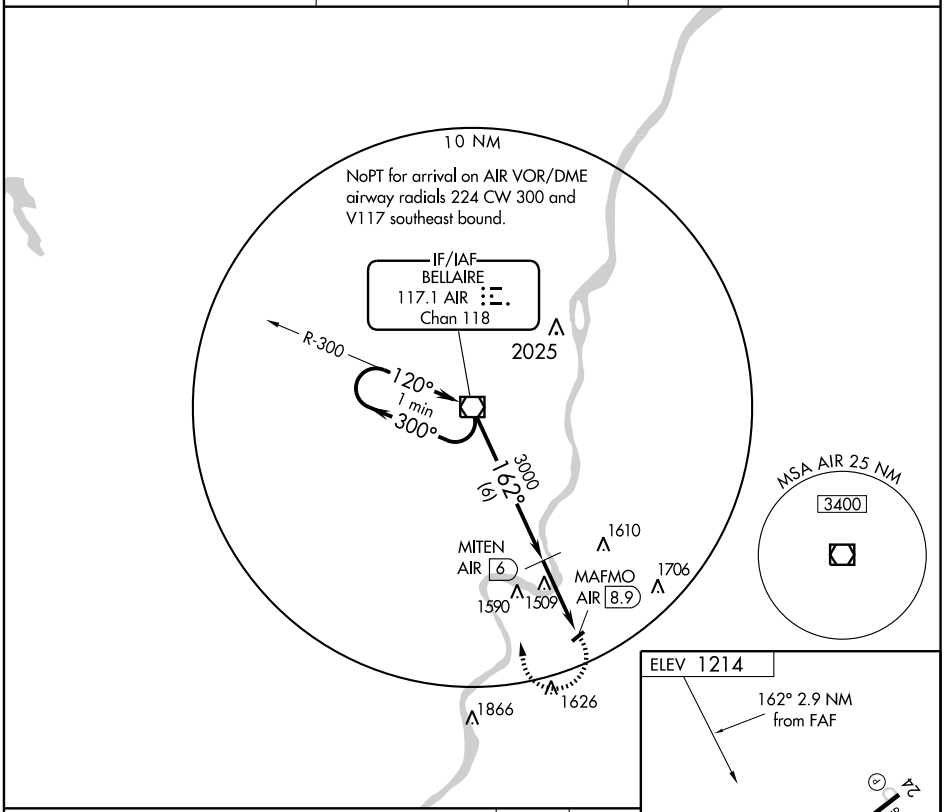
VOR/DME-A

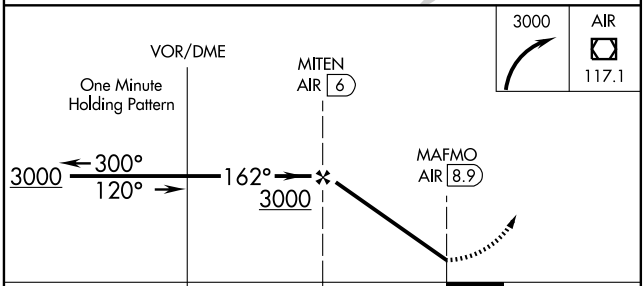
MOUNDSVILLE/ MARSHALL COUNTY (MPG)

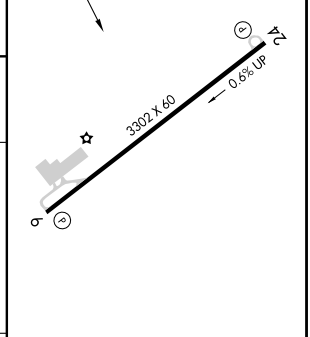
When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet and Cat B/C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct AIR VOR/DME and hold.

ASOS-3	CLEVELAND CENTER	UNICOM
119.05	120.4 257.975	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1900-1	686 (700-1)	1900-2 686 (700-2)	NA

MIRL Rwy 6-24 L

NE-4, 14 JAN 2010 to 11 FEB 2010

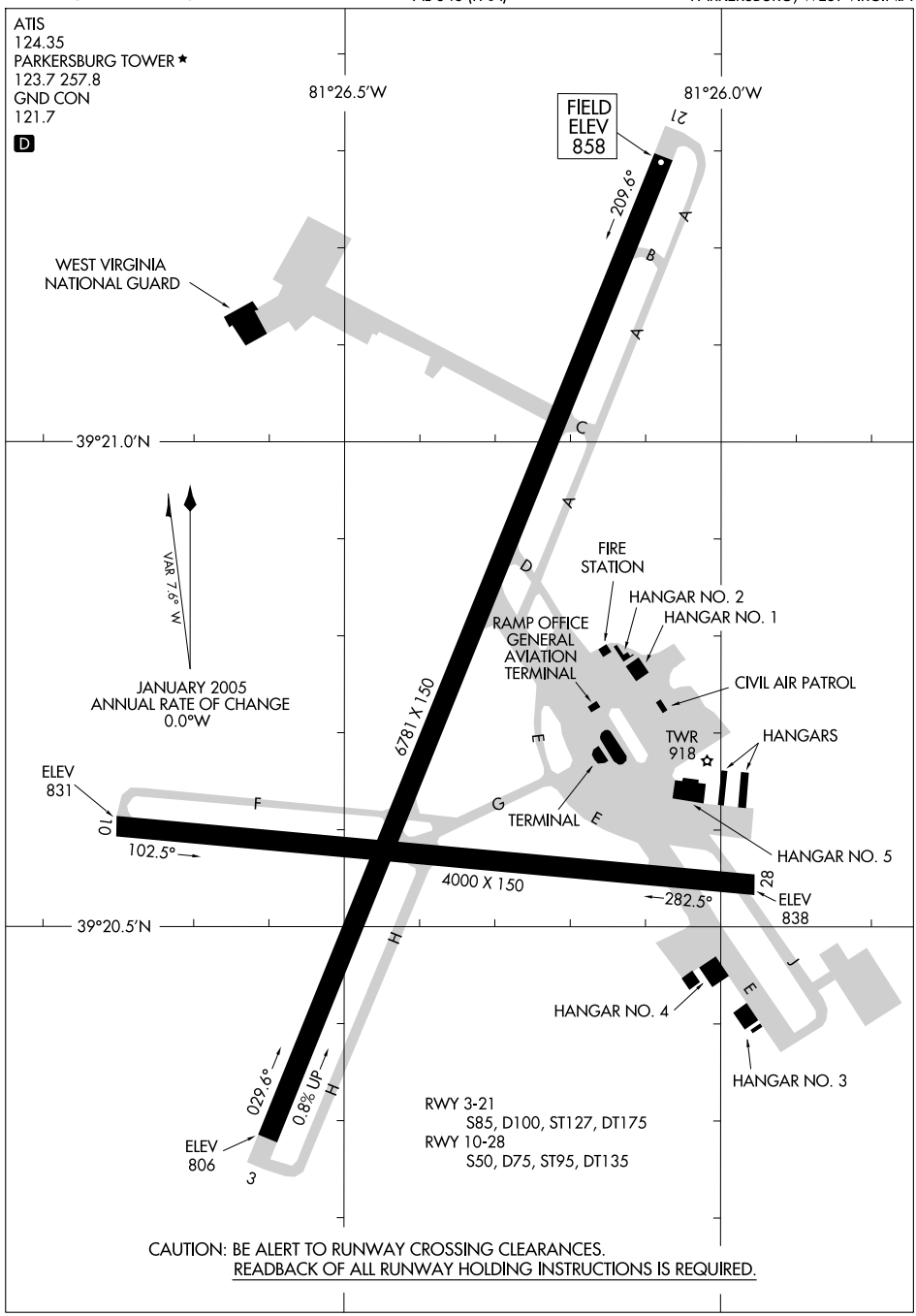
09351

AIRPORT DIAGRAM

PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

AL-646 (FAA)

PARKERSBURG, WEST VIRGINIA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-PKB	APP CRS	Rwy Idg	6781
110.7	027°	TDZE	831
		Apt Elev	858

ILS or LOC RWY 3

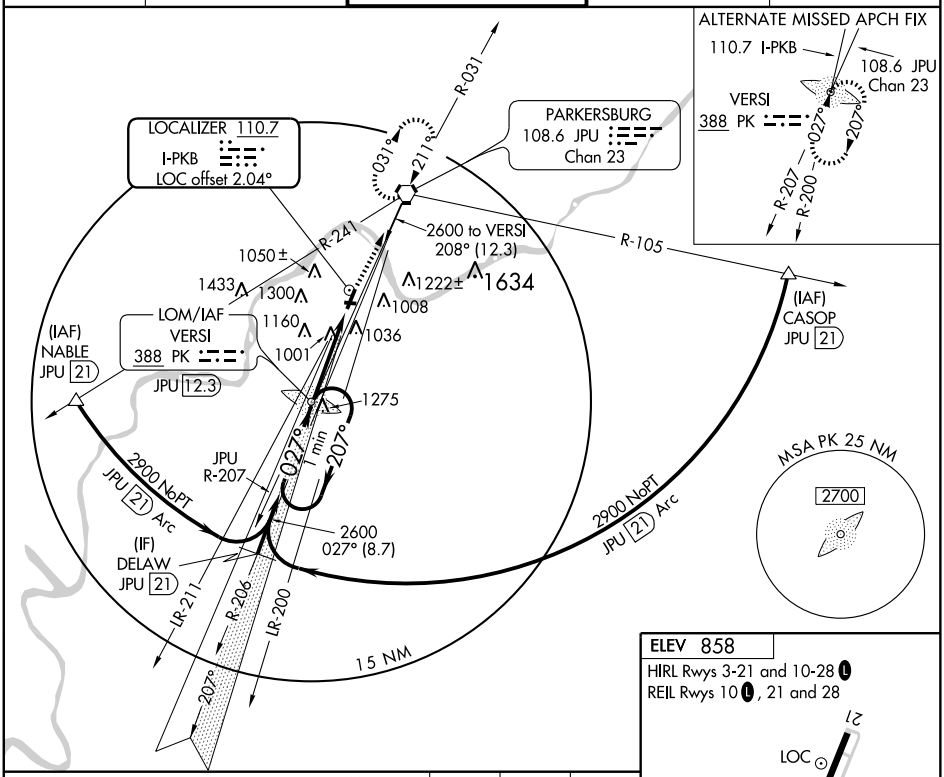
PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

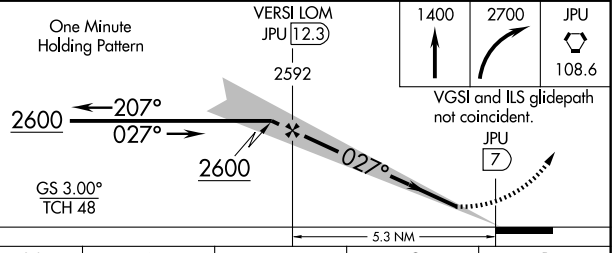
When local altimeter setting not received, use Athens OH altimeter setting and increase all DA/MDA 100 feet and S-ILS 3 All Cats visibility ¼ mile, and S-LOC 3 Cat C and D visibility ¼ mile, Circling Cat C/D visibility ¼ mile. For inoperative MALSR when using Athens OH altimeter setting increase S-ILS 3 All Cats visibility ½ mile.

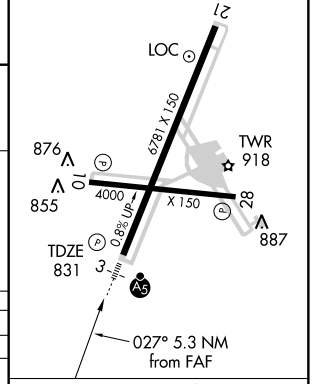
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct JPU VORTAC and hold.

ATIS	INDIANAPOLIS CENTER	PARKERSBURG TOWER★	GND CON	UNICOM
124.35	125.55 398.9	123.7 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 3	1081/24 250 (300-½)			
S-LOC 3	1260/24 429 (500-½)		1260/40 429 (500-¾)	1260/50 429 (500-1)
CIRCLING	1380-1 522 (600-1)	1420-1 562 (600-1)	1420-1½ 562 (600-1½)	1460-2 602 (700-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6781
CH 77906	029°	TDZE	831
W03A		Apt Elev	858

RNAV (GPS) RWY 3

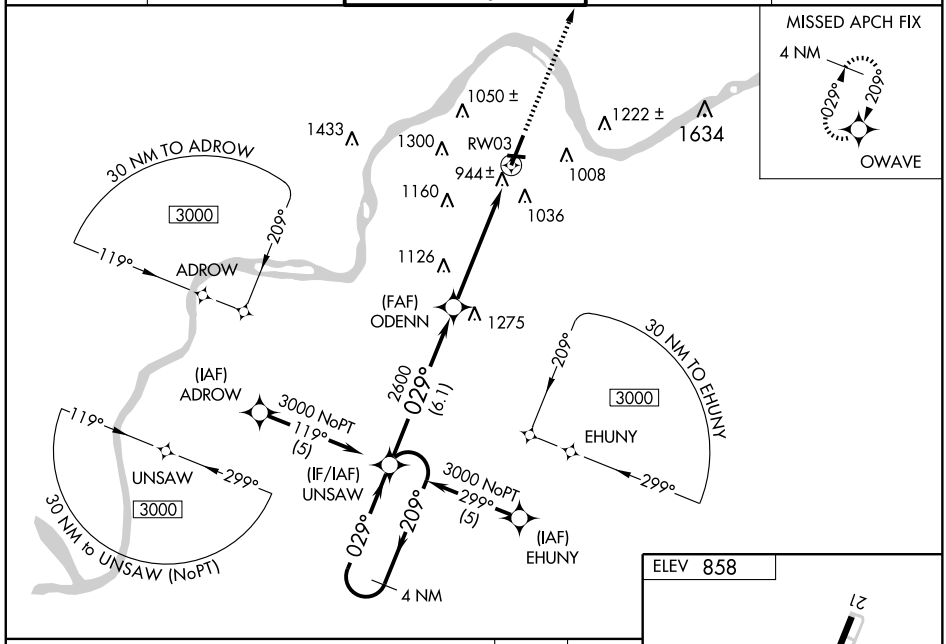
PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

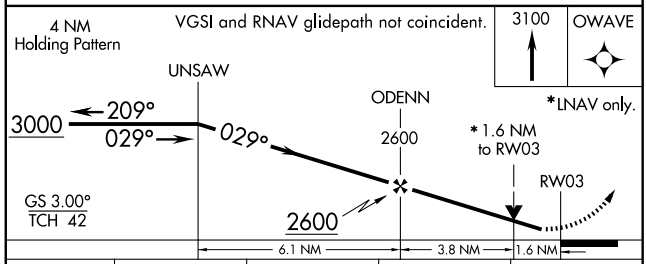
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV and VDP NA when using Jackson County altimeter setting.
When local altimeter setting not received, use Jackson County altimeter setting and increase all DAs/MDAs 100 feet. Increase all visibilities ¾ mile.
Inoperative table does not apply when using Jackson County altimeter setting.
For inoperative MALSR increase LPV visibility all Cats to 1½ and LNAV Cats A/B to RVR 5000.

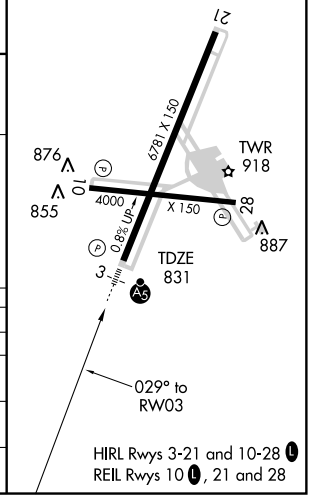
MALSR

MISSED APPROACH: Climb to 3100 direct OWAVE and hold.

ATIS	INDIANAPOLIS CENTER	PARKERSBURG TOWER★	GND CON	UNICOM
124.35	125.55 398.9	123.7 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	1217/50 386 (400-1)			
LNAV/VNAV DA	1478-2 647 (700-2)			
LNAV MDA	1380/40 549 (600-¾)		1380/50 549 (600-1)	1380/60 549 (600-1¼)
CIRCLING	1440-1 582 (600-1)		1440-1½ 582 (600-1½)	1460-2 602 (700-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6781
209°	TDZE	857
	Apt Elev	858

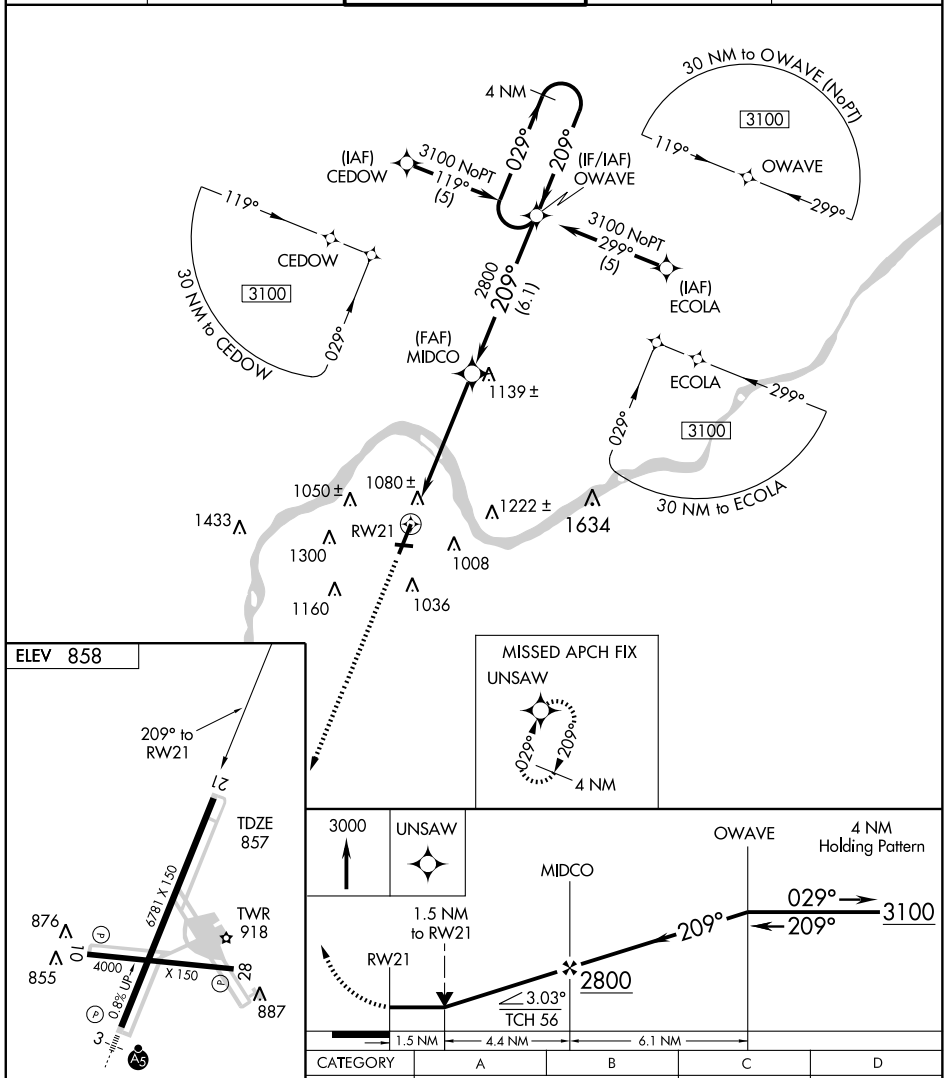
RNAV (GPS) RWY 21

PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jackson County altimeter setting and increase all MDAs 100 feet. Increase Cat C/D visibilities ½ mile.
VDP NA with Jackson County altimeter setting.

MISSED APPROACH: Climb to 3000 direct UNSAW and hold.

ATIS	INDIANAPOLIS CENTER	PARKERSBURG TOWER★	GND CON	UNICOM
124.35	125.55 398.9	123.7 (CTAF) L 257.8	121.7	122.95



HIRL Rwys 3-21 and 10-28 L
REIL Rwys 10 L, 21 and 28

CATEGORY	A	B	C	D
LNAV MDA	1380-1	523 (600-1)	1380-1½ 523 (600-1½)	1380-1¾ 523 (600-1¾)
CIRCLING	1440-1	582 (600-1)	1440-1½ 582 (600-1½)	1460-2 602 (700-2)

NE-4. 14 JAN 2010 to 11 FEB 2010

VORTAC JPU	APP CRS	Rwy Idg 6781
108.6	211°	TDZE 857
Chan 23		Apt Elev 858

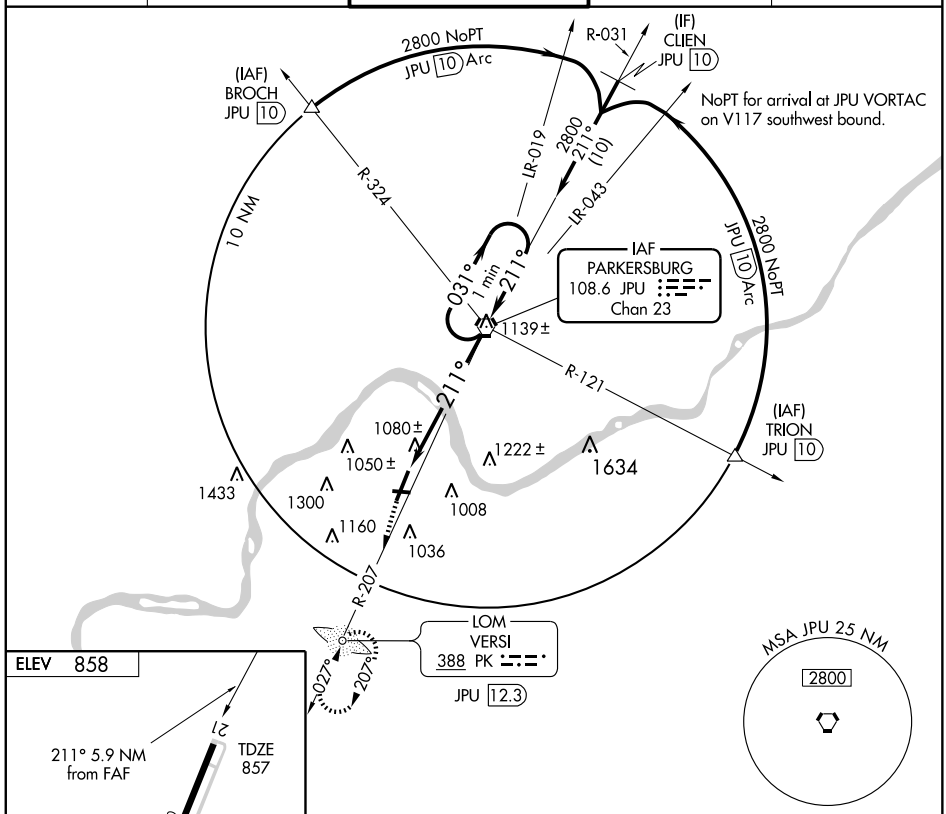
VOR RWY 21

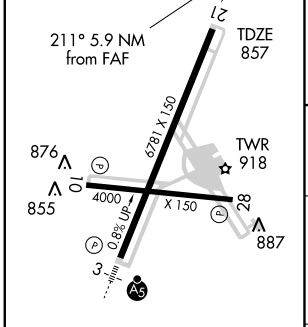
PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

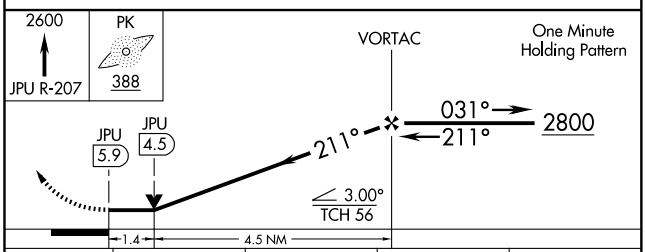
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jackson County altimeter setting and increase all MDAs 100 feet. Increase Cat C/D visibilities ½ mile.
VDP NA when using Jackson County altimeter setting. ADF or DME Required.

MISSED APPROACH: Climb to 2600 via JPU VORTAC R-207 to VERSI LOM/JPU 12.3 DME and hold.

ATIS	INDIANAPOLIS CENTER	PARKERSBURG TOWER★	GND CON	UNICOM
124.35	125.55 398.9	123.7 (CTAF) L 257.8	121.7	122.95







HIRL Rwys 3-21 and 10-28 L
REIL Rwys 10 L, 21 and 28

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-21	1380-1 523 (600-1)		1380-1½ 523 (600-1½)	1380-1¾ 523 (600-1¾)
CIRCLING	1440-1 582 (600-1)		1440-1½ 582 (600-1½)	1460-2 602 (700-2)

NE-4, 14 JAN 2010 to 11 FEB 2010

PETERSBURG, WEST VIRGINIA

AL-6500 (FAA)

APP CRS	Rwy Idg	5000
295°	TDZE	957
	Apt Elev	960

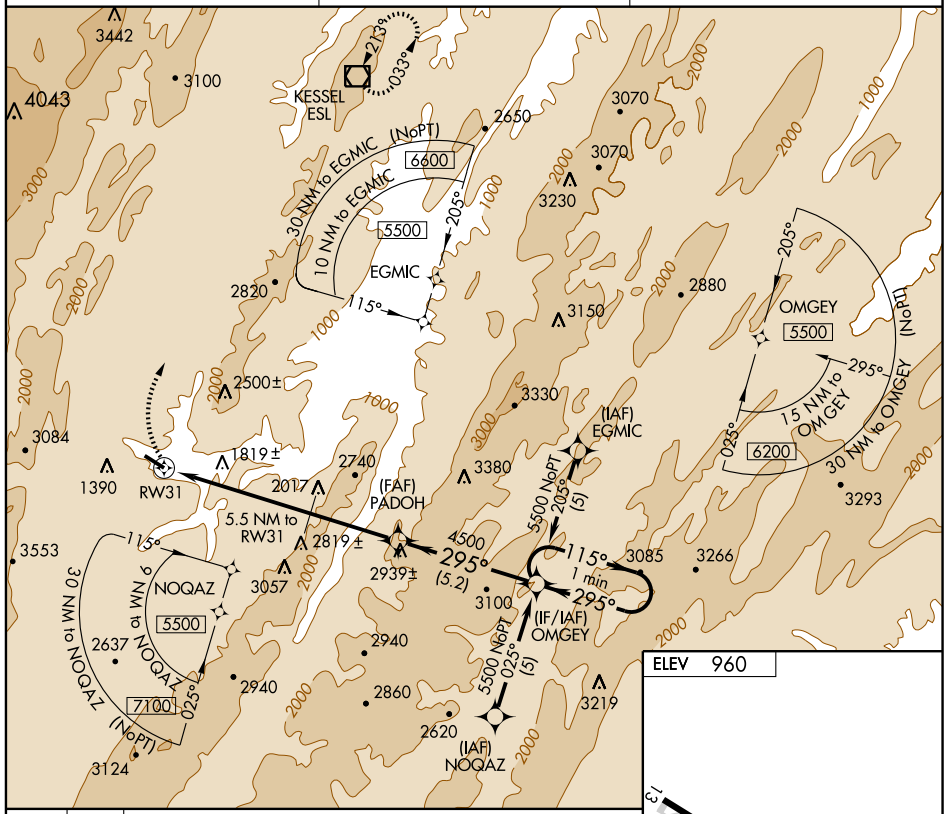
GPS RWY 31

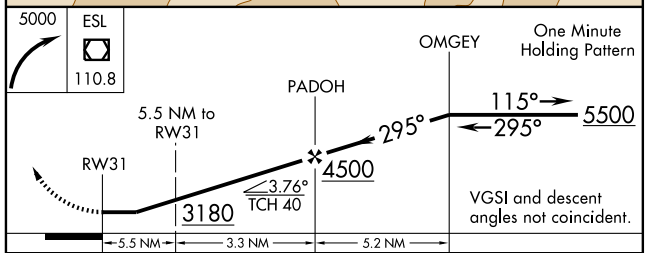
PETERSBURG / GRANT COUNTY (W99)

NA

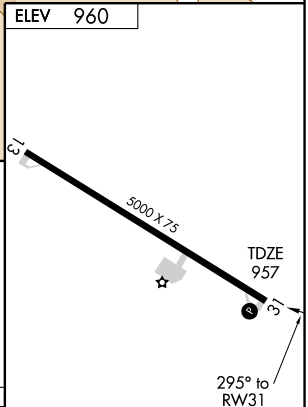
MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.475	133.65 285.6	122.8 L (CTAF)





CATEGORY	A	B	C	D
S-31	2380-1¼ 1423 (1500-1¼)	2380-1½ 1423 (1500-1½)	2380-3 1423 (1500-3)	
CIRCLING	2380-1¼ 1420 (1500-1¼)	2380-1½ 1420 (1500-1½)	2380-3 1420 (1500-3)	2440-3 1480 (1500-3)



REIL Rwy 31 L

MIRL Rwy 13-31 L

NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-IYQ	APP CRS	Rwy Idg	N/A
111.5	285°	TDZE	N/A
Chan 52		Apt Elev	960

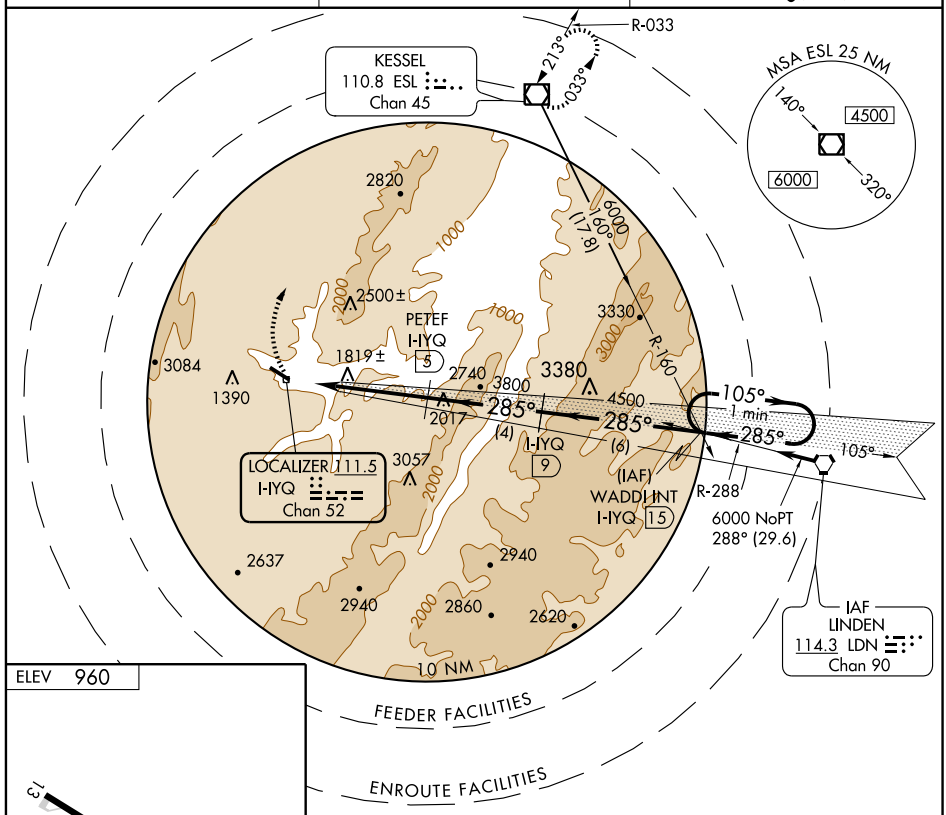
LDA/DME-B

PETERSBURG / GRANT COUNTY (W99)

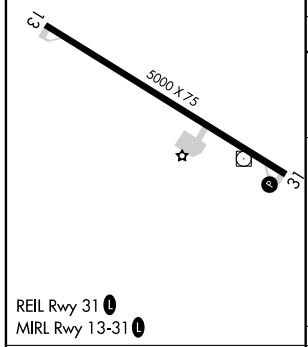
NA

MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

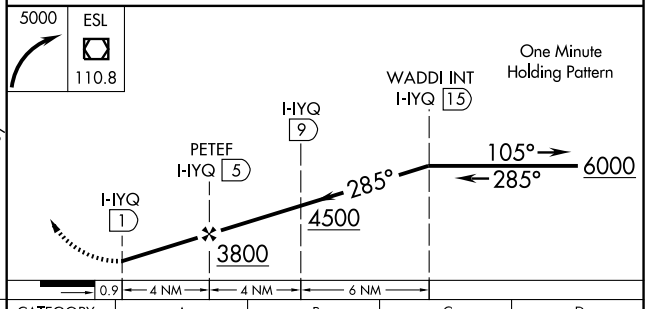
AWOS-3	WASHINGTON CENTER	UNICOM
124.475	133.65 285.6	122.8 L (CTAF)



ELEV 960



REIL Rwy 31 L
MIRL Rwy 13-31 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 1240 (1300-1¼)	2200-1½ 1240 (1300-1½)	2200-3 1240 (1300-3)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

PETERSBURG, WEST VIRGINIA

AL-6500 (FAA)

VOR/DME ESL	APP CRS	Rwy Idg	N/A
110.8	213°	TDZE	N/A
Chan 45		Apt Elev	960

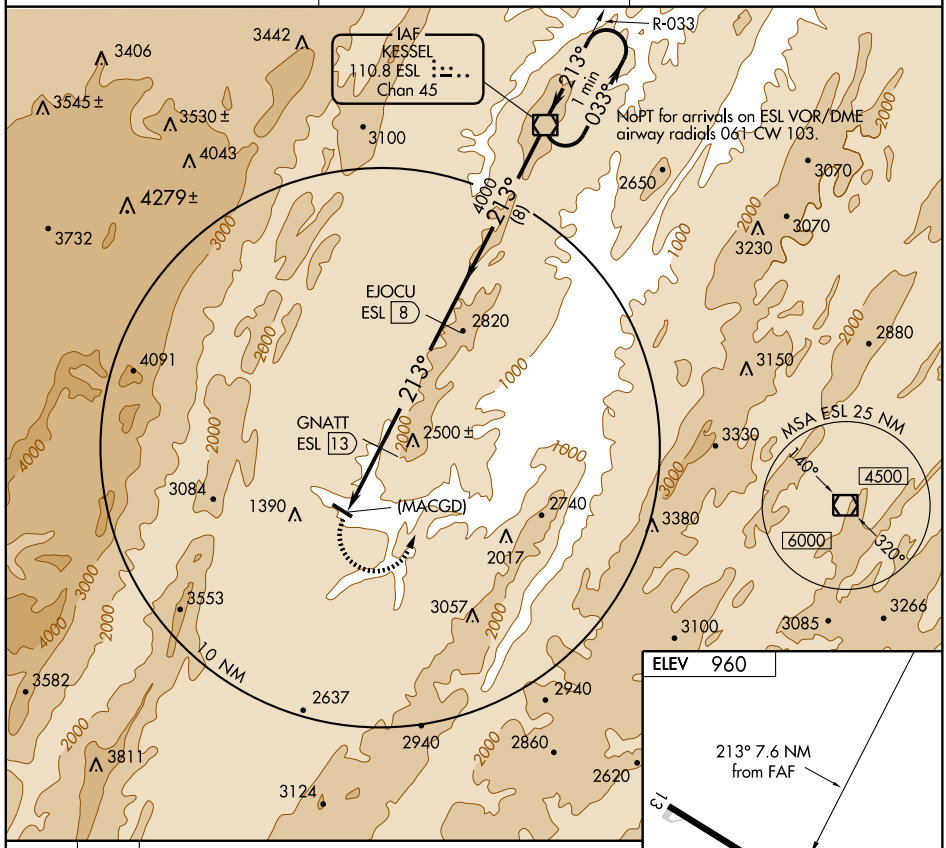
VOR/DME or GPS-A

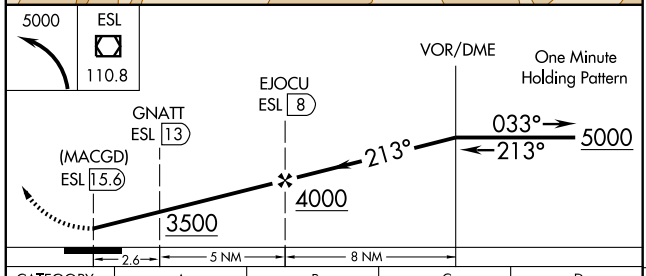
PETERSBURG / GRANT COUNTY (W99)

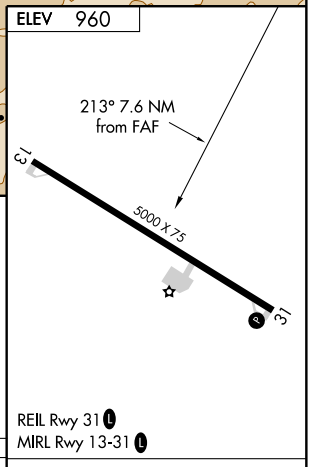
NA

MISSED APPROACH: Climbing left turn to 5000 direct ESL VOR/DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.475	133.65 285.6	122.8 L (CTAF)







REIL Rwy 31 L

MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
CIRCLING	3100-1¼ 2140 (2200-1¼)	3100-1½ 2140 (2200-1½)	3100-3 2140 (2200-3)	NA

Knots	60	90	120	150	180
Min:Sec					

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3135
083°	TDZE	1755
	Apt Elev	1755

RNAV (GPS) RWY 8

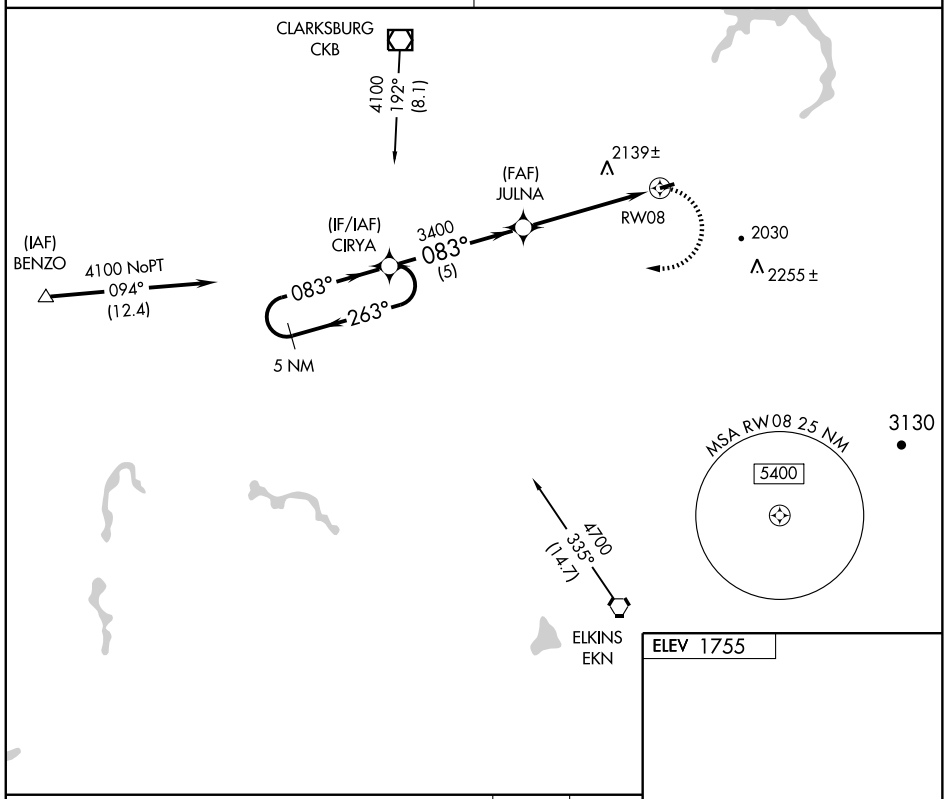
PHILIPPI/ BARBOUR COUNTY RGNL (79D)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Clarksburg altimeter setting, when not received, use Buckhannon altimeter setting and increase LNAV Cat A/B MDA 20 feet.

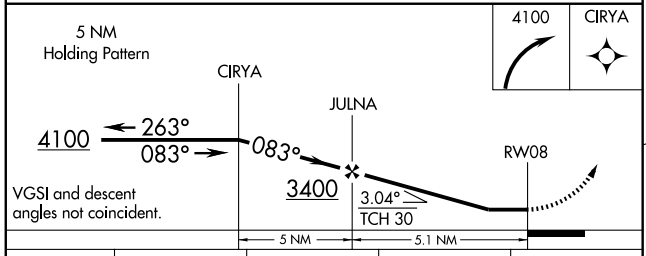
NA

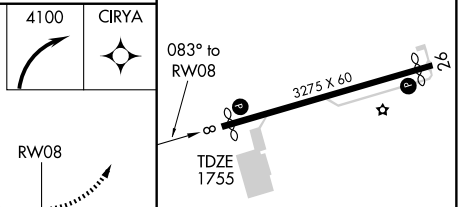
MISSED APPROACH: Climbing right turn to 4100 direct CIRYA and hold.

CLARKSBURG APP CON	CTAF
121.15 269.375	122.9 L



ELEV 1755





CATEGORY	A	B	C	D
LNAV MDA	2460-1	705 (800-1)	NA	
CIRCLING	2520-1 765 (800-1)	2520-1¼ 765 (800-1¼)	NA	

REIL Rwy 8 L
MIRL Rwys 8-26 L

NE-4. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3050
249°	TDZE	1755
	Apt Elev	1755

RNAV (GPS) RWY 26

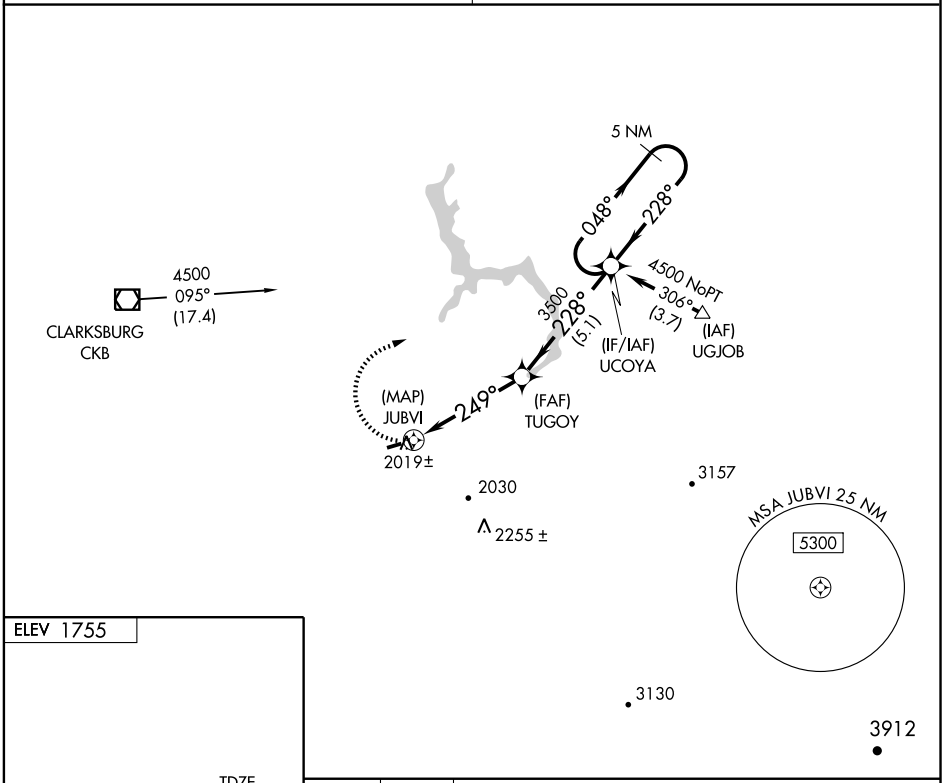
PHILIPPI/ BARBOUR COUNTY RGNL (79D)

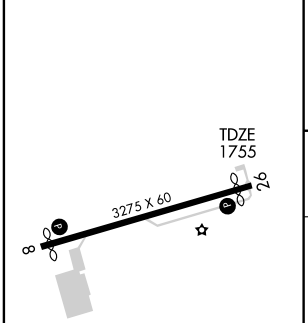
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Clarksburg altimeter setting, when not received, use Buckhannon altimeter setting.

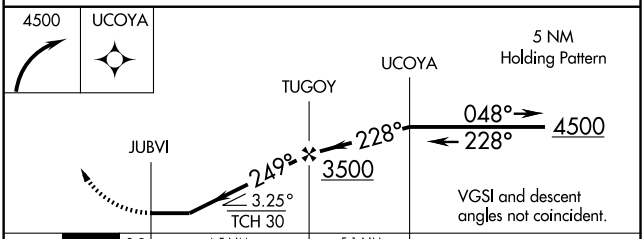
MISSED APPROACH: Climbing right turn to 4500 direct UCOYA and hold.

CLARKSBURG APP CON
121.15 269.375

CTAF
122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	2460-1	705 (800-1)	NA	
CIRCLING	2520-1 765 (800-1)	2520-1¼ 765 (800-1¼)	NA	

REIL Rwy 8 (L)
MIRL Rwys 8-26 (L)

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3701
074°	TDZE	1770
	Apt Elev	1783

GPS RWY 8

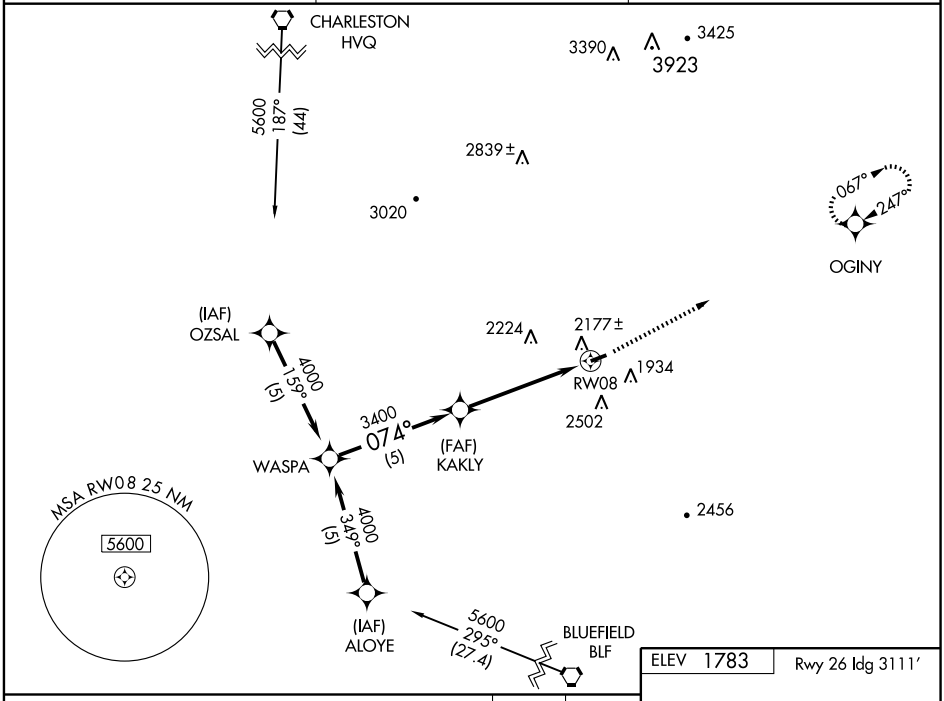
PINEVILLE/ KEE FIELD (I16)

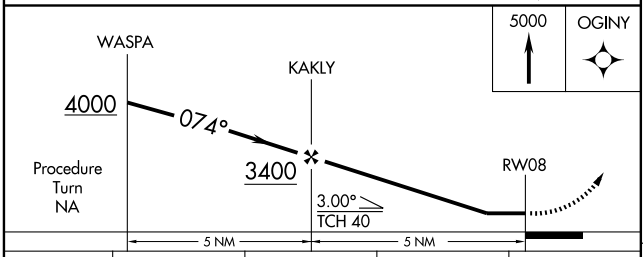
NA

Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct OGINY WP and hold.

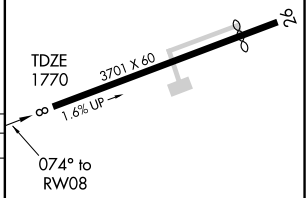
AWOS-3	CHARLESTON APP CON	UNICOM
120.625	118.95 269.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-8	2460-1 690 (700-1)		2460-2 690 (700-2)	NA
CIRCLING	2620-1 837 (900-1)	2620-1¼ 837 (900-1¼)	2620-2½ 837 (900-2½)	NA
BECKLEY ALTIMETER SETTING MINIMUMS				
S-8	2620-1 850 (900-1)	2620-1¼ 850 (900-1¼)	2620-2½ 850 (900-2½)	NA
CIRCLING	2760-1¼ 977 (1000-1¼)	2760-1½ 977 (1000-1½)	2780-3 997 (1000-3)	NA

ELEV 1783 Rwy 26 ldg 3111′



MIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3111
255°	TDZE	1771
	Apt Elev	1783

GPS RWY 26

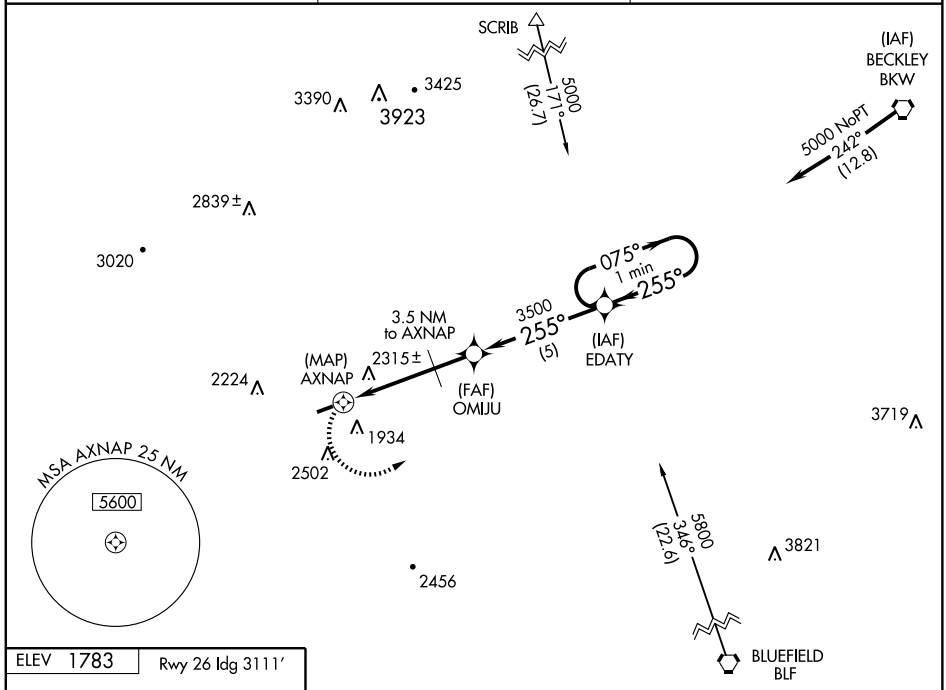
PINEVILLE/ KEE FIELD (I16)

Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting. Procedure NA at night.

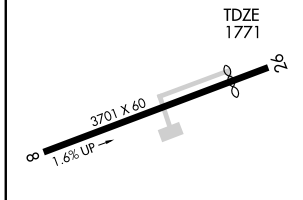
NA

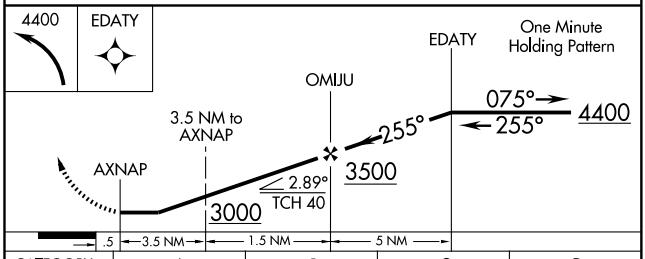
MISSED APPROACH: Climbing left turn to 4400 direct EDATY WP and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
120.625	118.95 269.125	122.8 (CTAF) L



ELEV 1783 Rwy 26 Idg 3111′





CATEGORY	A	B	C	D
S-26	2580-1 809 (800-1)	2580-1¼ 809 (800-1¼)	2580-2¼ 809 (800-2¼)	NA
CIRCLING	2620-1 837 (900-1)	2620-1¼ 837 (900-1¼)	2620-2½ 837 (900-2½)	NA
BECKLEY ALTIMETER SETTING MINIMUMS				
S-26	2740-1¼ 969 (1000-1¼)	2740-1½ 969 (1000-1½)	2740-3 969 (1000-3)	NA
CIRCLING	2760-1¼ 977 (1000-1¼)	2760-1½ 977 (1000-1½)	2780-3 997 (1000-3)	NA

MIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
246°	TDZE	643
	Apt Elev	643

GPS RWY 25

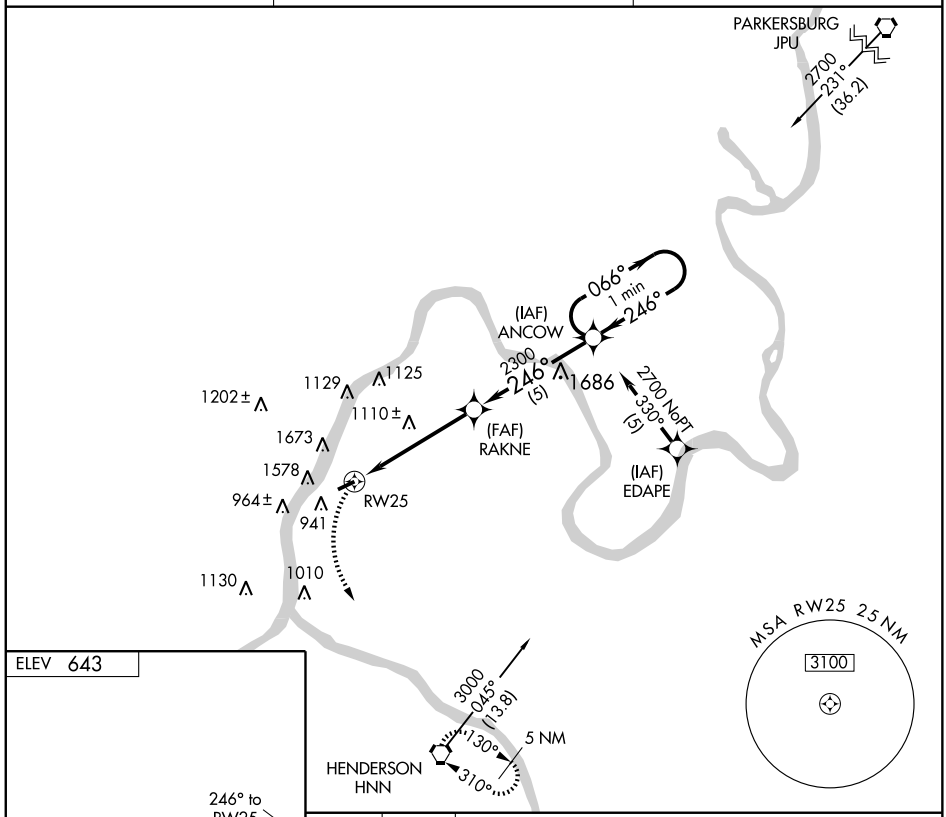
POINT PLEASANT / MASON COUNTY (3I2)

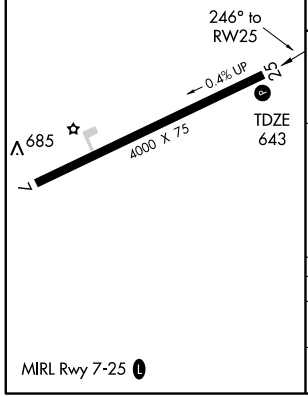
NA

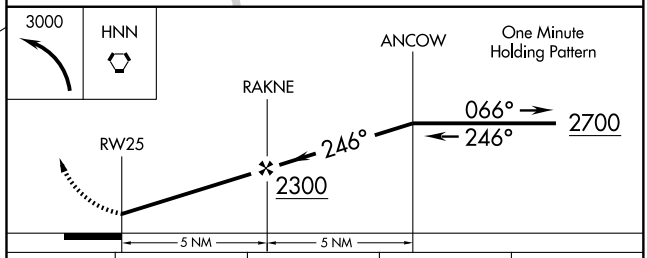
Circling NA northwest of Rwy 7-25.

MISSED APPROACH: Climbing left turn to 3000 direct HNN VORTAC and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
119.675	128.4 270.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-25	1360-1	717 (800-1)	1360-2 717 (800-2)	1360-2¼ 717 (800-2¼)
CIRCLING	1360-1	717 (800-1)	1360-2 717 (800-2)	1360-2¼ 717 (800-2¼)

NE-4, 14 JAN 2010 to 11 FEB 2010

RAVENSWOOD, WEST VIRGINIA

AL-6658 (FAA)

APP CRS	Rwy Idg	4001
037°	TDZE	754
	Apt Elev	759

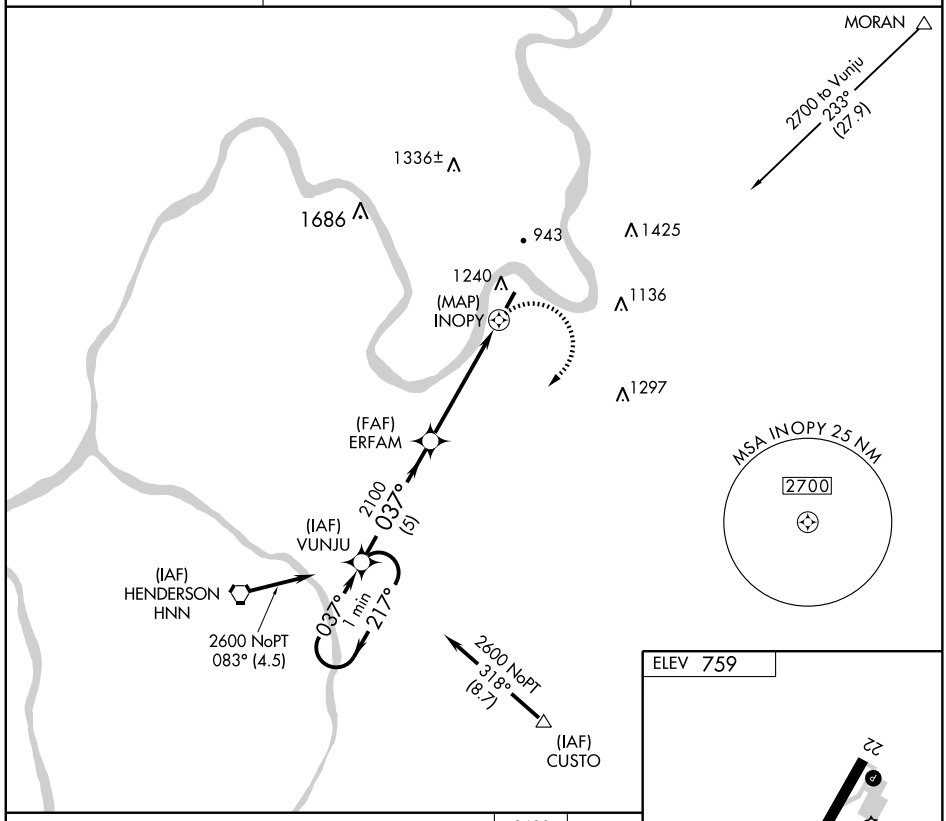
GPS RWY 4

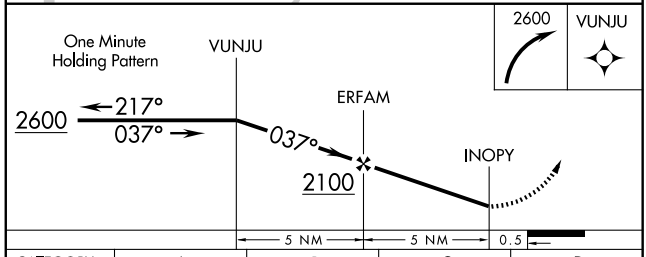
RAVENSWOOD / JACKSON COUNTY (I18)

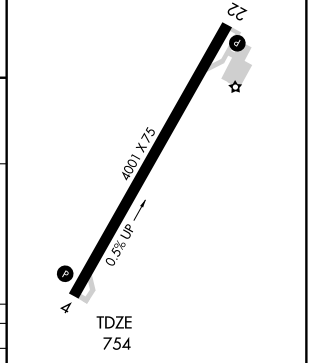
NA

MISSED APPROACH: Climbing right turn to 2600 direct VUNJU WP and hold.

AWOS-2	HUNTINGTON APP CON	UNICOM
121.3	128.4 270.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1400-1 646 (700-1)		1400-1¾ 646 (700-1¾)	NA
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	NA

MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4001
217°	TDZE	759
	Apt Elev	759

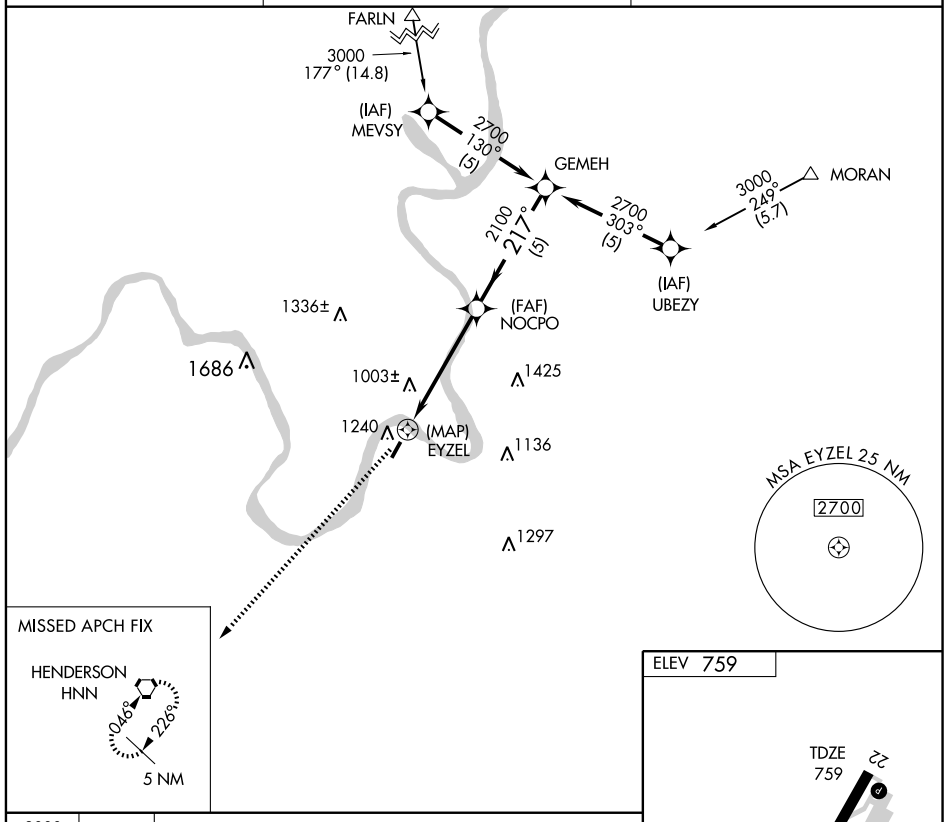
GPS RWY 22

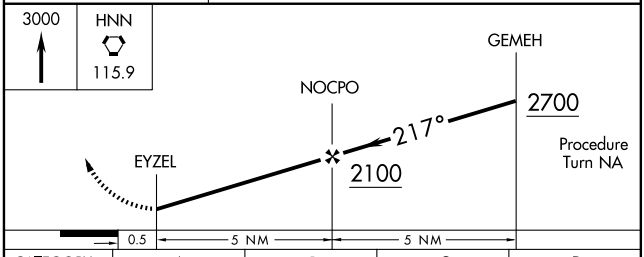
RAVENSWOOD / JACKSON COUNTY (I18)

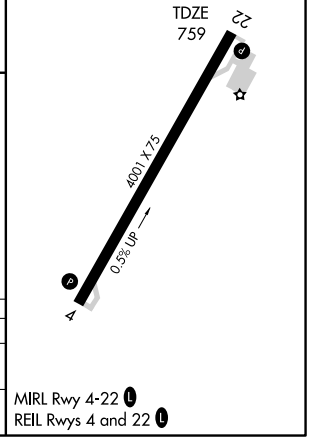
NA

MISSED APPROACH: Climb to 3000 direct HNN VORTAC and hold.

AWOS-2	HUNTINGTON APP CON	UNICOM
121.3	128.4 270.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1440-1 681 (700-1)		1440-2 681 (700-2)	NA
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NE-4, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 10

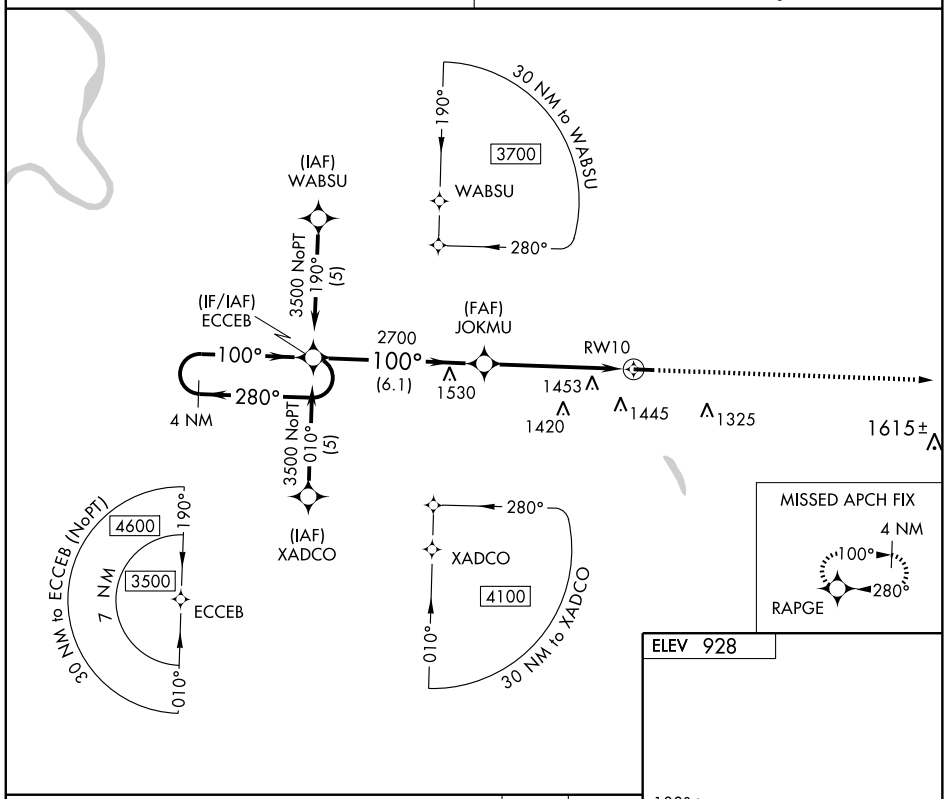
SPENCER/ BOGGS FIELD (14P)

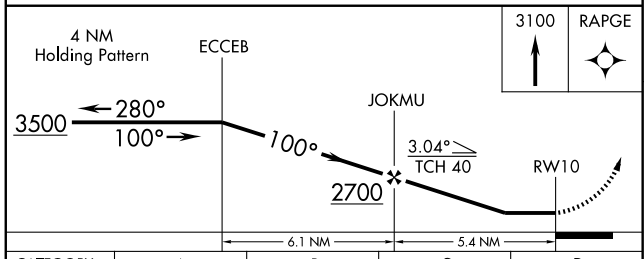
APP CRS	Rwy ldg	4553
100°	TDZE	928
	Apt Elev	928

NA — DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Charleston altimeter setting and increase all MDA 80 feet and increase LNAV Cats A, C and D and Circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct RAPGE and hold.

CHARLESTON APP CON	UNICOM
124.1 269.125	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1740-1 812 (900-1)	1740-1¼ 812 (900-1¼)	1740-2½ 812 (900-2½)	1740-2¾ 812 (900-2¾)
CIRCLING	1740-1 812 (900-1)	1740-1¼ 812 (900-1¼)	1820-2¾ 892 (900-2¾)	1820-3 892 (900-3)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-4. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 28

SPENCER/ BOGGS FIELD (14P)

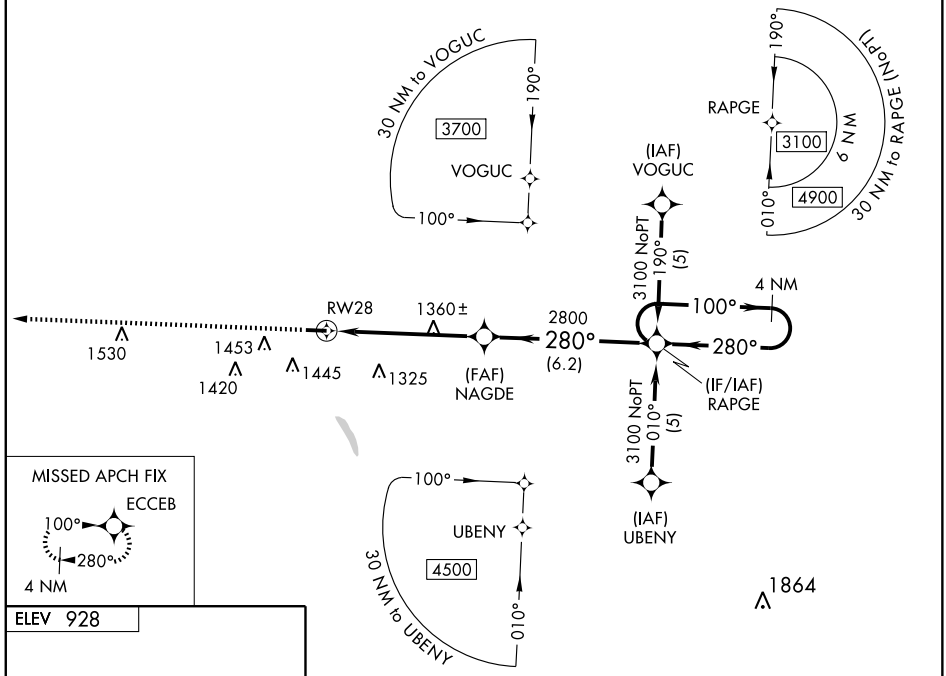
APP CRS	Rwy Idg	4553
280°	TDZE	928
	Apt Elev	928

T
A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Charleston altimeter setting and increase all MDA 80 feet, increase LNAV Cats B, C, and D visibility ¼ mile and increase Circling Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct ECCEB and hold.

CHARLESTON APP CON	UNICOM
124.1 269.125	122.725 (CTAF) L



ELEV 928

CATEGORY	A	B	C	D
LNAV MDA	1620-1	692 (700-1)	1620-2 692 (700-2)	1620-2¼ 692 (700-2¼)
CIRCLING	1620-1	692 (700-1)	1820-2¾ 892 (900-2¾)	1820-3 892 (900-3)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SUMMERSVILLE, WEST VIRGINIA AL-6056 (FAA)

APP CRS	Rwy Idg	3015
044°	TDZE	1820
	Apt Elev	1820

GPS RWY 4
SUMMERSVILLE (SXL)

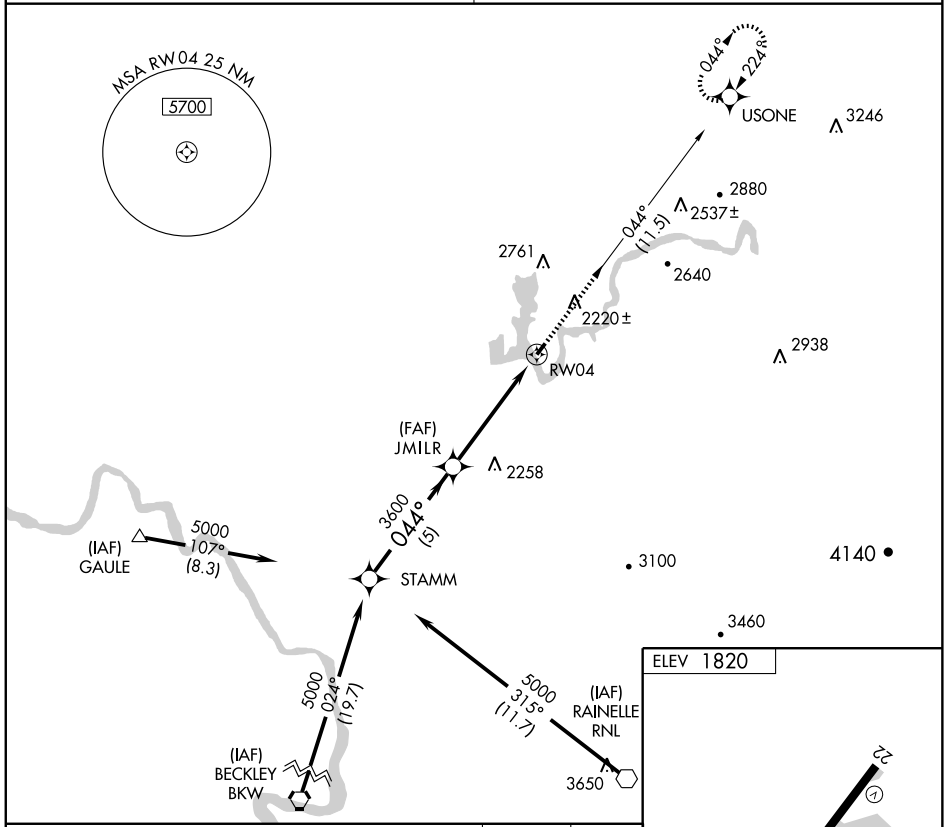
NE-4, 14 JAN 2010 to 11 FEB 2010

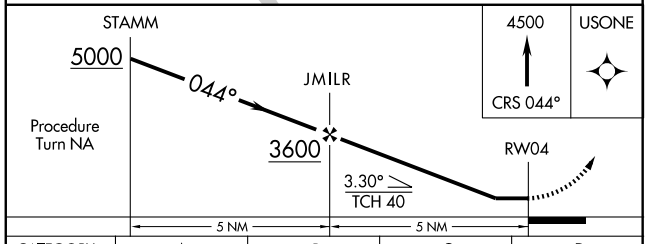
Use Charleston altimeter setting, when not received procedure NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 4500 via 044° course to USONE WP and hold.

CHARLESTON APP CON	UNICOM
119.2 269.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	2900-1¼ 1080 (1100-1¼)	2900-1½ 1080 (1100-1½)	2900-3 1080 (1100-3)	NA
CIRCLING	2900-1¼ 1080 (1100-1¼)	2900-1½ 1080 (1100-1½)	2900-3 1080 (1100-3)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22

SUMMERSVILLE, WEST VIRGINIA AL-6056 (FAA)

APP CRS	Rwy Idg	3015
224°	TDZE	1820
	Apt Elev	1820

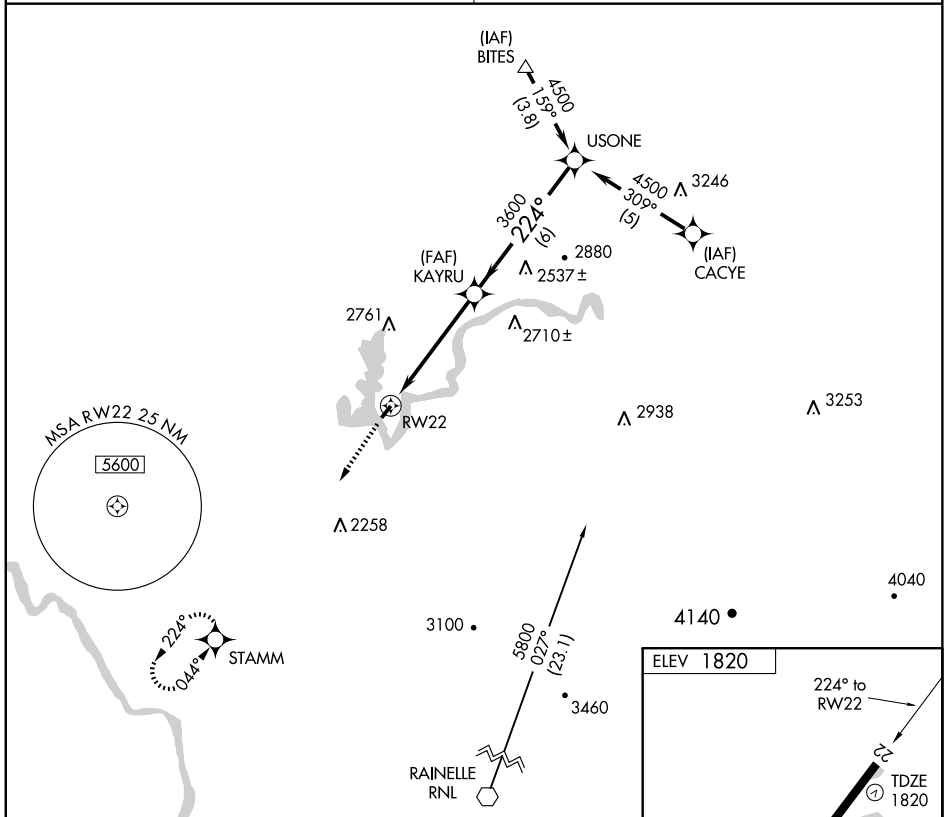
GPS RWY 22
SUMMERSVILLE (SXL)

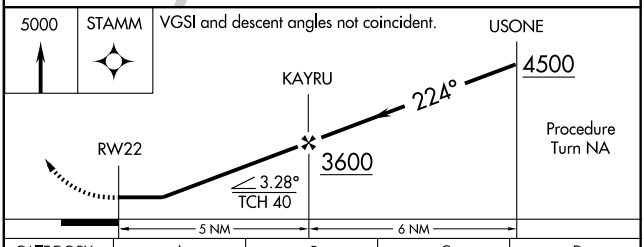
Use Charleston altimeter setting, when not received procedure NA. Circling to Rwy 4 NA at night.

MISSED APPROACH: Climb to 5000 direct STAMM WP and hold.

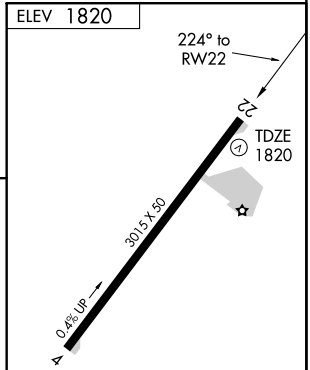
CHARLESTON APP CON
119.2 269.125

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-22	3020-1¼ 1200 (1200-1¼)	3020-1½ 1200 (1200-1½)	3020-3 1200 (1200-3)	NA
CIRCLING	3020-1¼ 1200 (1200-1¼)	3020-1½ 1200 (1200-1½)	3020-3 1200 (1200-3)	NA



MIRL Rwy 4-22 L
REIL Rwys 4 and 22

NE-4. 14 JAN 2010 to 11 FEB 2010

APP CRS		
014°	Rwy Idg	3586
	TDZE	1270
	Apt Elev	1275

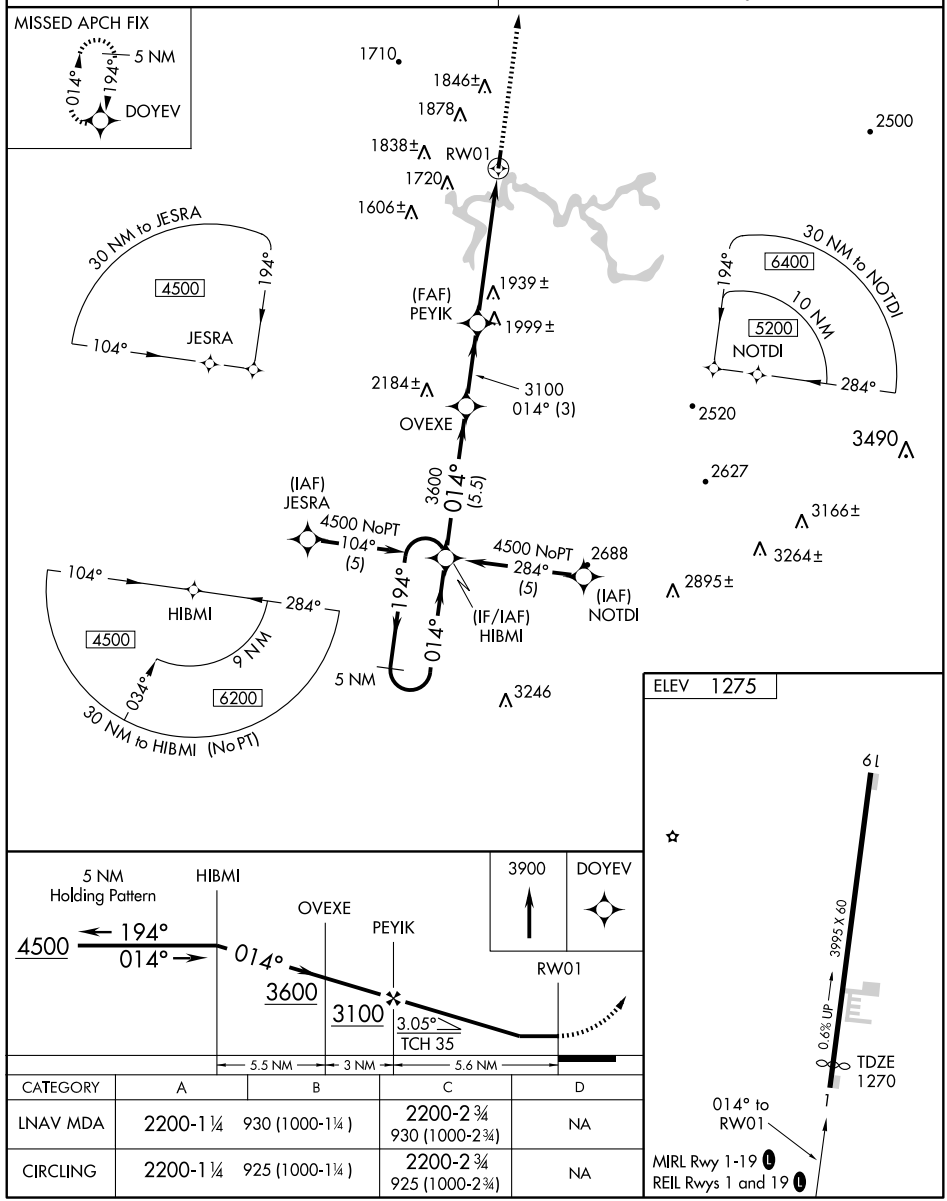
RNAV (GPS) RWY 1

SUTTON / BRAXTON COUNTY (48I)

Procedure NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 260 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct DOYEV and hold.

CLARKSBURG APP CON ★	CTAF
121.15 269.375	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	2200-1¼	930 (1000-1¼)	2200-2¾ 930 (1000-2¾)	NA
CIRCLING	2200-1¼	925 (1000-1¼)	2200-2¾ 925 (1000-2¾)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3995
194°	TDZE	1275
	Apt Elev	1275

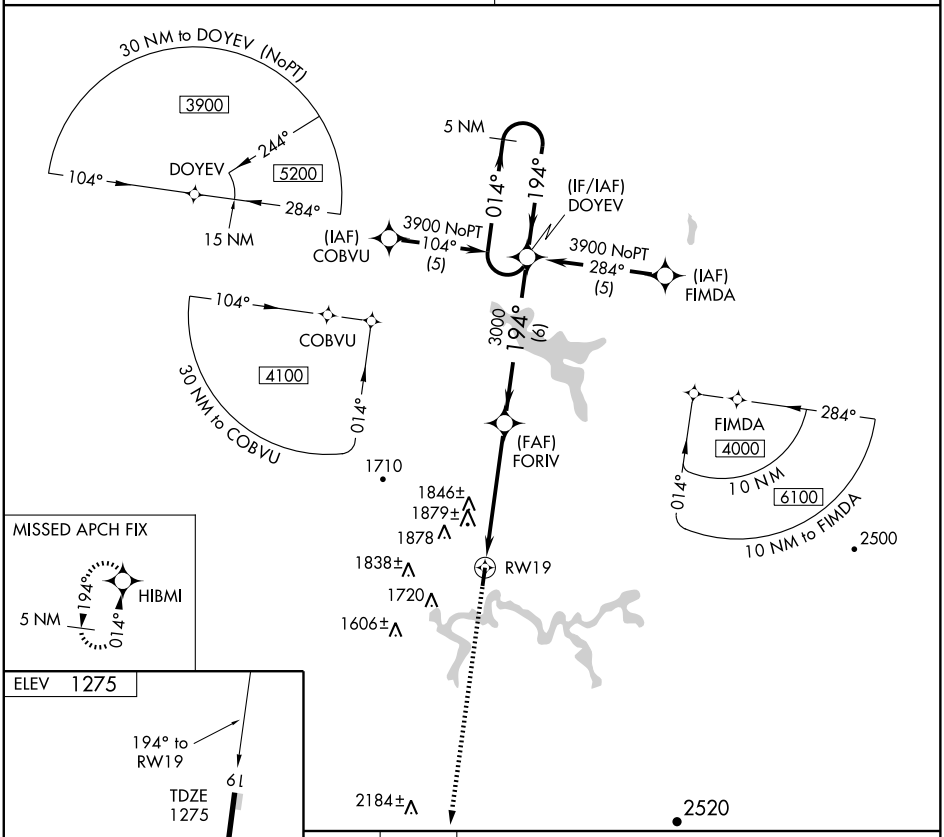
RNAV (GPS) RWY 19

SUTTON / BRAXTON COUNTY (48I)

Procedure NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 260 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct HIBMI and hold.

CLARKSBURG APP CON ★	CTAF
121.15 269.375	122.9 (L)



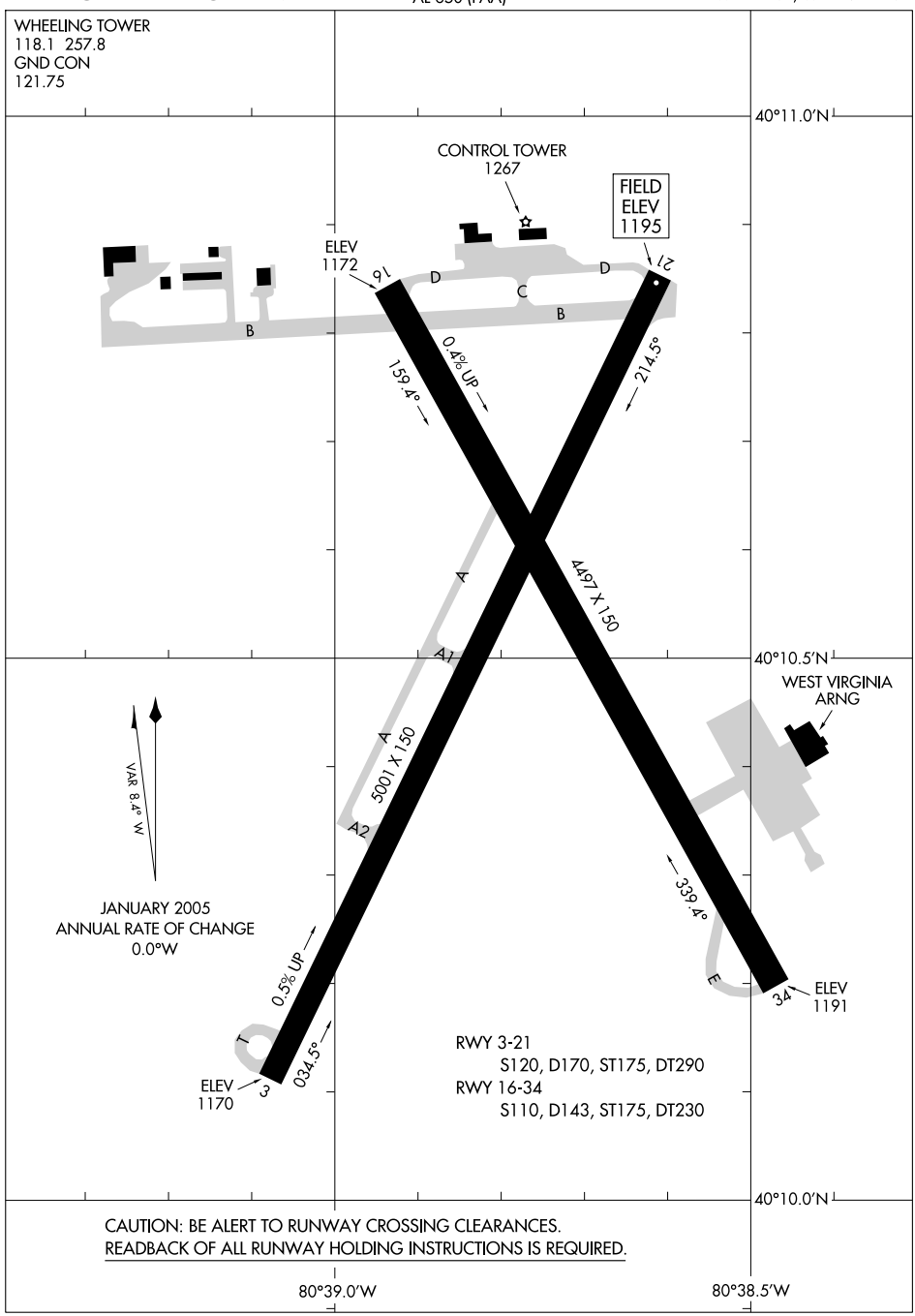
CATEGORY	A	B	C	D
LNAV MDA	2060-1 785 (800-1)	2060-1 ¼ 785 (800-1 ¼)	2060-2 ¼ 785 (800-2 ¼)	NA
CIRCLING	2060-1 785 (800-1)	2080-1 ¼ 805 (900-1 ¼)	2180-2 ¾ 905 (1000-2 ¾)	NA

NE-4, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-650 (FAA)

WHEELING OHIO COUNTY (HLG)
WHEELING, WEST VIRGINIA



NE-4, 14 JAN 2010 to 11 FEB 2010

LOC I-HLG	APP CRS	Rwy Idg	5001
109.7	033°	TDZE	1171
		Apt Elev	1195

ILS or LOC RWY 3

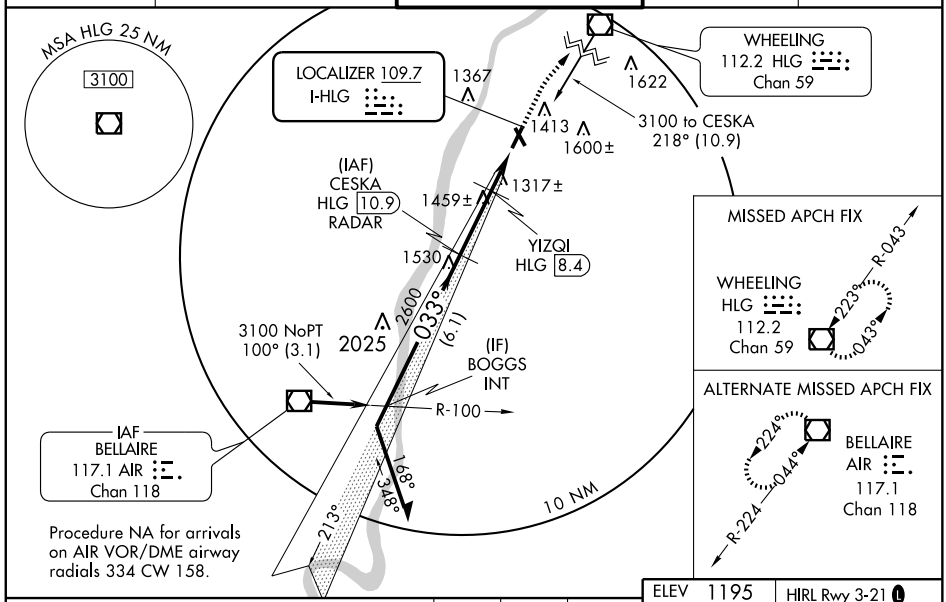
WHEELING OHIO COUNTY (HLG)

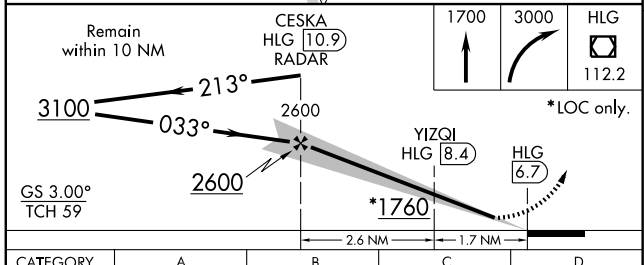
DME or Radar required. Autopilot coupled approach NA below 1401. Inoperative table does not apply to S-LOC 3 Cat C and YIZQI Fix Minimums S-LOC 3 Cat C. When local altimeter setting not received, use Washington, PA altimeter setting and increase all DA/MDA 40 feet and S-LOC 3 Cats C/D and Circling Cats C/D and YIZQI Fix Minimums S-LOC 3 Cat D and Circling Cat D visibilities ¼ mile. Inoperative table does not apply to S-LOC 3 Cat C and YIZQI Fix Minimums S-LOC Cat C when using Washington, PA altimeter setting.

MALSF

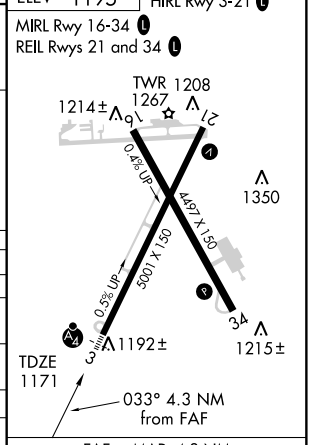
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct HLG VOR/DME and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95





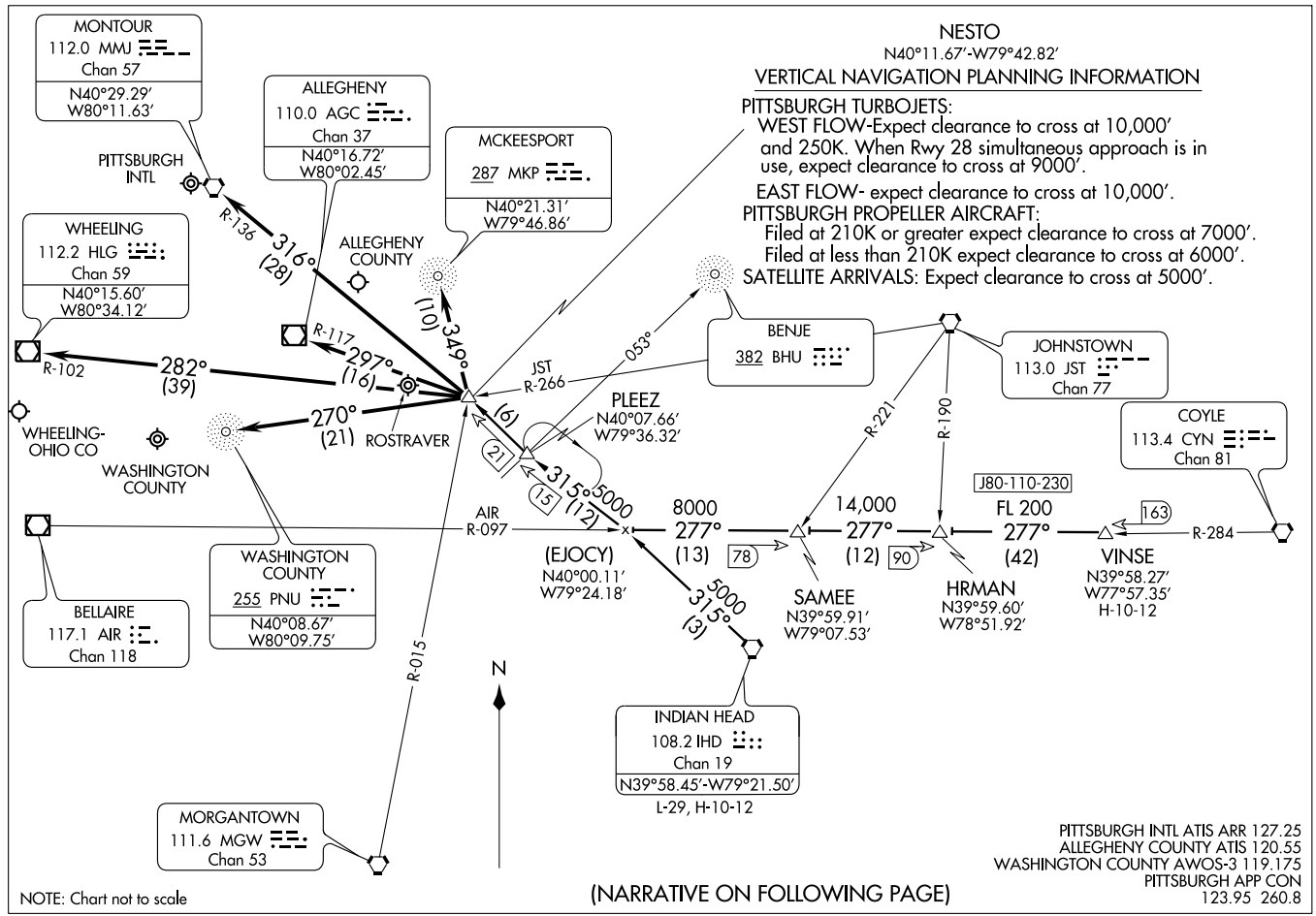
CATEGORY	A	B	C	D
S-ILS 3	1371-¾ 200 (200-¾)			
S-LOC 3	1760-¾ 589 (600-¾)		1760-1½ 589 (600-1½)	1760-1¾ 589 (600-1¾)
CIRCLING	1760-1 565 (600-1)		1760-1½ 565 (600-1½)	1900-2¼ 705 (800-2¼)
YIZQI FIX MINIMUMS				
S-LOC 3	1580-¾ 409 (400-¾)		1580-1¼ 409 (400-1¼)	
CIRCLING	1720-1 525 (600-1)		1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-4. 14 JAN 2010 to 11 FEB 2010

NESTO TWO ARRIVAL



ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 90513	033°	TDZE	1171
W03A		Apt Elev	1195

RNAV (GPS) RWY 3

WHEELING OHIO COUNTY (HLG)

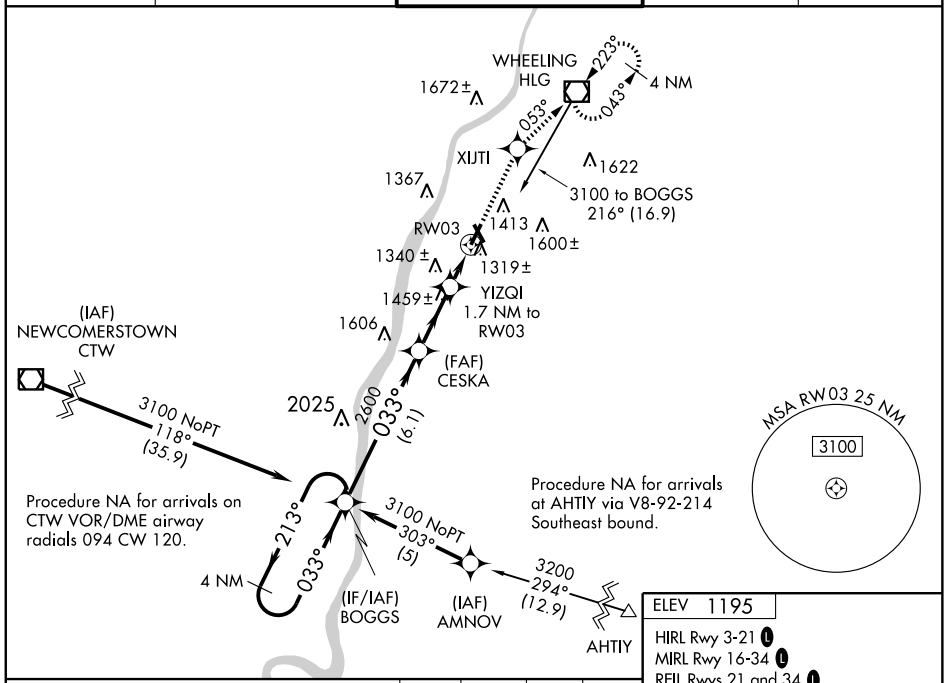
▼ Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all DA/MDA 40 feet and Circling Cat D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C when using Washington, PA altimeter setting. VDP and Baro-VNAV NA when using Washington, PA altimeter setting.

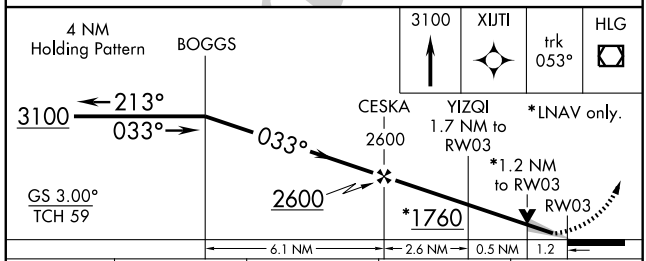
▲

MALSF

MISSED APPROACH: Climb to 3100 direct XIJTI and via track 053° to HLG VOR/DME and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95





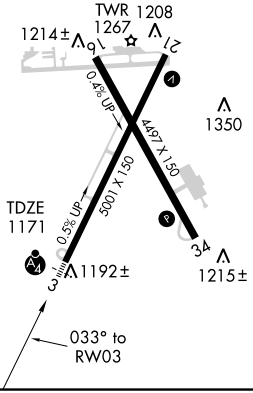
CATEGORY	A	B	C	D
LPV DA	1371-¾ 200 (200-¾)			
LNAV/VNAV DA	1646-1¾ 475 (500-1¾)			
LNAV MDA	1600-¾ 429 (500-¾)		1600-1¼ 429 (500-1¼)	1600-1½ 429 (500-1½)
CIRCLING	1720-1 525 (600-1)		1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)

ELEV 1195

HIRL Rwy 3-21 L

MIRL Rwy 16-34 L

REIL Rwys 21 and 34 L



NE-4, 14 JAN 2010 to 11 FEB 2010

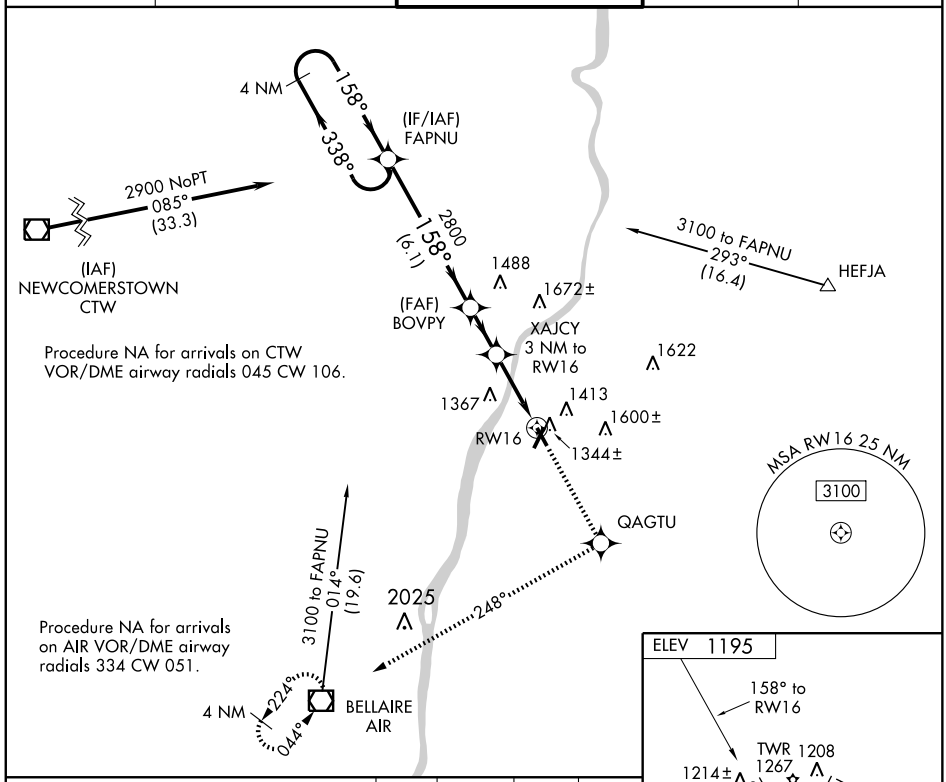
APP CRS	Rwy Idg	4497
158°	TDZE	1178
	Apt Elev	1195

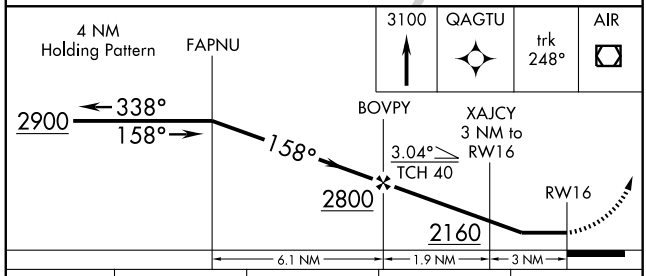
RNAV (GPS) RWY 16
WHEELING OHIO COUNTY (HLG)

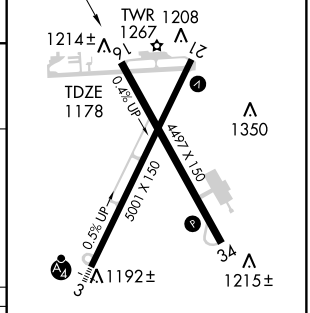
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in/Circling Rwy 16 procedure NA at night. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cat D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct QAGTU then via track 248° to AIR VOR/DME and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95







CATEGORY	A	B	C	D
LNAV MDA	1680-1	502 (500-1)	1680-1½	502 (500-1½)
CIRCLING	1720-1	525 (600-1)	1740-1½	1900-2¼
			545 (600-1½)	705 (800-2¼)

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 21 and 34 L

NE-4, 14 JAN 2010 to 11 FEB 2010

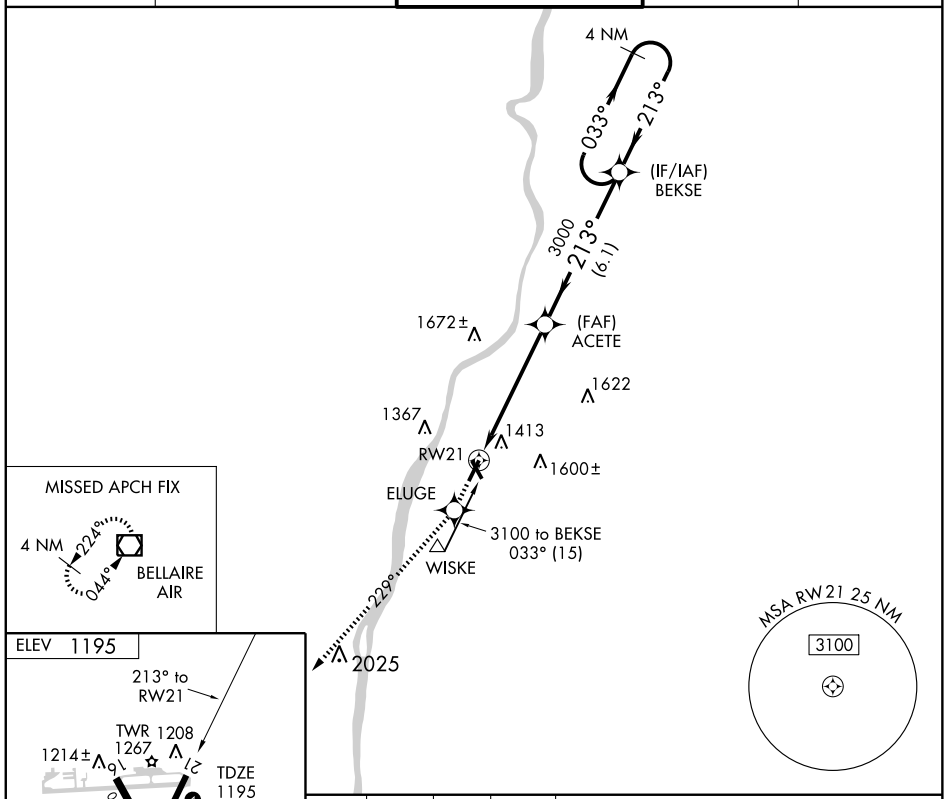
APP CRS	Rwy Idg	5001
213°	TDZE	1195
	Apt Elev	1195

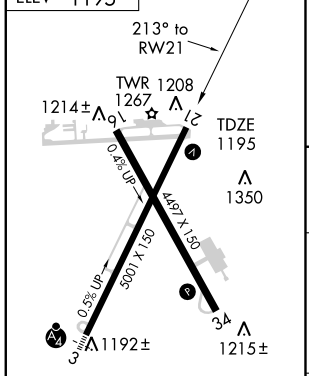
RNAV (GPS) RWY 21
WHEELING OHIO COUNTY (HLG)

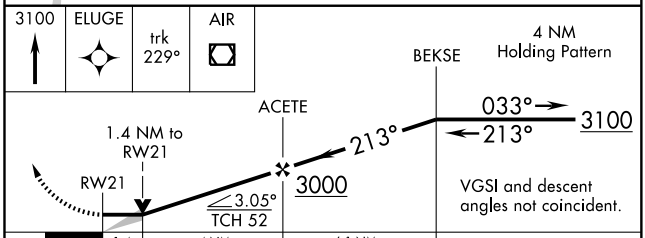
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cats C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct ELUGE and via track 229° to AIR VOR/DME and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95







CATEGORY	A	B	C	D
LNAV MDA	1680-1	485 (500-1)	1680-1¼ 485 (500-1¼)	1680-1½ 485 (500-1½)
CIRCLING	1720-1	525 (600-1)	1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 21 and 34 L

NE-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4497
338°	TDZE	1191
	Apt Elev	1195

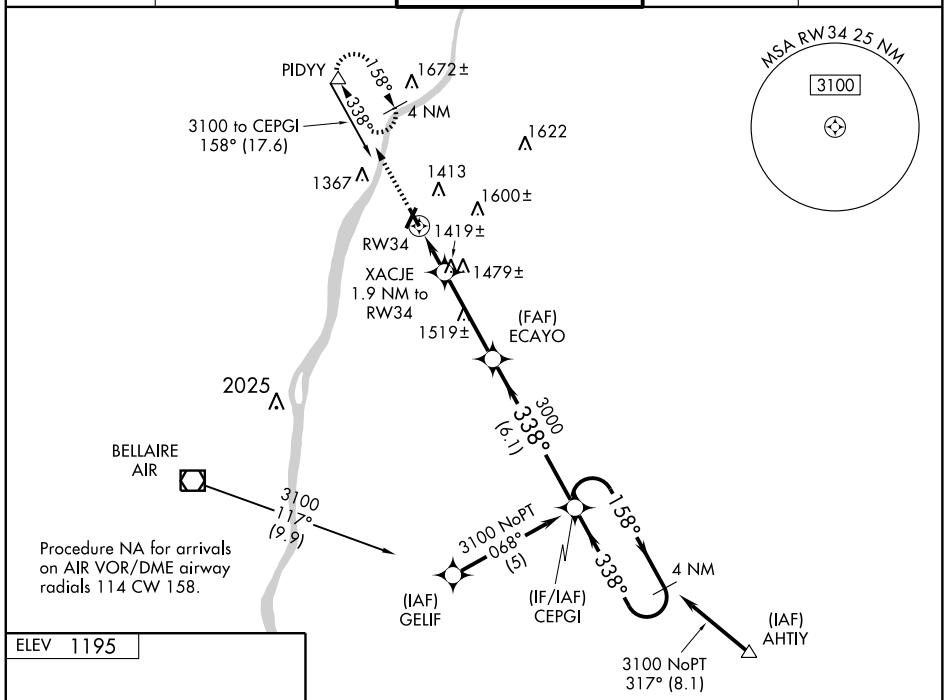
RNAV (GPS) RWY 34

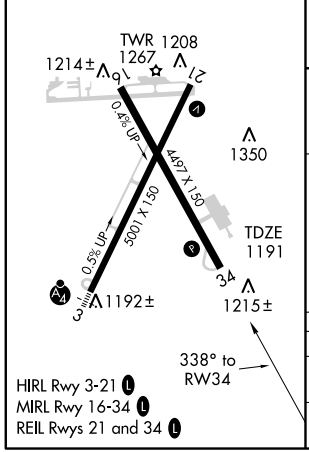
WHEELING OHIO COUNTY (HLG)

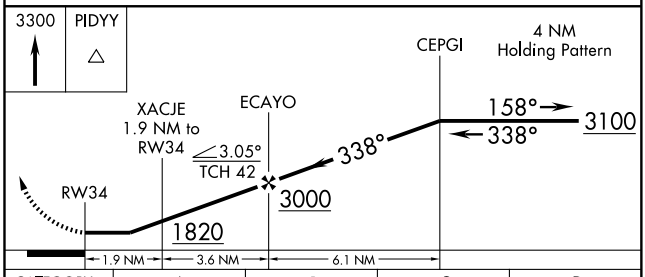
When VGSI inop, Straight-in/Circling Rwy 34 procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cats C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3300 direct PIDYY and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95







CATEGORY	A	B	C	D
LNAV MDA	1680-1	489 (500-1)	1680-1¼ 489 (500-1¼)	1680-1½ 489 (500-1½)
CIRCLING	1720-1	525 (600-1)	1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)

NE-4, 14 JAN 2010 to 11 FEB 2010

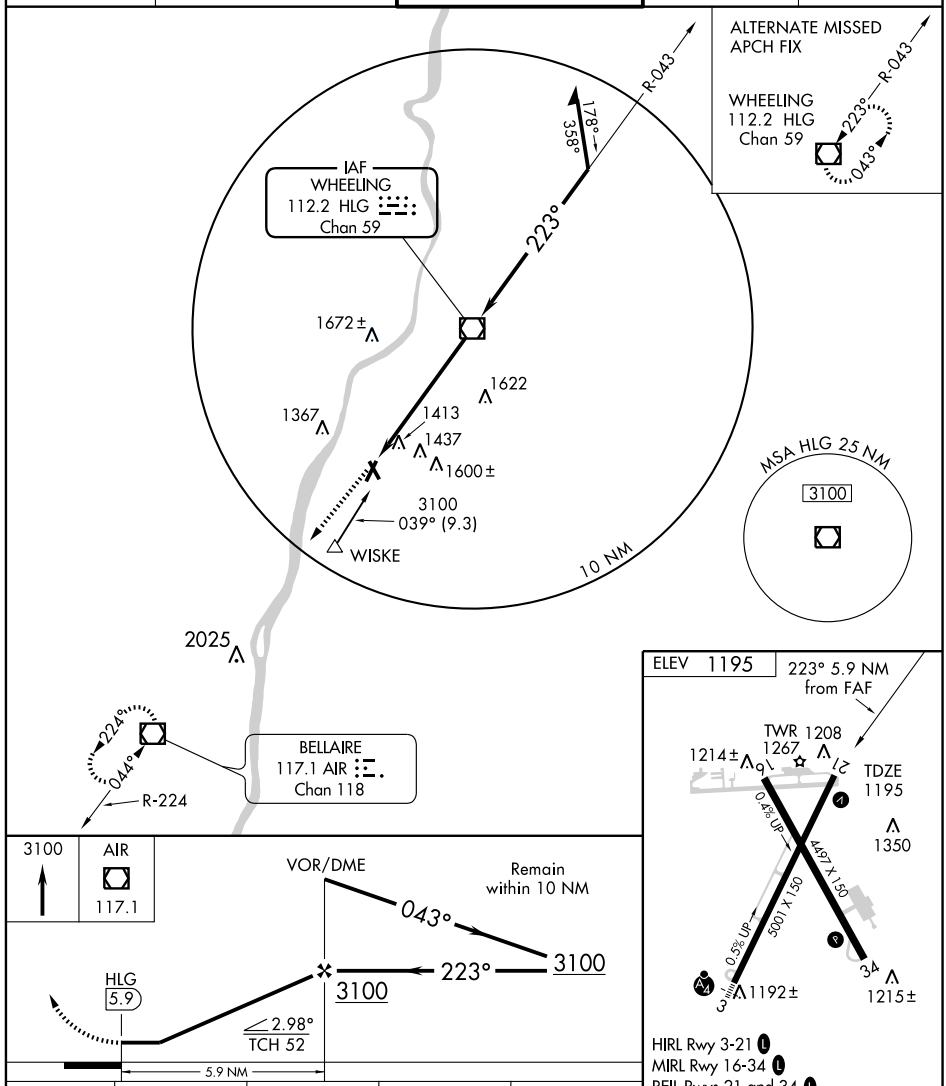
VOR/DME HLG	APP CRS	Rwy Idg	5001
112.2	223°	TDZE	1195
Chan 59		Apt Elev	1195

VOR RWY 21
WHEELING OHIO COUNTY (HLG)

▼ Visibility reduction by helicopters NA.
▲ If local altimeter setting not received, use Washington, PA altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3100 direct AIR VOR/DME and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95



HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 21 and 34 L

CATEGORY	A	B	C	D
S-21	1700-1	505 (600-1)	1700-1½	505 (600-1½)
CIRCLING	1720-1	525 (600-1)	1740-1½	1900-2¼
			545 (600-1½)	705 (800-2¼)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-4, 14 JAN 2010 to 11 FEB 2010